

## SESTRAN PARTNERSHIP BOARD MEETING

Remote Meeting via MS Office Teams  
10:00am Friday 18<sup>th</sup> June 2021

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1. ORDER OF BUSINESS
2. APOLOGIES
3. DECLARATIONS OF INTEREST

### AGENDA A – POINTS FOR DECISION

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(B2.1) New Cycling Framework for Scotland – by Peter Jackson	<b>430</b>
(B2.2) Coronavirus COVID-19 Guidance on Temporary Traffic Regulation Orders and Notices:	

*Members, please note that SEStran will be responding to this consultation:*

<https://www.transport.gov.scot/publication/coronavirus-covid-19-guidance-on-temporary-traffic-regulation-orders-and-notices/>

**B3. MINUTES**

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Gavin King  
Secretary to SESTRAN  
Democracy, Governance and Resilience Senior Manager  
Strategy & Communication Division  
The City of Edinburgh Council  
Waverley Court 2.1  
Edinburgh  
EH8 8BG

11<sup>th</sup> June 2021

Telephone: 0131 529 4239 or E-mail: [gavin.king@edinburgh.gov.uk](mailto:gavin.king@edinburgh.gov.uk)

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# SEStran Partnership Board Minutes

2pm, Friday 19 March 2021

Microsoft Teams

## Present

## Name

## Organisation Title

Cllr Colin Davidson (In the Chair)	Fife Council
Cllr Gordon Edgar (Chair from item A8)	Scottish Borders Council
Laura Alexander	Non-Councillor Member
Cllr Donald Balsillie	Clackmannanshire Council
Cllr Dave Dempsey	Fife Council
Cllr Karen Doran	City of Edinburgh Council
Cllr Ian Ferguson	Fife Council
Callum Hay	Non-Councillor Member
Simon Hindshaw	Non-Councillor Member
Cllr Chris Horne	West Lothian Council
Cllr Russell Imrie	Midlothian Council
Richard Llewellyn	Non-Councillor Member
Cllr Lesley Macinnes	City of Edinburgh Council
Cllr Claire Miller	City of Edinburgh Council
Cllr Laura Murtagh	Falkirk Council
Cllr Cameron Rose	City of Edinburgh Council
Cllr Peter Smaill	Midlothian Council
Catherine Thomson	Non-Councillor Member
Barry Turner	Non-Councillor Member
Cllr Mike Watson	Clackmannanshire Council
Paul White	Non-Councillor Member

## In Attendance

Hayley Barnett	City of Edinburgh Council
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Kevin Collins	Falkirk Council
Angela Chambers	SEStran
Andrew Ferguson	SEStran
Keith Fiske	SEStran
Jim Grieve	SEStran
Ken Gourlay	Fife Council
Lindsay Haddow	Midlothian Council
Anna Herriman	SEStran
Beth Harley-Jepson	SEStran
Karen Jones	Azets
Graeme Johnstone	Scottish Borders Council
Graeme Malcolm	West Lothian Council
Martin Scott	City of Edinburgh Council
Ewan Tait	ScotRail
Iain Shaw	City of Edinburgh Council
Jim Stewart	SEStran
Julie Vinders	SEStran

### **Apologies for Absence**

Peter Forsyth	East Lothian Council
Cllr Jim Fullarton	Scottish Borders Council
Vivienne Gray	Non-Councillor Member
Cllr Craig Hoy	East Lothian Council
Dr Doreen Steele	Non-Councillor Member

## **ScotRail Update – Presentation**

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Ewan Tait of ScotRail provided a presentation updating the Board on the ScotRail franchise, the impact of Covid-19, timetable changes and future plans.

In December 2019, Transport Scotland served a No Rebasing Notice and confirmed that the franchise would end on 31st March 2022. Since April 2020 ScotRail had been in Emergency Measures Agreements with Transport Scotland, and they were providing significant financial support to the rail industry to keep the trains running. The EMA2 ended on 31st March 2021. ScotRail and Transport Scotland were close to reaching an agreement for EMA3 which would last to September 2022. From 1st April 2022 the current ScotRail would end and Transport Scotland confirmed that the franchise would be operated by the Operator of Last Resort, a company wholly owned by the Scottish Government.



Details were provided of patronage since the start of 2020. It was noted that passenger numbers had dropped during the national lockdown and fluctuated as the restrictions were eased and reapplied. In terms of the types of tickets users were purchasing, initially the passenger number across all ticket types dropped but when lockdown restrictions were eased in the summer of 2020, leisure trips returned quicker than commuter travel.

Mr Tait noted that since February, ScotRail had been running reduced services across Scotland due to the reduction in demand. With the introduction of lockdown in December 2020, a decision was taken to reduce the level of services provided. Some services reinstated following stakeholder and customer feedback, including later services to Bathgate, Fife and Dundee, and additional daytime services to Dunbar.

Significant over-capacity in off-peak services in recent years meant that service levels were reviewed so that ScotRail could offer value for money to the Scottish Government whilst continuing to provide an attractive service and providing more capacity than they expect to need. There was a significant vacancy gap in the train crew complement. It had not been possible to conduct driver training over the previous 12 months; 165 drivers were waiting to go through training.

From May 2021, evening services would be restored across the network. There would be hourly service on the majority of routes in south east Scotland, with two trains per hour in the peaks. Edinburgh to Glasgow services would be two trains per hour all day. Edinburgh to Bathgate services would be two trains per hour all day with additional peak services Monday to Friday. InterCity services would be every two hours as ScotRail focussed on local services.

Mr Tait noted that based on the 2020/21 budget, it was going to cost approximately £15 per journey to run a train service. Of that, £3.88 would come from the customer and £11.29 from the Scottish Government. Mr Tait stated that a successful decarbonised economy needs widespread use of public transport and questioned how more passengers could be carried without increasing operating costs. To do this, future timetables will be developed that meet future needs of passengers rather than simply reverting to the pre-COVID timetable.

## **Decision**

To thank Ewan Tait for his attendance and note the presentation provided.

## **A1. Minutes**

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### **Decision**

- 1) To agree the minute of the SEStran Partnership Board of 20 November 2020 as a correct record.
- 2) To agree the minute of the Performance and Audit Committee of 5 March 2021 as a correct record.

## **A2. External Audit Plan 2020/21**

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Azets, as the appointed independent external auditor of the Partnership, prepared an Annual Audit Plan for 2020/21. The plan detailed the audit approach based on an understanding of the characteristics, responsibilities and principal activities, risks and governance arrangements of the Partnership.

### **Decision**

To note the External Audit Plan for 2019/20.

(References – SEStran Performance and Audit Committee, 5 March 2021 (item A5); report by the External Auditor, submitted)

### **A3(a). Revenue Budget 2021/22 and Indicative Financial Plan 2022/23 to 2023/24**

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The revenue budget for 2021/22 and an indicative financial plan for 2022/23 to 2023/24, was presented for approval.

### **Decision**

- 1) To approve the proposed Core budget for 2021/22, as detailed at Appendix 1 of the report.
- 2) To approve the proposed Projects budget for 2021/22, as detailed at Appendix 2(a) of the report.
- 3) To note that financial planning for 2022/23 to 2023/24 would be developed throughout 2021 for review by the Partnership in December 2021.
- 4) To agree the recommendation of the Performance and Audit Committee that, for future years financial planning, further consideration be given to the future resource requirement of the Partnership.
- 5) To note that the proposed budget was subject to a number of risks. All income and expenditure of the Partnership would continue to be monitored closely with updates reported to each Partnership meeting

(References – SEStran Performance and Audit Committee, 5 March 2021 (item A6); report by the Treasurer, submitted)

### **A3(b). Finance Officer's Report**

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The Board considered the second update on financial performance of the Core and Projects budgets of the Partnership for 2020/21, in accordance with the Financial Regulations of the Partnership. An analysis of financial performance to the end of January 2021 was also presented.

### **Decision**

- 1) To note the forecast underspend on the Core revenue budget of £27,000.
- 2) To note that subject to confirmation of the final outturn for 2020/21 and after conclusion of the Annual Audit, it was anticipated the core budget underspend would be applied as a further contribution towards establishment of an unallocated General Fund reserve of £29,000.

- 3) To note the forecast underspend of £89,000 on the Projects budget which principally reflected slippage on development of the Regional Transport Strategy, due to the effects of the pandemic.
- 4) To note that subject to confirmation of the final outturn for 2020/21 and after conclusion of the Annual Audit, it was anticipated slippage on the Projects budget will be carried forward to 2021/22.

(Reference – report by the Treasurer, submitted)

### **A3(c). Annual Treasury Management Strategy**

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Details were provided of the proposed Treasury Management Strategy for 2021/22.

#### **Decision**

To approve the Annual Treasury Management Strategy, as detailed in Appendix 1 of the report.

(Reference – report by the Treasurer, submitted)

### **A4(a). Review of Governance Scheme**

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The Review of SEStran's Governance Scheme had taken place at regular intervals over recent years, specifically August 2017, June 2018, October 2018 and September 2019. Approval was sought of amendments to SEStran's Governance Scheme.

#### **Decision**

- 1) To repeal and approve the governance documents appended to the report to take effect from 20 March 2021.
- 2) To delegate approval to the Secretary to make any such amendments necessary to the Governance documentation to implement the decision of the Board.

(Reference – report by the Partnership Secretary, submitted)

### **A4(b). Non- Councillor Member Appointments**

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Approval was sought to extend the term of non-councillor board member, Doreen Steele to 31st March 2022, to align her term with that of the other non-councillor members.

#### **Decision**

- 1) To approve the extension of non-councillor board member, Doreen Steel's term to 31st March 2022.
- 2) To note that a reappointment/recruitment exercise for the 2022-2026 term of Non-Councillor Members would commence late 2021.

(Reference – report by the Partnership Secretary, submitted)

### **A5. Draft Business Plan 2021-22 to 2023-24**

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Approval was sought, in principle, of a proposed three-year Business Plan, subject to a finalised version being brought to the June cycle of Performance and Audit Committee and Board for further consideration.

The Business Plan followed in the main the format set out in last year's one-year Plan. However, in the projects section longer-term developments were set out where known; the three-year budget, again in draft form, was set out in the Annexes; and the impact of Covid on operational matters formed another Annex.

There was a wide-ranging discussion with comments on how the work could be progressed and a number of suggestions were put forward. The following key points emerged:

- There was a mixture of projects that had finite durations and end points and projects that did not have that, and this could be developed over time.
- The concept of rural transport issues should be strengthened in the Business Plan.
- There was an element of unknown as to what transport habits and working patterns would be like post Covid-19 pandemic.
- In the development of demand responsive transport, focus and attention could be given to think about how all sectors of the transport industry are facing challenges and it may be that there is scope for integration with the more traditional public transport system.
- There was a need for flexibility in the Business Plan.

### **Decision**

- 1) To note the terms of the report.
- 2) To agree the initial draft Business Plan appended to the report, with a final version taking into account the budget outturn and other developments being brought back to the Performance and Audit Committee for further scrutiny and onward transmission to the Board in June.

(Reference – report by the Partnership Director, submitted)

## **A6. Equality Outcomes 2021-25 and Mainstreaming Report**

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The Board considered a report which advised that SEStran was a listed public body under the Equality Act 2010 ("the 2010 Act") and the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012. The draft Equalities Outcomes 2021-2025 and Mainstreaming report was presented for approval and publication by 30 April 2021.

### **Decision**

- 1) To approve the Equality Outcomes 2021-2025 and Mainstreaming Report.
- 2) The note that further review with the Equalities and Access to Healthcare Forum would be undertaken to finalise the report ahead of the deadline for publication of 30 April 2021.

(Reference – report by the Business Manager, submitted)

## **A7. Projects Performance Report**

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Information was provided on the current status and progress of the various projects SEStran was involved in. The update set out where effects of Covid-19 restrictions had an impact on delivery timescales.

### **Decision**

- 1) To note arrangements in place under the Withdrawal Agreement for SEStran's continued involvement in existing European Projects.
- 2) To note progress made on current projects outlined in Appendix 1 of the report, where impacts or delays had been recorded in relation to Covid-19.
- 3) To note progress in supporting new Bus Service Improvement Partnerships and their bids to the Bus Partnership Fund, outlined in Appendix 1 of the report, section 3.5, and agree SEStran's formal support of the emerging bids and partnership structures, subject to regular progress reports to the Board.
- 4) To note progress in exploring potential new areas of project work around Mobility as a Service (MaaS) and Demand Responsive Transport (DRT), outlined in Appendix 1, section 5.4, and delegate to the Partnership Director the creation of collaboration arrangements with relevant partners to further progress this area, subject to successful award of funding and regular progress reports.

(Reference - report by the Senior Partnership Manager, submitted)

## **A8. New Regional Transport Strategy: Update Report**

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An update was provided on the ongoing progress of the work to deliver the new Regional Transport Strategy. An update was also provided on the status of the Second Strategic Transport Projects Review (STPR2) 2 being undertaken by Transport Scotland

### **Decision**

- 1) To note the continuing progress to deliver a new Regional Transport Strategy SEStran 2035.
- 2) To note that a number of consultations were underway for STPR2 and that the deadline for comments is 31 March 2021.
- 3) To agree that submission of the final response on the STPR2 consultations was delegated to the Partnership Director, in consultation with the Chair, subject to including any further recommendations incorporating the views of the Board from the meeting.

(Reference – report by the Strategy and Projects Officer, submitted)

## **A9. Date of Next Meeting**

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### **Decision**

To note that the next meeting would be held on Friday 18 June 2021 at 10am.

## **B1. Consultation Responses**

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### **B1.1 Road Safety Framework**

Details were provided of SEStran's response submitted to Scotland's Road Safety Framework to 2030 Draft Public Consultation.

#### **Decision**

To note the terms of the consultation response.

### **B1.2 Union Connectivity**

Details were provided of SEStran's response to the Union Connectivity Review.

#### **Decision**

To note the terms of the consultation response.

### **B1.3 Standards Commission Model Code**

Details were provided of SEStran's response to the consultation on the Model Code of Conduct for Members of Devolved Public Bodies.

#### **Decision**

To note the terms of the consultation response.

### **B1.4 M8 and M9 Trunk Roads (Newbridge to Hermiston Gait) (Actively Managed Hard Shoulder and Speed Limit) Regulations**

Details were provided of SEStran's response submitted to the Consultation on the M8 and M9 Trunk Roads (Newbridge to Hermiston Gait) (Actively Managed Hard Shoulder and Speed Limit) Regulations.

#### **Decision**

To note the terms of the consultation response.

### **B1.5 Placed Based Economic Development Zones**

Details were provided of SEStran's response submitted to Scotland's Economic Performance - The contribution of place-based economic development zones consultation.

#### **Decision**

To note the terms of the consultation response.

## **B2. Minutes**

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### **Decision**

To note the minute of the Chief Officers Liaison Group Meeting of 17 February 2021.

**PERFORMANCE & AUDIT COMMITTEE**

**REMOTE MEETING VIA MS OFFICE TEAMS**

**ON FRIDAY 4 June 2021**

**12pm**

<b>PRESENT:</b>	<u>Name</u>	<u>Organisation Title</u>
	Councillor Imrie (Chair)	Midlothian Council
	Councillor Dempsey	Fife Council
	Councillor Fullarton	Scottish Borders Council
	Councillor Horne	West Lothian Council
	Councillor Murtagh	Falkirk Council
	Councillor Rose	City of Edinburgh Council
	Callum Hay	Non-Councillor Member
	Doreen Steele	Non-Councillor Member
	Barry Turner	Non-Councillor Member
<b>IN ATTENDANCE:</b>	<u>Name</u>	<u>Organisation Title</u>
	Angela Chambers	SEStran
	Gavin Cluckie	City of Edinburgh Council
	Andrew Ferguson	SEStran
	Jim Grieve	SEStran
	Anna Herriman	SEStran
	Martin Scott	City of Edinburgh Council
	Dheeraj Shekhar	City of Edinburgh Council
	Iain Shaw	City of Edinburgh Council

**Action by**

**A1. ORDER OF BUSINESS**

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

**A2. APOLOGIES**

Apologies were received from Councillor Balsillie, Simon Hindshaw and Karen Jones (Azets).

**A3. DECLARATION OF INTERESTS**

Councillor Cameron Rose declared a non-financial interest in item 6(a), Unaudited Annual Accounts 2020/21, as a quasi-Trustee member of the Lothian Pension Fund.

**A4. MINUTES**

To approve the minute of the Performance and Audit Committee of 5

March 2021 as a correct record.

## **A5. INTERNAL AUDIT 2020/21**

An update on the outcomes of the 2020/21 SEStran Internal Audit review was provided. Members were invited to provide insights on areas for potential inclusion in the scope of the planned 2021/22 audit.

### **Decision**

- 1) To note the outcomes of the 2020/21 IA review, and the associated costs.
- 2) To agree the Chief Internal Auditor would engage with the Partnership Director at the start of audit to assess what the imminent risk was for the organisation to plan and scope the audit.

(Reference – report by the Chief Internal Auditor, submitted)

## **A6. Finance Reports**

### **(a) Unaudited Annual Accounts 2020/21**

The Unaudited Annual Accounts for 2020/2021 were submitted in accordance with the Local Authority Accounts (Scotland) Regulations 2014.

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

The net revenue budget of the Partnership in 2020/21 was £0.972m, funded by Government Grant and Council Contributions. Overall the Partnership had an underspend of £122,000. The underspend arose due to a combination of underspends on the core revenue budget and projects budget, offset by an overspend on the RTPI project budget.

### **Decision**

- 1) To note the unaudited Annual Accounts for 2020/21 and refer the Unaudited Accounts to the Partnership Board for review.
- 2) To authorise the Partnership Treasurer to amend the accounts for presentation to the Board to reflect a change



in the pension fund liability.

- 3) To note that the audited Annual Accounts, incorporating the Auditor's report, would be presented to the Performance and Audit Committee and Partnership Board in due course.

(Reference – report by the Treasurer, submitted)

### **Declaration of Interest**

Councillor Cameron Rose declared a non-financial interest as a quasi-Trustee member of the Lothian Pension Fund.

#### **(b) Annual Treasury Report 2020/21**

The Annual Treasury Report for 2020/21 was submitted in line with the requirements of the CIPFA Code of Practice on Treasury Management in the Public Sector.

### **Decision**

To note the Annual Report for 2020/21 and refer it to the Partnership Board for noting.

(Reference – report by the Treasurer, submitted)

## **A7. RISK MANAGEMENT REPORT**

Committee were provided with a six-monthly update on the risk register and were advised of the proposed development of a risk framework policy, as recommended by Internal Audit as part of its recent audit of resilience arrangements within SEStran.

### **Decision**

- 1) To note that a final version of the Risk Register will be presented to Partnership Board for noting.
- 2) To note that a draft Risk Management Framework would be developed by management and presented to the Committee in November 2021.

(Reference – report by the Business Manager, submitted)

## **A8. PROJECTS PERFORMANCE REPORT**

Details were provided on progress over the last quarter across SEStran's timebound projects and key work streams. Impacts on progress or delivery were explained, including those deriving from Covid-19.

During the discussion, a number of suggestions were put forward. The following key points emerged:

- On Active Travel, a project was underway in a different region to encourage and facilitate Muslim women to cycle whilst retaining their dress code and that consideration should be given to adding a similar project to the repertoire of SEStran's projects.
- There was potential through the relationship between Demand Responsive Transport (DRT) and Mobility as a Service (MaaS) to increase accessibility to public transport in the SEStran region.
- There were trials going on in local authority areas, including DRT options, and that it would be useful for Officers to engage with Chief Officers within local authorities in the SEStran region to learn and share best practice.

### **Decision**

- 1) To note the progress outlined in the Performance Report (at Appendix 1) including impacts and delays recorded in relation to Covid-19.
- 2) To note amendments to the performance report template to include information on end dates where appropriate.
- 3) To note the agreed extension to the Share-North project.

(Reference – report by the Senior Partnership Manager, submitted)

### **A9. SESTRAN BUSINESS PLAN 2021-22 to 2023-24**

Following the Committee's comments on the proposed three-year Business Plan at its meeting on 5th March, Committee's views were sought on the revised Plan, prior to submitting it to the Board for approval.

During the discussion, a number of proposed amendments/additions were put forward. The following key points emerged:

- In consultation with the Partnership Director and Senior Partnership Manager, the SEStran Consultant would consider how the Business Plan could reflect the need for flexibility.
- That consideration should be given to the wording of the Actions in Annex 5.1.
- To include a reference to Demand Responsive Transport (DRT) and Mobility as a Service (MaaS) in the list of actions in Annex 5.1.

## **Decision**

- 1) To note the terms of the report.
- 2) To recommend to the Board that it consider the finalised draft Business Plan at the June Board, with updates to the Plan being brought back for further scrutiny in due course.

(References – SEStran Performance and Audit Committee, 5 March 2021 (item A7); report by the SEStran Consultant, submitted)

## **A10. DATE OF NEXT MEETING**

Friday 10 September 2021 - time to be confirmed.

## **Internal Audit Assurance**

### **1. INTRODUCTION**

- 1.1 The City of Edinburgh Council Internal Audit (IA) team performs one annual review to provide assurance over the controls established to mitigate certain key SEStran partnership risks.
- 1.2 The purpose of this paper is to provide an update on the outcomes of the 2020/21 SEStran IA review, and to request the Partnership's insights on areas for potential inclusion in the scope of the planned 2021/22 audit.

### **2. BACKGROUND, SCOPE AND OUTCOMES OF 2020/21 IA REVIEW**

#### **Audit Background**

- 2.1 Covid-19 has resulted in exposure to new risks for all organisations. These include adapting to remote working using new digital technology solutions; ensuring continuity of projects and service delivery; long term financial sustainability; and employee wellbeing.
- 2.2 Consequently, it is important that SEStran responded to new and emerging pandemic risks and the Scottish Government's Covid-19 Strategic Framework (including lockdown) by implementing operational resilience arrangements; developing and implementing appropriate employee health, safety, and well-being measures; reassessing their business and operational delivery plans; and assessing their ongoing financial sustainability.

#### **Audit Scope**

- 2.3 The scope of the 2020/21 IA review assessed the design adequacy and effectiveness of SEStran's COVID-19 resilience arrangements, and the impacts of COVID-19 on the content of, and delivery timeframes for, finalisation of the new Regional Transport Strategy (RTS).

#### **Audit Outcomes**

- 2.4 Whilst some moderate control weaknesses were identified in the design and effectiveness of the control environment and governance, and risk management frameworks applied by SEStran to support their Covid-19 resilience response, both the arrangements established and the scale of the organisation (circa ten employees) provide reasonable assurance that SEStran has appropriately considered and responded to their COVID-19 risks and resilience challenges.
- 2.5 We also confirmed that SEStran's new working arrangements do not pose a significant risk to the new RTS completion timeframes.
- 2.6 Consequently, two medium rated findings were raised and are included at section 3 of the report.

2.7 A number of areas of good practice were also identified and are included in the opinion section of the report (section 2).

2.8 The full report is included at Appendix 1.

### **3. 2021/22 INTERNAL AUDIT REVIEW**

3.1 The Internal Audit 2021/22 annual plan was approved by the Council's Governance, Risk, and Best Value Committee on 23 March 2021.

3.2 The annual plan includes one Internal Audit review for SEStran, which is consistent with the level of assurance provided in prior years.

3.3 Initial discussions with SEStran management have highlighted the potential for IA to provide further assurance in relation to the risks associated with the next stages of RTS completion, or the risks associated with the Thistle Assistance Journey Planner project.

### **4. RECOMMENDATIONS**

The Board is requested to:

- note the outcomes of the 2020/21 IA review, and the associated costs;
- confirm whether 2021/22 IA assurance should focus on the risks associated with completion of the next stages of the Regional Transport Strategy, or the Thistle Assistance Journey Planner project; and
- provide insights in relation to any other key SEStran risks and areas of concern that should be considered for inclusion in the 2021/22 IA review.

### **Appendix 1: Internal Audit 2020/21 Report**

#### **Lesley Newdall**

Chief Internal Auditor, City of Edinburgh Council

E-mail: [lesley.newdall@edinburgh.gov.uk](mailto:lesley.newdall@edinburgh.gov.uk) | Tel: 0131 469 3216

May 2021

Policy Implications	None
Financial Implications	SEStran is charged an annual fee for provision of the annual IA assurance review. The fee for 2019/20 was £5,000. The fee for 2020/21 remains aligned with the 2019/20 fee at £5,000.
Equalities Implications	None
Climate Change Implications	None

# ***The City of Edinburgh Council***

## **Internal Audit**

### **South East of Scotland Transport Partnership (SEStran) COVID-19 Resilience Arrangements**

Final Annual Internal Audit Report

26 May 2021

OO2001

#### **Overall report rating:**

**Some  
improvement  
required**

Whilst some control weaknesses were identified, in the design and/or effectiveness of the control environment and/or governance and risk management frameworks, they provide reasonable assurance that risks are being managed, and that SEStran's objectives should be achieved.

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This internal audit review is conducted for the South East Scotland Transport (SEStran) Partnership and is designed to help SEStran assess and refine its internal control environment. It is not designed or intended to be suitable for any other purpose and should not be relied upon for any other purpose. The City of Edinburgh Council accepts no responsibility for any such reliance and disclaims all liability in relation thereto.

The internal audit work and reporting has been performed in line with the requirements of the Public Sector Internal Audit Standards (PSIAS) and as a result is not designed or intended to comply with any other auditing standards.

Although there are a number of specific recommendations included in this report to strengthen internal control, it is management's responsibility to design, implement and maintain an effective control framework, and for the prevention and detection of irregularities and fraud. This is an essential part of the efficient management of SEStran. Communication of the issues and weaknesses arising from this audit does not absolve management of this responsibility. High and Critical risk findings will be raised with senior management and the SEStran Partnership Board as appropriate.

# 1. Background and Scope

## Background

In accordance with [Transport \(Scotland\) Act 2005](#), The South East of Scotland Transport partnership (SEStran) is the established statutory regional transport partnership for the South East of Scotland. SEStran is a body corporate that includes eight local authorities across south east Scotland (City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, and West Lothian Councils) within its remit.

SEStran's vision is for a regional transport system that provides all citizens of south east Scotland with a genuine choice of transport that fulfils their needs and provides travel opportunities for work and leisure on a sustainable basis.

SEStran is a small organisation, operating with a revenue budget of circa £900K (mainly sourced from government grants and local authority contributions) that is used to cover operational costs and deliver regional transport projects that are aligned with both the SEStran vision and the Regional Transport Strategy (RTS). These projects are delivered by a team of ten employees.

## Risk Management

In 2008 SEStran obtained a risk management software package named Magique to allow for an efficient risk management process, ensuring full participation of all stakeholders in the process. An internal review of the Risk Management Framework was carried out in 2017 where it was identified that the risk register's 'hybrid' format, derived from the old software package, was no longer fit for purpose. It was agreed that the system was overly complex following a change in capital budget allocation in the region. A new risk register format was adopted by the Performance & Audit Committee, following Local Government elections and a newly constituted Committee in November 2017.

## COVID-19

The COVID-19 global pandemic has resulted in organisations implementing operational resilience arrangements; developing and implementing appropriate measures to ensure the health, safety, and well-being of employees; reassessing their business and operational delivery plans; and reassessing their ongoing financial sustainability.

National public transport network revenues have been adversely affected by the Scottish Government initial 'lockdown' response, and implementation of the current strategic framework that allocates local authority areas into tiers based on a number of key measures. It is expected that public transport networks will continue to be affected by ongoing general public confidence in relation to virus transmission and safety, until the vaccination programme has been completed, although some government funding has been provided to support their ongoing operation during the pandemic.

## Governance arrangements

SEStran management has advised that they continued to meet monthly during the resilience situation, with twice weekly team meetings, fortnightly meetings with the Chair and regular meetings with the Chair of P&A. They also confirmed that:

- no management meeting minutes were recorded, although an action log was maintained; and
- team meeting minutes were recorded with no action log maintained.



## **The Regional Transport Strategy (RTS)**

SEStran is responsible for producing a Regional Transport Strategy (RTS) for the South East of Scotland that is aligned with a range of applicable legislative and regulatory requirements. The current [RTS](#) covers the period 2015 to 2025, was approved by Scottish Ministers in July 2015, and includes the following four key objectives:

1. to ensure transport facilities accelerate economic growth and regional prosperity;
2. to improve accessibility for those with limited transport choices;
3. to ensure developments are achieved in environmentally sustainable manner; and
4. to promote a healthier and more active SEStran area population.

## **The New Regional Transport Strategy**

SEStran commenced a refresh of the RTS in 2019/20 in recognition of the pace of legislative change, the ongoing review and development of national and local policies (as highlighted above), and rapid economic growth. A project was established (the RTS rewrite project) to support this process.

The 2019/20 audit (completed in February 2020) assessed the adequacy of governance arrangements and stakeholder engagement plans supporting development of the new RTS and considered whether the project was being delivered in line with applicable guidance and legislative requirements.

Following a successful tender process, a consultant has been identified to support the next stage of the drafting of the RTS, and that engagement currently being agreed will involve consideration of relevant COVID-19 RTS impacts.

## **Scope**

The scope of this audit assessed the design adequacy and effectiveness of SEStran's COVID-19 resilience arrangements and considered how the impacts of COVID-19 have been considered and reflected in both the content of, and delivery timeframes for, finalisation of the new RTS.

Follow-up was also performed to confirm that the agreed management actions supporting the medium rated finding on RTS project governance and management raised in the 2019/20 Audit have been effectively implemented and sustained.

Our areas of audit focus as detailed in our terms of reference are included at Appendix 2.

Testing was performed across the period March 2020 to December 2020.

## **Limitations of Scope**

The scope of this review was limited to the assessment of the design of the overall project management and governance arrangements for the RTS rewrite project. The review did not provide assurance on the proposed scope, content, and quality of the new RTS.

## **Reporting Date**

Our audit work concluded on 15 February 2021, and our findings and opinion are based on the conclusion of our work as at that date.

## 2. Executive Summary

Total number of findings: 2

Summary of findings raised	
Medium	1. Identification of COVID-19 Risks
Medium	2. Resilience Arrangements (including employee health, safety, and wellbeing)

### Opinion

#### Some improvement required

Our review identified some moderate control weaknesses in the design and effectiveness of the control environment, governance, and risk management frameworks applied to support SEStran's resilience response to the COVID-19 pandemic. These are reflected in the two medium rated findings raised at section 3 below.

It is important to note that the control weaknesses identified mainly relate to the need for an established risk management framework, and refreshed policies and governance documentation, and should be considered in the context of the size and scale of the SEStran organisation (circa ten employees), and the areas of good practice also noted below.

Consequently, reasonable assurance is provided that SEStran has considered and responded to COVID-19 risks and resilience challenges, and that these are being effectively managed. We have also confirmed that SEStran's new working arrangements do not pose a significant risk to timeframes for finalisation of the new Regional Transport Strategy.

The first medium rated finding raised highlights the need to implement a risk management framework to support established risk management processes, that clearly defines how risks should be identified; assessed and recorded; and the need to consider any specific COVID-19 risks that could have a potential impact on SEStran's strategic and operational objectives. Implementation of a risk appetite statement is also recommended that clearly defines the nature and amount of risk that SEStran is prepared to accept. This will add benefit by helping with the identification and consideration of the risks associated with strategic and operational decisions, and deciding which operational risks should be accepted, tolerated, or treated.

Our second finding highlights the need to review and refresh several organisational resilience; health and safety; and employee wellbeing policies to reflect the impact of COVID-19, and the need to ensure that both management and team meeting minutes and actions are recorded and tracked in a resilience environment.

Further detail is provided in Section 3.

#### Implementation of findings raised in prior year Internal Audits

Our review also confirmed that the one medium rated finding raised in the 2019/20 audit of the RTS rewrite project has been addressed.

#### Areas of good practice

- SEStran's infrastructure and working arrangements were well established prior to the COVID-19 lockdown to support working from home, enabling an immediate and effective response to the Scottish Government's 'Stay at Home' guidance.

- Following the initial cancellation of the 6<sup>th</sup> March Partnership Board meeting in response to 'Stay at Home' guidance, meetings were quickly reinstated remotely, ensuring that governance resumed in a timely manner.
- Emergency decisions made when the Partnership Board meeting was cancelled were taken in line with emergency powers and delegated authorities per SEStran's Governance Scheme documentation, and retrospectively reported to the Board.
- Management has assessed the potential risks faced by SEStran in relation to the future return to the office environment, and a comprehensive list of actions required have been documented that will be implemented to allow this transition to occur safely.

**Management Comment:**

It is also important to note that throughout the pandemic, the team maintained high levels of employee and partner engagement. This helped build a comprehensive picture of employee needs and wider issues and allowed the team to quickly implement appropriate changes or adjustments. Regular liaison with the Partnership Chair and key board members also ensured ongoing awareness of the team's working arrangements and activities.

### 3. Detailed findings

#### 1. Identification of COVID-19 Risks

Medium

The SEStran Business Continuity Plan requires management to conduct adequate risk assessments for its projects and infrastructure operations to support effective business continuity planning.

Whilst SEStran maintains an organisational risk register that is presented to the Board on a six-monthly basis, there is no established and approved risk management policy or framework that clearly defines SEStran's approach to identifying; assessing; recording; and managing risk.

Review of the risk registers further highlighted that:

1. **Risk identification** – in response to COVID-19, a generic pandemic risk was initially added to the risk register that was presented to the Partnership Board in June and November 2020. However, there was no subsequent identification or recording of any other more specific COVID-19 risks that could potentially impact SEStran's ability to deliver its five core strategic themes, such as:

- employee health and wellbeing risks;
- changing national guidance and COVID-19 legislation including updates to the Scottish Government's five level strategic framework; and
- COVID-19 risks that could impact the timely delivery of its strategic projects.

2. **Risk assessment** – the generic pandemic risk was assessed as medium, with a score of 10 based on a potentially catastrophic impact (5), and unlikely probability (2).

Neither the generic pandemic risk or other risks included in the SEStran risk register have been reassessed to reflect changing national and economic COVID-19 impacts, and the ongoing impact of COVID-19 on SEStran's existing operations and associated risk profile.

3. **Risk appetite** – SEStran currently has no clearly defined risk appetite statement that details the amount of a particular type of risk that management is prepared to accept.

Consequently, it is not possible to determine whether the decision to tolerate 22 of the 23 SEStran risks (including the Pandemic risk) noted in risk register dated January 2021 is appropriate for the organisation.

4. **Mitigating actions** – while the risk register includes a broad range of mitigating actions, it doesn't include specific actions; action owners; and implementation timeframes to address the risks identified. Additionally, no action log is maintained to monitor implementation progress.

#### Risks

The potential risks associated with our findings are:

- New and emerging COVID-19 may not be completely identified, assessed, recorded, and mitigated;
- The full impact of COVID-19 risks on SEStran's strategy and operations may not be not fully understood; and
- Agreed actions to address /or mitigate the risk may not be fully and effectively implemented.

#### 1.1 Recommendation: Risk Management Framework and Appetite

1. A risk management framework should be developed and implemented that details how risks will be identified; recorded; assessed; and managed to support SEStran's strategic and operational objectives.

2. The framework should include a risk appetite statement that clearly defines the amount of each type of risk that management is prepared to accept.
3. Once established, the risk appetite statement should be used to set target levels for each risk identified, and support decisions on whether to accept the risk (do nothing); tolerate it until a future solution is identified; or treat the risk now.  
The risk appetite statement should also be used to consider the risks associated with significant strategic and operational decisions.
4. The risk management framework should also include a process to monitor implementation of agreed actions to address and/or mitigate risks.

#### 1.1 Agreed Management Action: Risk Management Framework and Appetite

1. A Risk Assessment Framework will be developed as an introduction to SEStran's approach to dealing with risk, covering identification, recording; assessment; and management of risks.
- 2&3. The Framework will also include, as far as possible, a statement on our approach to risk tolerance appetite.
4. The Framework will also set out a process as to how agreed mitigation measures are monitored.

**Owner:** Jim Grieve, Partnership Director, SEStran

**Implementation Date:**  
November 2021

#### 1.2 Recommendation: COVID-19 risk identification; assessment; recording; and monitoring

1. Management should consider if there are any further COVID-19 specific risks that have not yet been identified and recorded that could potentially impact on deliver of SEStran's strategic and operational objectives.
2. Any new and emerging COVID-19 risks identified should be recorded in the SEStran risk register.
3. Risks currently included in the risk register should be reviewed and their ratings reassessed where required, considering the current economic and working environment. Where these risks are not accepted or tolerated, appropriate actions; owners and implementation dates should be recorded.

#### 1.2 Agreed Management Action: COVID-19 risk identification; assessment; recording; and monitoring

SEStran currently has a full suite of policies related, inter alia, to staff welfare and health and safety. What needs to be considered now is the extent to which policies need to be updated to take account of the circumstances experienced during the Covid-19 pandemic. In response to the above, therefore:

1. Management will consider if there are any further pandemic related risks that should be addressed, applying experience and lessons learned over the past year;
2. The Risk Register will be updated accordingly;
3. Risks in the register will be reviewed and ratings reassessed where required. This will follow the established 6 monthly review routine, which as always will be in the context of the current economic and working environment. Where appropriate, we will include implementation dates and identify risk owners; and
4. Any proposed changes to the risk register template will be presented to the November Performance and Audit Committee for approval, with a refreshed register implemented thereafter.

**Owner:** Jim Grieve, Partnership Director, SEStran

**Implementation Date:**  
November 2021

### 2.1 Business Continuity Plan

SEStran's Business Continuity Plan (BCP) sets out a range of action plans to be followed in resilience situations. The BCP was due to be refreshed in May 2020 however this has not yet been completed.

Management has advised that their response to the COVID-19 'lockdown' situation was in line with their established BCP procedures, however no evidence is available to confirm that they were consistently and effectively applied.

### 2.2 Employee Wellbeing and Health and Safety Guidance

Currently, SEStran has no specific employee guidance in relation to long term working from home arrangements and associated mental and physical health and staying active. It is acknowledged that SEStran sought and shared guidance developed by its HR provider Falkirk Council with its employees, however the 'signposts' included within the documents, detailing where further support, information, or guidance is available was specific to Falkirk Council. Management has confirmed that SEStran employees have ongoing access to Occupational Health support.

### 2.3 Health and Safety/Wellbeing Policies and Risk Assessments

SEStran's health and safety policies require completion of several risk assessments to identify and manage employee health, safety, and wellbeing risks. However, no formal risk assessments related to the COVID-19 home working arrangements have been developed and used to assess employee wellbeing, including assessing whether employees have the necessary equipment to support safe home working arrangements.

Management has advised that their close working relationship with the small team allows them to maintain regular contact with staff on an individual basis and to informally assess employee health and wellbeing, and that they are aware of staff needs and requirements.

SEStran's health, safety, and wellbeing policies should be reviewed annually, however there was no evidence of review since their last update in September 2019.

Review of these policies highlighted that some sections are no longer relevant in the new COVID-19 operating environment and should be updated. These include:

- **Sickness Absence Policy** – the policy includes no guidance on absence relating to shielding; isolation; testing; vaccination; travel; bereavement; or grief resulting from the COVID-19 pandemic.
- **Home Working Policy** – the policy requires employees to take the actions noted below, and these are no longer appropriate or relevant in the current COVID-19 operating environment:
  - seek manager approval for working from home;
  - ensure that their home contents insurance covers SEStran equipment; and
  - not conduct meetings (virtual) with non-SEStran employees while working from home.
- **Flexible Working Policy** – the policy requires employees to complete an application for flexible working including work from home, which is no longer applicable given the ongoing Scottish Government's guidance to work from home, where possible.

### 2.4 Team and Management Meetings - Record keeping

We noted issues with completeness of management and team meeting records, and the process applied to monitor implementation of actions during 2020.



Management has advised that this was attributable to employee absence and has confirmed that this has now been addressed for meetings held from January 2021 onwards.

## Risk

The potential risks associated with our findings are:

- Insufficient guidance available to SEStran employees in relation to specific arrangements and assessments to confirm their ongoing health, safety, and wellbeing during the pandemic.
- Out of date SEStran policies and guidance could potentially result in employee confusion;
- Unique health and safety risks associated with Covid-19 leading to potential long-term staff absence;
- Non-compliance with specific Covid-19 health and safety regulatory requirements and guidance; and
- Decisions taken and actions agreed in meetings are not recorded, monitored, and implemented.

### 2.1 Recommendation: Business Continuity plan

A review of SEStran's Business Continuity Plan should be performed together with a COVID-19 'lessons learned' exercise to ensure the experience and knowledge gained from the ongoing emergency resilience situation are captured and incorporated in the Business Continuity Plan for use in response to future situations.

#### 2.1 Agreed Management Action: Business continuity plan

The recommended review will be carried out.

**Owner:** Jim Grieve, Partnership Director, SEStran

**Implementation Date:**  
September 2021

### 2.2 Recommendation: Employee health, safety, and wellbeing

1. **Policy/guidance:** Management should review SEStran's policy documents to ensure that they remain relevant in the current homeworking environment, and should include specific guidance on shielding, isolation, testing, vaccination, travel, bereavement, and grief.
2. Ongoing policy reviews should also be performed to consider and reflect any future changes to COVID-19 legislation or guidance, and should also be informed by recently performed workplace risk assessment for the future return of employees to the office.
3. **Risk assessments:** Management should ensure that health, safety, and wellbeing risk assessments designed and applied to confirm the ongoing health and wellbeing of employees whilst working from home. This should include (but should not be limited to) ensuring that all employees have appropriate equipment to support effective working from home.

#### 2.2 Agreed Management Action: Employee health, safety, and wellbeing

- 1&2. SEStran will follow the guidance issued by the Scottish/UK Government and Public Health Scotland and its policy and guidance will be reviewed and updated as required. Additional guidance will be added where considered necessary. It is not our intention to make specific reference to Covid-19 although lessons learned from that experience will be considered. Specific guidance on shielding, isolation, testing, vaccination, travel, bereavement and grief will only be added where it is felt that existing guidance does not cover the resulting staff absence effects on SEStran's operations and strategies.
3. SEStran staff have been provided with additional guidance in respect of working from home, during the course of the pandemic and have been provided with additional furniture and equipment when

requested and as it became evident that the lockdown had extended into a relatively long-term event.

That said, it is acknowledged that our working from home guidance does need to be updated to reflect the long term and unavoidable nature of what's been experienced through the Covid-19 lockdown. We will liaise with our HR advisors (Falkirk Council) in reviewing our Health & Safety policy and update where required.

**Owner:** Jim Grieve, Partnership Director, SEStran

**Implementation Date:**  
September 2021

### **2.3 Recommendation: Management and Team Meetings – Minutes/Action Logs**

Management should ensure that minutes are recorded for both management and staff team meetings, and that all decisions taken, and actions agreed are recorded and monitored. These minutes and actions logs should also be made available to all SEStran employees.

### **2.3 Agreed Management Action: Management and Team Meetings – Minutes/Action Logs**

Action logs will be agreed and recorded for each formal management and staff meeting and these will be made available to all staff.

**Owner:** Jim Grieve, Partnership Director, SEStran

**Implementation Date:**  
June 2021



# Appendix 1: Basis of our classifications

Finding rating	Assessment rationale
<b>Critical</b>	<p>A finding that could have a:</p> <ul style="list-style-type: none"> <li>• <b>Critical</b> impact on operational performance that would prevent SEStran from being able to operate in the long term*;</li> <li>• <b>Critical</b> material monetary or financial statement impact in excess of external audit's financial statements materiality threshold that would impact SEStran's ability to continue as a going concern;</li> <li>• <b>Critical</b> breach in laws and regulations that could result in material fines or long term consequences; or</li> <li>• <b>Critical</b> impact on the reputation of the organisation which could threaten its future (long term) viability.</li> </ul>
<b>High</b>	<p>A finding that could have a:</p> <ul style="list-style-type: none"> <li>• <b>Significant</b> impact on operational performance that would prevent SEStran from being able to operate in the medium term**;</li> <li>• <b>Significant</b> monetary or financial statement impact that is below the external audit's financial statements materiality threshold, but requires an adjustment to the financial statements;</li> <li>• <b>Significant</b> breach in laws and regulations that could result in material fines or medium term consequences; or</li> <li>• <b>Significant</b> impact on the reputation of the organisation which could threaten its future (medium term) viability.</li> </ul>
<b>Medium</b>	<p>A finding that could have a:</p> <ul style="list-style-type: none"> <li>• <b>Moderate</b> impact on operational performance that would prevent SEStran from being able to operate in the short term***;</li> <li>• <b>Moderate</b> monetary or financial statement impact that is below the external audit financial statements materiality threshold, but requires an adjustment to the financial statements;</li> <li>• <b>Moderate</b> breach in laws and regulations resulting in moderate fines and short term consequences; or</li> <li>• <b>Moderate</b> impact on the reputation of the organisation that could threaten its future (short term) viability.</li> </ul>
<b>Low</b>	<p>A finding that could have a:</p> <ul style="list-style-type: none"> <li>• <b>Minor</b> impact on operational performance that does not prevent SEStran from being able to operate;</li> <li>• <b>Minor</b> monetary or financial statement impact that is below the external audit financial statements materiality threshold, and does not require an adjustment to the financial statements;</li> <li>• <b>Minor</b> breach in laws and regulations with limited consequences; or</li> <li>• <b>Minor</b> impact on the reputation of the organisation that does not threaten its future viability.</li> </ul>
<b>Advisory</b>	<p>A finding that does not have a risk impact but has been raised to highlight areas of inefficiencies or good practice.</p>

*	<b>Long term</b>	a period of one year or more
**	<b>Medium term</b>	a period of 3 to 12 months
***	<b>Short term</b>	a period of 1 to 3 months

## Appendix 2: Areas of audit focus

The areas of audit focus and related control objectives included in the review are:

Audit Area	Control Objectives
Identification of COVID-19 risks	<ul style="list-style-type: none"> <li>1.1 Initial risks associated with the Scottish Government's 'lockdown' response to COVID-19 were identified; assessed and recorded.</li> <li>1.2 Appropriate actions were implemented to ensure that these risks were and continue to be effectively managed.</li> <li>1.3 Existing risk management processes were augmented to identify any new and emerging risks for SEStran associated with national COVID-19 legislation and relevant guidance published by Health Protection Scotland, Scottish Government, and other relevant organisations.</li> <li>1.4 All new risks are assessed and recorded, and appropriate actions implemented to ensure that they are effectively managed.</li> </ul>
Implementation of COVID-19 resilience arrangements	<ul style="list-style-type: none"> <li>2.1 SEStran operational resilience arrangements were initiated immediately in response to national lockdown measures.</li> <li>2.2 The established management team met regularly to support implementation of resilience arrangements.</li> <li>2.3 Any new and significant emergency resilience decisions taken were aligned with applicable delegated authorities or emergency powers.</li> <li>2.4 All resilience decisions taken and agreed actions were recorded.</li> <li>2.5 Resilience actions were appropriately allocated and monitored to confirm that they were completed.</li> <li>2.6 Appropriate assessments were performed to confirm that employees have the necessary equipment to work safely from home.</li> <li>2.7 Appropriate measures have been implemented to assess and support ongoing employee wellbeing.</li> <li>2.8 Appropriate arrangements have been implemented to support remote governance meetings.</li> <li>2.9 All resilience decisions and actions have been retrospectively reported to the Partnership Board.</li> </ul>
RTS Development	<ul style="list-style-type: none"> <li>3.1 COVID-19 impacts on the RTS have been considered, including the potential requirement for any further public consultation given COVID-19 impacts on transport networks.</li> <li>3.2 The procurement tender for the consultant to support drafting the RTS includes the requirement to assess any further COVID-19 impacts and reflect these in the draft RTS.</li> <li>3.3 RTS delivery and approval timeframes have been reviewed and amended where required.</li> <li>3.4 All planned significant changes to RTS content and delivery have been advised to the Partnership Board.</li> </ul>

## **Unaudited Annual Accounts 2020/21**

### **1. Introduction**

- 1.1** This report presents the unaudited Annual Accounts for the year ended 31st March 2021. The unaudited accounts are appended.

### **2. Main Report**

- 2.1** The unaudited Annual Accounts are submitted to the Partnership in accordance with the Local Authority Accounts (Scotland) Regulations 2014. The accounts are subject to audit. The audited Annual Accounts, incorporating the Auditor's report, will be presented to the Performance and Audit Committee and Partnership Board in due course.
- 2.2** The Treasurer's opinion on the effectiveness of the Partnership's system of internal financial control is provided within the Annual Governance Statement on pages 7 to 9. The Treasurer's opinion is informed by the work of Internal Audit and managers in the Partnership.
- 2.3** The Management Commentary is on pages 2 to 5 of the Annual Accounts. This highlights key aspect of financial performance during the year. The unaudited underspend is £122,000. This comprises an underspend of £18,000 on the Core revenue budget and slippage of £104,000 on the Projects budget. Under the Partnership's Reserves Policy, it is planned to carry these balances forward to 2021/22.
- 2.4** The Core revenue budget underspend enables the Partnership to fully establish the planned unallocated Reserve of £29,000, which is 5% of annual Core revenue budget.

### **3 Recommendations**

It is recommended that the Partnership Board:

- 3.1** note the unaudited accounts;
- 3.2** notes that the audited Annual Accounts, incorporating the External Auditor's report, will be presented to the Performance and Audit Committee and Partnership Board in due course.

**Hugh Dunn**  
Treasurer  
18<sup>th</sup> June 2021

**Appendix  
Contact**

Unaudited Annual Accounts 2020/21  
iain.shaw@edinburgh.gov.uk

Policy Implications	There are no policy implications arising as a result of this report.
Financial Implications	There are no financial implications arising as a result of this report.
Equalities Implications	There are no equality implications arising as a result of this report.
Climate Change Implications	There are no climate change implications arising as a result of this report.

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

## **Unaudited Annual Accounts**

**2020/2021**

# The South East of Scotland Transport Partnership (SESTRAN)

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

## **Management Commentary**

### **1. Basis of Accounts**

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

### **2. Statutory Background**

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

In accordance with Section 122 of the Transport (Scotland) Act 2019, which allows Regional Transport Partnerships to carry forward reserves, the Partnership has now established a General Fund reserve. This provision in the Transport (Scotland) Act 2019 came into effect on 19 March 2020, and is available to Regional Transport Partnerships for financial years 2019/20 and onwards.

### **3. Corporate Strategy**

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

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

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

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

SEStran's Vision Statement is as follows:

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

### **4. Risks and Uncertainties**

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

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

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

Thirdly, the impact from the Covid-19 pandemic on all aspects of transport and mobility are likely to be very significant. The longer term implications for partner Councils, operators and transport user groups at national, regional and local levels are yet to be determined.

### **5. Results for the Year**

The Partnership is required to present its financial performance as a Comprehensive Income and Expenditure Statement. This can be seen on page 13.

# The South East of Scotland Transport Partnership (SESTRAN)

## Management Commentary (*continued*)

### 5. Results for the Year (*continued*)

To show the net position of the Partnership and to allow comparison with the approved revenue budget, it is necessary to adjust the expenditure shown in the Comprehensive Income and Expenditure Statement to take account of a number of items where the statutory accounting requirements differ from the management accounting practice of the Partnership. These adjustments are detailed in Note 2.

The net revenue budget of the Partnership in 2020/21 was £0.972m, funded by Government Grant and Council Contributions. A comparison of the outturn position with the revenue budget and earmarked reserves brought forward (£177,000) is presented in the table below. Key aspects of financial performance in 2020/21 are:

- Overall the Partnership had an underspend of £122,000 which is shown in the table below. The underspend arose due to a combination of underspends on the core revenue budget and projects budget, offset by an overspend on the RTPI project budget;
- The Partnership incurred core service expenditure of £0.563m which was £18,000 below the Core Service revenue budget. This underspend mainly reflects decreased expenditure on staff travel and conference costs;
- The Partnership incurred expenditure of £0.824m on revenue projects and received external grants and contributions of £0.441m, resulting in net expenditure of £0.383m. Net expenditure was £124,000 under budget and earmarked reserves brought forward. The main favourable variances on the Projects revenue budget arose on the Regional Transport Strategy budget (£94,000) and GO e-Bike budget (£18,000);
- Expenditure of £131,000 on the Real-Time Passenger Information (RTPI) project was partly funded by contributions of £50,000 from other parties, resulting in net expenditure of £81,000. Net expenditure was £20,000 over budget and earmarked reserves brought forward.

	Revised Budget £'000	Earmarked Reserves from 19/20 £'000	Outturn £'000	Variance £'000
Core Service	581	0	563	(18)
Revenue Projects - Net Expenditure	389	118	383	(124)
RTPI Project - Net Expenditure	2	59	81	20
Net Interest	0	0	0	0
<b>Total Expenditure 2020/21</b>	<b>972</b>	<b>177</b>	<b>1,027</b>	<b>(122)</b>
Government Grant	(782)	0	(782)	0
Constituent Council Requisitions	(190)	0	(190)	0
<b>Total Government Grant and Council Contributions 2020/21</b>	<b>(972)</b>	<b>0</b>	<b>(972)</b>	<b>0</b>

In accordance with the provisions of the Transport Scotland (2019) Act, the Partnership has agreed a Reserves Policy and established an unallocated reserve of £29,000. An earmarked balance of £105,000 is available to meet slippage on project delivery from 2020/21 to 2021/22.

### Non Financial Results

During 2020/21, the Partnership commenced the development of the new Regional Transport Strategy (RTS) to set the strategic framework for transport plans and decisions within the SEStran region up to 2035. The RTS is being developed through consultancy support that was procured in late 2020. A number of work strands were underway by the end of the year, including the Strategic Environmental and Equalities and Human Rights Impact Assessments, desktop research for evidencing problems and wide ranging engagement activities.



# The South East of Scotland Transport Partnership (SESTRAN)

## Management Commentary (*continued*)

### 5. Results for the Year (*continued*)

#### Non Financial Results (*continued*)

The Partnership remained successful in attracting funding for delivery of region-specific strategies, studies and services of benefit to transport users and partners across the region, and engaged actively in co-ordinated responses to the Covid-19 pandemic.

- With Active Travel funding from Transport Scotland, the Partnership's Strategic Travel Network plan was further developed. Grant support was provided to West Lothian Council for specific route development and a longitudinal study surveying travel attitudes through Covid-19 was commenced;
- The Partnership progressed its Regional Cycle Network grant scheme, using funding from Sustrans Scotland for routes to the BioQuarter and Kirkliston to Cramond Brig;
- The GO e-Bike stations in East Lothian and Midlothian were fully installed with funding contribution from Transport Scotland's Low Carbon Travel and Transport (LCTT) Challenge Fund;
- The Thistle Assistance Scheme was adapted in response to Covid-19 to include mask exemption 'card' stickers and online information, utilising funds from Transport Scotland and other RTP contributions. Approximately 50,000 further new cards were distributed throughout Scotland;
- In partnership with Forth Ports, the Partnership completed the Forth Freight Study Case for Change document, identifying a number of issues and potential options for more sustainable freight in the region. This was funded by Transport Scotland's Local Rail Development Fund;
- A detailed transport appraisal for Newburgh was also completed with LRDF support from Transport Scotland, working alongside the Newburgh Train Station Group and Fife Council;
- A Marketing Internship, facilitated in partnership with Inclusion Scotland in 2019, was extended until October 2020, enabling wide promotion of Thistle Assistance Scheme during the pandemic;
- The upgrade of the Real Time Passenger Information (RTPI) system reached the final stages of testing. Working with Transport Scotland and operators, significant progress was also made towards including bus capacity information. Investment has secured new screens for deployment at regional transport hubs;
- Through the SHARE-North project, opportunities for shared mobility and the development of Mobility Hubs were explored with partner councils and Partnership forums. Knowledge was exchanged with project partners on the impacts from Covid-19 on car and trip sharing, alongside the promotion of GO e-Bike;
- Through the PriMaaS project, the Partnership shared knowledge and best practice in regional policies to support Mobility-as-a-Service (MaaS). In addition, considerable progress was made towards a region-wide MaaS platform culminating in a joint proposal to Transport Scotland's MaaS Investment Fund;
- Through the BLING project, the Partnership and its partner, the University of Edinburgh, successfully tested using blockchain to create location based Smart Contracts interface. This could be used in sustainable logistics to detect consignment proximity and trigger either secure financial transfers, or opening physical locks;
- Through the Surflogh project, an expansion of the successful first / last mile delivery trial in the Haymarket area by ZEDIFY was agreed with the project's lead partner. Preparatory work was finalised, and will enable a new hub to be operational in the Leith area in 2021;
- The Partnership played a key role supporting the Regional Transport Transition Group established in June 2020, designing a transition plan and assisting in temporary arrangements to aide regional recovery from Covid-19 impacts on travel and transport. This led to a central role supporting the three initial bids from within the region to Transport Scotland's Bus Partnership Fund;
- Five new equalities outcomes that will guide the Partnership up to 2025 were developed and agreed, following stakeholder input, throughout 2020/21.

### 6. Future Developments

The Partnership will maintain successful home working arrangements for all its staff, facilitating alternative opportunities for individual and team dialogue and working. These arrangements will continue into 2021/22 until such time as the Scottish Government indicates a return to office based working is safe. Ensuring the health, safety and well-being of staff remains the top priority for the Partnership.

# The South East of Scotland Transport Partnership (SESTRAN)

## Management Commentary (*continued*)

### 6. Future Developments (*continued*)

The Partnership will continue to make good use of online engagement for meetings, business and events as long as required. The high levels of engagement from across the region using such methods has benefitted the Partnership.

The Partnership will actively pursue a range of opportunities for the region that emerged during 2020/21, including seeking appropriate funding across freight, Demand Responsive Transport, Thistle Assistance Journey Planning, Mobility as a Service, Bus Service Improvement Partnerships and bids to the Bus Partnership Fund, development of cargo bike delivery and training.

The development of the new Regional Transport Strategy (RTS) is a core aspect of the Partnership's statutory role and function. It involves the input of SEStran partners and stakeholders. The Partnership will finalise a draft RTS that will be subject to a wide statutory consultation process in autumn 2021. The timescale for the completion of the RTS over this year takes into account key stages in the finalisation of Scotland's Second Strategic Transport Projects Review, the National Planning Framework and its component Regional Spatial Strategies.

The Partnership, alongside other RTPs in Scotland, will continue to work closely with Transport Scotland and partner councils to continually re-evaluate and respond to the new context for transport as it evolves.

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

# The South East of Scotland Transport Partnership (SESTRAN)

## STATEMENT OF RESPONSIBILITIES FOR THE ANNUAL ACCOUNTS

### The Partnership's Responsibilities

The Partnership is required:

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

### The Treasurer's Responsibilities

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

In preparing the Annual Accounts, the Treasurer has:

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

The Treasurer has also:

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

I certify that the Annual Accounts give a true and fair view of the financial position of the Partnership at the reporting date and the transactions of the Partnership for the year ended 31st March 2021.

Treasurer: HUGH DUNN, CPFA \_\_\_\_\_ Date signed: 11th June 2021

# The South East of Scotland Transport Partnership (SESTRAN)

## ANNUAL GOVERNANCE STATEMENT 2020/21

### 1. Scope of Responsibility

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

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

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

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

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

The Partnership's financial management arrangements conform to the governance requirements of the CIPFA Statement on the Role of the Chief Financial Officer in Local Government (2016).

### 2. The Partnership's Governance Framework

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

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

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

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

# The South East of Scotland Transport Partnership (SESTRAN)

## ANNUAL GOVERNANCE STATEMENT 2020/21 (*continued*)

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

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

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

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

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

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

### 4. Review of Effectiveness

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

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

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

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

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

# The South East of Scotland Transport Partnership (SESTRAN)

## ANNUAL GOVERNANCE STATEMENT 2020/21 (*continued*)

### 4. Review of Effectiveness (*continued*)

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

The Partnership has undertaken an evaluation of compliance with the CIPFA's Financial Management Code (FM Code). The Partnership's financial management arrangements are assessed as being compliant with the FM Code.

### 5. Internal Audit Opinion

During the year, Internal Audit undertook one review that assessed the design adequacy and effectiveness of the Partnership's Covid-19 resilience arrangements and considered how the impacts of Covid-19 have been considered and reflected in both the content of and delivery timeframes for finalisation of the new Regional Transport Strategy. Follow-up was also performed to confirm that the agreed management actions supporting the medium rated finding on Regional Transport Strategy project governance and management raised in the 2019/20 Audit had been effectively implemented and sustained. The findings identified two amber ratings, predominantly around risk and the requirement for establishing supporting documentation to set out risk appetite.

### 6. Coronavirus Pandemic

The extended lockdown associated with the Covid 19 pandemic has dictated that all meetings of the Partnership have had to be held remotely online. It is anticipated that this will continue for some months to come.

The Partnership moved immediately and seamlessly into this way of working on 18 March 2020 and has been fully functional since. As a result, with the exception of the cancellation of the March 2020 Partnership Board meeting referred to in last year's Annual Governance Statement, governance of the Partnership has been unaffected. Attendance at electronically-hosted online Board meetings has significantly increased throughout 2020/21.

### 7. Certification

In compliance with accounting practice, the Treasurer has provided the Partnership Director with a statement on the adequacy and effectiveness of the Partnership's internal financial control system for the year ended 31st March 2021. It is the Treasurer's opinion that reasonable assurance can be placed upon the adequacy and effectiveness of the Partnership's internal control system.

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

# The South East of Scotland Transport Partnership (SESTRAN)

## REMUNERATION REPORT

### 1. Remuneration Policy for Senior Employees

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

### 2. Remuneration for Senior Councillors

The Partnership does not provide any remuneration to senior councillors.

Expenses paid to Board members are detailed in note 19 to the annual accounts.

### 3. Management of Remuneration Arrangements

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

### 4. Officers Remuneration

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

Remuneration Bands	2020/21	2019/20
£60,000 - £64,999	1	0
£75,000 - £79,999	0	1
£80,000 - £85,999	1	0

### 5. Senior Employees Remuneration

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

Name and Post Title	Salary, Fees and Allowances £	Compensation £	Total Remuneration 2020/21 £	Total Remuneration 2019/20 £
Jim Grieve - Partnership Director	82,529	0	82,529	78,994
	82,529	0	82,529	78,994

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

### 6. Senior Employees Pension Entitlement

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

Name and Post Title	In-year pension contributions			Accrued pension benefits	
	2020/21 £	2019/20 £		As at 31 March 2021 £'000	Difference from 31 March 2020 £'000
Jim Grieve - Partnership Director	21,420	0	Pension	1	1
			Lump Sum	0	0
	21,420	0			

The senior employee shown in the table above became a member of the Local Government Pension Scheme (LGPS) during 2020/21.

# The South East of Scotland Transport Partnership (SESTRAN)

## REMUNERATION REPORT *(continued)*

### 7. Pension Entitlement

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

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

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

The tiers and members contributions rates for 2020-21 were as follows:

	Contribution rate
<b>Whole Time Pay</b>	
On earnings up to and including £22,200 (2019/2020 £21,800)	5.50%
On earnings above £22,200 and up to £27,100 (2019/2020 £21,800 to £26,700)	7.25%
On earnings above £27,100 and up to £37,200 (2019/2020 £26,700 to £36,600)	8.50%
On earnings above £37,200 and up to £49,600 (2019/2020 £36,600 to £48,800)	9.50%
On earnings above £49,600 (2019/2020 £48,800)	12.00%

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

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

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

### 8. Exit Packages

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

Exit Package Cost Band	Number of Compulsory Redundancies		Number of Other Agreed Departures		Total Number of Exit Packages by Cost Band	Total Cost of Exit Packages in Each Band	
						£'000	£'000
All Cost Bands	0	0	0	0	0	0	0
	0	0	0	0	0	0	0

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



# The South East of Scotland Transport Partnership (SESTRAN)

## MOVEMENT IN RESERVES STATEMENT

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

### 2019/20 - Previous Year Year Comparative

#### Opening Balances at 1 April 2019

#### Movement in reserves during 2019/20

Surplus or (Deficit) on Provision of Services  
Other Comprehensive Expenditure and Income

#### Total Comprehensive Expenditure and Income

Adjustments between accounting basis & funding basis under regulations (Note 7)

#### Increase/Decrease in 2019/20

#### Balance at 31 March 2020 carried forward

Usable Reserves		Unusable Reserves	Total Partnership Reserves
General Fund Balance	Total Usable Reserves		
£'000	£'000	£'000	£'000
0	0	(521)	(521)
107	107	0	107
0	0	241	241
107	107	241	348
82	82	(82)	0
189	189	159	348
189	189	(362)	(173)

### 2020/21 - Current Financial Year

#### Opening Balances at 1 April 2020

#### Movement in reserves during 2020/21

Surplus or (Deficit) on Provision of Services  
Other Comprehensive Expenditure and Income

#### Total Comprehensive Expenditure and Income

Adjustments between accounting basis & funding basis under regulations (Note 7)

#### Increase/Decrease in 2020/21

#### Balance at 31 March 2021 carried forward

Usable Reserves		Unusable Reserves	Total Partnership Reserves
General Fund Balance	Total Usable Reserves		
£'000	£'000	£'000	£'000
189	189	(362)	(173)
(71)	(71)	0	(71)
0	0	(323)	(323)
(71)	(71)	(323)	(394)
16	16	(16)	0
(55)	(55)	(339)	(394)
134	134	(701)	(567)

# The South East of Scotland Transport Partnership (SESTRAN)

## COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT 2020/21

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

2019/20				2020/21		
Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Services	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000
678	(4)	674	Core	683	(6)	677
1,436	(1,266)	170	Projects	858	(507)	351
<b>2,114</b>	<b>(1,270)</b>	<b>844</b>	<b>Cost Of Services</b>	<b>1,541</b>	<b>(513)</b>	<b>1,028</b>
75	(54)	21	Financing & Investment Income (Note 9)	65	(50)	15
0	(972)	(972)	Taxation and Non-Specific Grant Income (Note 10)	0	(972)	(972)
<b>2,189</b>	<b>(2,296)</b>	<b>(107)</b>	<b>(Surplus) or Deficit on Provision of Services</b>	<b>1,606</b>	<b>(1,535)</b>	<b>71</b>
			<b>Other Comprehensive Income and Expenditure</b>			
0	0	0	Change in Demographic Assumptions	0	(99)	(99)
0	(369)	(369)	Change in Financial Assumptions	775	0	775
0	(18)	(18)	Other Experience	0	(45)	(45)
146	0	146	Return on Assets excluding amounts included in net interest	0	(308)	(308)
<b>146</b>	<b>(387)</b>	<b>(241)</b>	<b>Total Other Comprehensive Income and Expenditure</b>	<b>775</b>	<b>(452)</b>	<b>323</b>
<b>2,335</b>	<b>(2,683)</b>	<b>(348)</b>	<b>Total Comprehensive Income and Expenditure</b>	<b>2,381</b>	<b>(1,987)</b>	<b>394</b>

# The South East of Scotland Transport Partnership (SESTRAN)

## BALANCE SHEET

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

31 March 2020 £'000		Note	31 March 2021 £'000
309	Property, plant and equipment	11	303
<b>309</b>	<b>Long term assets</b>		<b>303</b>
773	Short-term debtors	13	654
0	Provision for Bad Debts	14	0
151	Cash and cash equivalents	15	320
<b>924</b>	<b>Current assets</b>		<b>974</b>
0	Contributions and Grants Received in Advance		(150)
(745)	Short-term creditors	16	(704)
<b>(745)</b>	<b>Current liabilities</b>		<b>(854)</b>
(661)	Other long-term liabilities (Pensions)	24	(990)
<b>(661)</b>	<b>Long-term liabilities</b>		<b>(990)</b>
<b>(173)</b>	<b>Net assets/ (liabilities)</b>		<b>(567)</b>
	<b>Financed by:</b>		
189	Usable reserves	17	134
(362)	Unusable reserves	18	(701)
<b>(173)</b>	<b>Total reserves</b>		<b>(567)</b>

The unaudited Annual Accounts were issued on the 11th June 2021.

Treasurer: HUGH DUNN, CPFA

Date signed: 11th June 2021

# The South East of Scotland Transport Partnership (SESTRAN)

## CASH FLOW STATEMENT

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

31 March 2020 £'000	31 March 2020 £'000		31 March 2021 £'000	31 March 2021 £'000
		<b>OPERATING ACTIVITIES</b>		
(782)		Government Grants	(782)	
(190)		Constituent Council Requisitions	(190)	
(1)		Interest paid/ (received)	(1)	
(842)		Other receipts from operating activities	(924)	
	<b>(1,815)</b>	<b>Cash inflows generated from operating activities</b>		<b>(1,897)</b>
488		Cash paid to and on behalf of employees	561	
1,393		Cash paid to suppliers of goods and services	1,068	
	<b>1,881</b>	<b>Cash outflows generated from operating activities</b>		<b>1,629</b>
	<b>66</b>	<b>Net cash flows from operating activities</b>		<b>(268)</b>
		<b>INVESTING ACTIVITIES</b>		
62		Purchase of property, plant and equipment	99	
	<b>62</b>	<b>Net cash flows from investing activities</b>		<b>99</b>
		<b>FINANCING ACTIVITIES</b>		
0		Other receipts from financing activities	0	
	<b>0</b>	<b>Net cash flows from financing activities</b>		<b>0</b>
	<b>128</b>	<b>Net( increase)/ decrease in cash and cash equivalents</b>		<b>(169)</b>
	<b>279</b>	<b>Cash and cash equivalents at the beginning of the reporting period</b>		<b>151</b>
	<b>151</b>	<b>Cash and cash equivalents at the end of the reporting period (Note 15)</b>		<b>320</b>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 1. STATEMENT OF ACCOUNTING POLICIES

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#### 1.1 Accounting Policies

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

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

#### 1.2 Revenue Expenditure

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

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

#### 1.3 Revenue Income

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

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

#### 1.4 Accruals of Expenditure and Income

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

#### 1.5 Operating Leases

##### *a) Leased-in assets*

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

##### *b) Leased-out assets*

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

#### 1.6 Overheads

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

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

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

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 1. STATEMENT OF ACCOUNTING POLICIES (*continued*)

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#### 1.8 Employee Benefits

##### Pensions

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

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

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

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

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

##### Accruals of Holiday Leave

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

#### 1.9 Non Current Assets

##### Property, Plant and Equipment

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

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

##### Recognition:

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

##### Depreciation:

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

##### Measurement:

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

#### 1.10 Government Grants and Other Contributions

##### • Revenue

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

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 1. STATEMENT OF ACCOUNTING POLICIES (*continued*)

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#### 1.10 Government Grants and Other Contributions (*continued*)

##### • Capital

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

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

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

#### 1.11 Provisions

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

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

#### 1.12 Reserves

Reserves held on the Balance Sheet are classified as either usable or unusable. Unusable reserves cannot be applied to fund expenditure. The Transport Scotland (2019) Act permits the Partnership to operate a usable reserve. In March 2020 a Reserves Policy was approved, permitting the Partnership to hold a general reserve with a minimum value of 5% of annual Core budget. Balances held in excess of 5% require to be reviewed annually in-line with risk/identified commitments. The Partnership also operates a General Fund reserve to manage slippage on approved Project budget delivery.

The Partnership operates the following unusable reserves:

##### a) **Pension Reserve**

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

##### b) **Capital Adjustment Account**

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

##### c) **Accumulated Absences Account**

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

#### 1.13 Financial Instruments

##### **Financial Assets**

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

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

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 1. STATEMENT OF ACCOUNTING POLICIES (*continued*)

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#### 1.14 Cash and Cash Equivalents

Cash and cash equivalents include:

- Credit and debit funds held in banks

#### 1.15 Contingent Liabilities

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

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

#### 1.16 Value Added Tax

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

#### 1.17 Events After the Reporting Period

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

Two types of events can be identified:

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

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

#### 1.18 Short Term Debtors and Short Term Creditors

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

#### 1.19 Changes in Accounting Policies and Estimates and Errors

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

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

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

#### 1.20 Going Concern

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



# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 2. EXPENDITURE AND FUNDING ANALYSIS

The Expenditure and Funding Analysis shows how annual expenditure is used and funded from resources by the Partnership in comparison with those resources consumed or earned by the Partnership in accordance with general accounting practice. It also shows how this expenditure is allocated for decision making purposes between service areas. Income and expenditure accounted for under generally accepted accounting practices is presented more fully in the Comprehensive Income and Expenditure Statement (CIES) (see page 13).

#### Expenditure and Funding Analysis

	Net Expenditure Chargeable to the General Fund	Adjustments	Net Expenditure in the CIES
	£'000	£'000	£'000
<b>2020/21</b>			
Core	563	115	678
Projects	463	(113)	350
<b>Net Cost of Services</b>	<b>1,026</b>	<b>2</b>	<b>1,028</b>
<b>Other Income and Expenditure</b>			
Government grant	(782)	0	(782)
Constituent council requisitions	(190)	0	(190)
Interest Received	0	0	0
Net pension interest cost	0	15	15
<b>(Surplus) or deficit on the provision of services</b>	<b>54</b>	<b>17</b>	<b>71</b>
	<b>Net Expenditure Chargeable to the General Fund</b>	<b>Adjustments</b>	<b>Net Expenditure in the CIES</b>
	£'000	£'000	£'000
<b>2019/20</b>			
Core	517	157	674
Projects	267	(97)	170
<b>Net Cost of Services</b>	<b>784</b>	<b>60</b>	<b>844</b>
<b>Other Income and Expenditure</b>			
Government grant	(782)	0	(782)
Constituent council requisitions	(190)	0	(190)
Interest Received	(1)	0	(1)
Net pension interest cost	0	22	22
<b>(Surplus) or deficit on the provision of services</b>	<b>(189)</b>	<b>82</b>	<b>(107)</b>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 2. EXPENDITURE AND FUNDING ANALYSIS *(continued)*

#### Expenditure and Funding Analysis *(continued)*

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

	Adjusts. For Capital Purposes £'000	Net Change for Pensions Adjusts. £'000	Other Differences £'000	Total Statutory Adjusts. £'000
<b>2020/21</b>				
Core	119	(9)	5	115
Projects	(113)	0	0	(113)
<b>Net Cost of Services</b>	<b>6</b>	<b>(9)</b>	<b>5</b>	<b>2</b>
<b>Other Income and Expenditure</b>				
Net pension interest cost	0	15	0	15
<b>(Surplus) or deficit on the provision of services</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>17</b>
<b>2019/20</b>				
Core	140	13	4	157
Projects	(97)	0	0	(97)
<b>Net Cost of Services</b>	<b>43</b>	<b>13</b>	<b>4</b>	<b>60</b>
<b>Other Income and Expenditure</b>				
Net pension interest cost	0	22	0	22
<b>(Surplus) or deficit on the provision of services</b>	<b>43</b>	<b>35</b>	<b>4</b>	<b>82</b>

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

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 2. EXPENDITURE AND FUNDING ANALYSIS *(continued)*

#### 2.2 Segmental Analysis of Income included in Expenditure and Funding Analysis

	Core £'000	Projects £'000	Total £'000
<b>2020/21</b>			
<b>Expenditure</b>			
Employee expenses	389	0	389
Other service expenses	180	970	1,150
<b>Total Expenditure</b>	<b>569</b>	<b>970</b>	<b>1,539</b>
<b>Income</b>			
Government grants and other contribs.	(6)	(507)	(513)
<b>Total Income</b>	<b>(6)</b>	<b>(507)</b>	<b>(513)</b>
<b>Net Cost of Services</b>	<b>563</b>	<b>463</b>	<b>1,026</b>
<b>2019/20</b>			
<b>Expenditure</b>			
Employee expenses	334	0	334
Other service expenses	187	1,533	1,720
<b>Total Expenditure</b>	<b>521</b>	<b>1,533</b>	<b>2,054</b>
<b>Income</b>			
Government grants and other contribs.	(4)	(1,266)	(1,270)
<b>Total Income</b>	<b>(4)</b>	<b>(1,266)</b>	<b>(1,270)</b>
<b>Net Cost of Services</b>	<b>517</b>	<b>267</b>	<b>784</b>

#### 2.3 Expenditure and Income Analysed by Nature

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

	31st March 2021 £'000	31st March 2020 £'000
<b>Expenditure</b>		
Employee expenses	384	350
Other service expenses	1,037	1,623
Depreciation, amortisation and impairment	119	141
Interest payments	65	75
<b>Total Expenditure</b>	<b>1,605</b>	<b>2,189</b>
<b>Income</b>		
Fees, charges and other service income	(5)	(4)
Interest and investment income	(50)	(54)
Income from constituent councils	(190)	(190)
Government grants and other contributions	(1,289)	(2,048)
<b>Total Income</b>	<b>(1,534)</b>	<b>(2,296)</b>
<b>(Surplus) or Deficit on the Provision of Services</b>	<b>71</b>	<b>(107)</b>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

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

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The Code requires the disclosure of information relating to the impact of an accounting change that will be required by a new standard that has been issued but not yet adopted. This applies to the adoption of the following new or amended standards within the 2021/22 Code. For 2021/22 the following accounting policy changes that need to be reported relate to:

- Definition of a Business: Amendments to IFRS 3 Business Combinations,
- Interest Rate Benchmark Reform: Amendments to IFRS 9, IAS 39 and IFRS 7 and
- Interest Rate Benchmark Reform – Phase 2: Amendments to IFRS 9, IAS 39, IFRS 7, IFRS 4 and IFRS 16.

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

### 4. CRITICAL JUDGEMENTS IN APPLYING ACCOUNTING POLICIES

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

The critical judgements made in the Annual Accounts are:

- There is uncertainty about future levels of funding for local government. The Partnership has determined that this uncertainty is not yet sufficient to provide an indication that the assets of the Partnership might be impaired as a result of a need to reduce levels of service provision.
- Local Government Pension Scheme - Guaranteed minimum pension (GMP). The interim solution to avoid inequalities between men and women's benefits following the introduction of the Single State Pension in 2016 resulted in a recalculation of pension liabilities for the estimated impact of GMP indexation changes. The Partnership's actuary's understanding is that the further Lloyd's ruling is unlikely to have a significant impact on the pension obligations of a typical employer. As the historic individual member data required to assess an impact is not readily available, the Partnership's actuary has not made any allowance for this within the pension liability calculation.
- Local Government Pension Scheme (LGPS) - McCloud judgement. An allowance for the estimated impact of the McCloud judgement was included within the 31 March 2020 valuation position. The impact was calculated based on the eligibility criteria of being included within the proposed solution for the McCloud judgement (i.e. any active member who was a participant in the Fund as at 1 April 2012 will be given the greater of the final salary pension or CARE pension upon retirement). The McCloud allowance is therefore included in the 31 March 2021 pension liability.
- The Goodwin case judgement, in respect of deemed discrimination in spousal transfer on death of a member, may also result in the potential increasing of the pension liabilities. Whilst there is still uncertainty surrounding the potential remedy to the Goodwin judgement, the Partnership's actuary has undertaken analysis to understand the potential impact of implementing a solution to correct the past underpayment of spouses' benefits. The approximate impact of this is very small for a typical Fund (c0.1-0.2% of obligations). The Partnership's actuary does not believe there are sufficient grounds to apply an additional adjustment to account for this.

The Walker and O'Brien court cases may impact on future LGPS benefits. The Partnership's actuary understands these are unlikely to be significant judgements in terms of impact on the pension obligations of a typical employer. As a result, and until further guidance is released from the relevant governing bodies in the LGPS, no allowance has been made for the potential remedies for these judgements.

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

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

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

The items in the Partnership's Balance Sheet at 31 March 2021 for which there is a significant risk of material adjustment in the forthcoming financial year are:

#### 5.1 Pension Liabilities

##### *Uncertainties*

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

##### *Effect if Actual Result Differs from Assumptions*

Formal actuarial valuations are carried out every three years, where each employer's assets and liabilities are calculated on a detailed basis, using individual member data, for cash contribution setting purposes. For all LGPS Funds, investment returns have been significantly greater than expected compared to last year's accounting date assumption. However, the discount rate net of inflation has fallen compared to last year's accounting date assumption which has served to significantly increase the value placed on the obligations and worsen the balance sheet position. This is due to the combination of a lower discount rate assumption and a significantly higher CPI assumption. For a typical employer, this could be of the order of 25% of obligations and are shown under 'Changes in financial assumptions'.

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

	Approximate % increase to Defined Benefit Obligation	Approximate monetary amount (£000)
0.5% decrease in Real Discount Rate	12%	400
0.5% increase in the Salary Increase Rate	0%	12
0.5% increase in the Pension Increase Rate	11%	382

### 6. EVENTS AFTER THE BALANCE SHEET DATE

The Unaudited Annual Accounts were authorised for issue on XX June 2021. Events taking place after this date are not reflected in the financial statements or notes. Where events taking place before this date provide information about conditions existing at 31 March 2021, the figures in the financial statements and notes have been adjusted in all material respects to reflect the impact of this information.

There were no events which took place after 31st March 2021 which would materially affect the 2020/21 Annual Accounts. Partnership employees worked remotely throughout 2020/21, in keeping with Government advice during the Covid-19 pandemic. Projects that depend on third party suppliers experienced some delays to the timescale for completion of committed work. It is likely however that the impact on the Partnership's Annual Accounts for 2020/21 will be non-adjusting. Short term impacts of the pandemic in 2020/21 included new, additional areas of work relating to temporary transport measures and planned recovery. Medium and longer-term consequences of Covid-19 may give rise to further changes in service provision which will be considered and reported to the Partnership during 2021/22. Further narrative to the pandemic and impact on the Partnership is referenced within the Management Commentary.

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 7. ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS

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

2020/21	Usable Reserves	Unusable Reserves			
	General Fund Balance	Capital Adjustment Account	Accumulated Absence Account	Pension Reserve	Movement in Unusable Reserve
	£'000	£'000	£'000	£'000	£'000
<b>Adjustments primarily involving the Capital Adjustment Account</b>					
<b>Reversal of items debited or credited to the Comprehensive Income and Expenditure Statement (CIES)</b>					
Charges for depreciation and impairment of non-current assets	119	(119)			(119)
<b>Insertion of items not debited or credited to the Comprehensive Income and Expenditure Statement (CIES)</b>					
Contributions credited to the CIES that have been applied to capital financing	(113)	113			113
<b>Adjustments primarily involving the Pensions Reserve</b>					
Reversal of items relating to retirement benefits debited or credited to the CIES	136			(136)	(136)
Employer's pension contributions and direct payments to pensioners payable in the year	(130)			130	130
<b>Adjustments primarily involving the Accumulated Absence Account</b>					
Amount by which officer remuneration charged to the CIES on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	4		(4)		(4)
<b>Total Adjustments</b>	<b>16</b>	<b>(6)</b>	<b>(4)</b>	<b>(6)</b>	<b>(16)</b>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 7. ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS

(continued)

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

2019/20	Usable Reserves	Unusable Reserves			
	General Fund Balance	Capital Adjustment Account	Accumulated Absence Account	Pension Reserve	Movement in Unusable Reserve
	£'000	£'000	£'000	£'000	£'000
<b>Adjustments primarily involving the Capital Adjustment Account</b>					
<b>Reversal of items debited or credited to the Comprehensive Income and Expenditure Statement (CIES)</b>					
Charges for depreciation and impairment of non-current assets	141	(141)			(141)
<b>Insertion of items not debited or credited to the Comprehensive Income and Expenditure Statement (CIES)</b>					
Contributions credited to the CIES that have been applied to capital financing	(98)	98			98
<b>Adjustments primarily involving the Pensions Reserve</b>					
Reversal of items relating to retirement benefits debited or credited to the CIES	116			(116)	(116)
Employer's pension contributions and direct payments to pensioners payable in the year	(81)			81	81
<b>Adjustments primarily involving the Accumulated Absence Account</b>					
Amount by which officer remuneration charged to the CIES on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	4		(4)		(4)
<b>Total Adjustments</b>	<b>82</b>	<b>(43)</b>	<b>(4)</b>	<b>(35)</b>	<b>(82)</b>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 8. TRANSFERS TO/FROM EARMARKED RESERVES

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In accordance with the provisions of the Transport Scotland (2019) Act, the Partnership has agreed a Reserves Policy. An earmarked balance of £105,000 has been established to meet slippage on project delivery from 2020/21 to 2021/22.

### 9. FINANCING AND INVESTMENT INCOME

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	2020/21 £'000	2019/20 £'000
Interest income on plan assets	(50)	(53)
Interest Received	0	(1)
Pensions interest cost	65	75
	<hr/> 15	<hr/> 21

### 10. TAXATION AND NON SPECIFIC GRANT INCOME

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	2020/21 £'000	2019/20 £'000
Government Grant	(782)	(782)
Constituent Council Requisitions	(190)	(190)
	<hr/> (972)	<hr/> (972)



# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 11. PROPERTY, PLANT AND EQUIPMENT

#### 11.1 Movements on balances:

##### Movements in 2020/21

Cost or Valuation	Vehicles Plant and Equipment £'000	Assets Under Construction £'000	Total Property Plant and Equipment £'000
At 1st April 2020	791	70	861
Additions	0	113	113
Revaluation increases/(decreases) recognised in the Surplus/Deficit on the Provision of Services	(4)	0	(4)
At 31st March 2021	787	183	970
<b>Accumulated Depreciation</b>			
At 1st April 2020	(552)	0	(552)
Depreciation charge	(119)	0	(119)
Depreciation written out to the Surplus/Deficit on the Provision of Services	4	0	4
At 31st March 2021	(667)	0	(667)
<b>Net Book Value</b>			
At 31st March 2021	120	183	303

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

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

#### 11.2 Movements on balances:

##### Comparative Movements in 2019/20

Cost or Valuation	Vehicles Plant and Equipment £'000	Assets Under Construction £'000	Total Property Plant and Equipment £'000
At 1st April 2019	827	0	827
Additions	28	70	98
Revaluation increases/(decreases) recognised in the Surplus/Deficit on the Provision of Services	(64)	0	(64)
At 31st March 2020	791	70	861
<b>Accumulated Depreciation</b>			
At 1st April 2019	(475)	0	(475)
Depreciation charge	(128)	0	(128)
Depreciation written out to the Surplus/Deficit on the Provision of Services	51	0	51
At 31st March 2020	(552)	0	(552)
<b>Net Book Value</b>			
At 31st March 2020	239	70	309

#### 11.3 Depreciation

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

- Vehicles, plant and equipment: 4 - 5 years

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

#### 11.4 Capital Commitments

As at 31st March 2021, the Partnership has committed to purchase 12 laptops at a cost of £11,642.

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 12. FINANCIAL INSTRUMENTS

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#### 12.1 Financial Instruments - Classifications

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

##### Financial Liabilities

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

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

- Trade payables for goods and services received.

##### Financial Assets

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

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

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

#### 12.2 Financial Instruments - Balances

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

	Current	
	31st March 2021 £'000	31st March 2020 £'000
Trade creditors	633	539

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

	Current	
	31st March 2021 £'000	31st March 2020 £'000
Loans and receivables	618	758
Trade debtors	193	9
	811	767

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 12. FINANCIAL INSTRUMENTS *(continued)*

#### 12.3 Financial Instruments - Fair Values

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

The fair values calculated are as follows:

Financial Liabilities	31 March 2021		31 March 2020	
	Carrying	Fair	Carrying	Fair
	Amount	Value	Amount	Value
	£'000	£'000	£'000	£'000
Trade creditors	633	633	539	539
Financial Assets	31 March 2021		31 March 2020	
	Carrying	Fair	Carrying	Fair
	Amount	Value	Amount	Value
	£'000	£'000	£'000	£'000
Loans and receivables	618	618	758	758
Trade debtors	193	193	9	9
	<u>811</u>	<u>811</u>	<u>767</u>	<u>767</u>

#### 12.4 Income, Expenses, Gains and Losses

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

	31st March 2021 £'000	31st March 2020 £'000
Total expense and income in Surplus or Deficit on the Provision of Services:		
Interest Income	0	1

### 13. DEBTORS

	31st March 2021 £'000	31st March 2020 £'000
Debtors:		
Central government bodies	367	504
Other local authorities	61	7
HM Customs and Excise - VAT	43	29
Other entities and individuals	183	233
	<u>654</u>	<u>773</u>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 14. PROVISION FOR BAD DEBTS

	31st March 2021 £'000	31st March 2020 £'000
Cost or Valuation		
Opening Balance	0	0
Provision made during year	0	0
Unused amounts reversed during the year	0	0
Closing Balance	0	0

### 15. CASH AND CASH EQUIVALENTS

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

	31st March 2021 £'000	31st March 2020 £'000
Bank account	320	151
	320	151

### 16. CREDITORS

	31st March 2021 £'000	31st March 2020 £'000
Central government bodies	0	(25)
Other local authorities	(56)	(89)
Other entities and individuals	(634)	(608)
Employee costs	(14)	(23)
	(704)	(745)

### 17. USABLE RESERVES

	31st March 2021 £'000	31st March 2020 £'000
17.1 Unallocated General Fund Reserve	29	12
17.2 Earmarked Balance - Project Budget slippage	105	177
	134	189

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 18. UNUSABLE RESERVES

	31st March 2021 £'000	31st March 2020 £'000
18.1 Capital Adjustment Account	303	309
18.2 Pension Reserve	(990)	(661)
18.3 Accumulated Absence Account	(14)	(10)
	<u>(701)</u>	<u>(362)</u>

#### 18.1 Capital Adjustment Account

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

	2020/21 £'000	2019/20 £'000
Balance at 1st April	309	352
Reversal of items related to capital expenditure debited or credited to the Comprehensive Income and Expenditure Statement:		
• Charges for depreciation and impairment of non-current assets	(119)	(141)
• Charges for revaluation of non-current assets	0	0
Net written out amount of the cost of non-current assets consumed in year	<u>190</u>	<u>211</u>
Capital financing applied in the year:		
• Contributions credited to the Comprehensive Income and Expenditure Statement that have been applied to capital financing	113	98
Balance at 31st March	<u>303</u>	<u>309</u>

#### 18.2 Pension Reserve

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

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 18. UNUSABLE RESERVES *(continued)*

#### 18.2 Pension Reserve *(continued)*

	2020/21 £'000	2019/20 £'000
Balance at 1st April	(661)	(867)
Remeasurements of the net defined benefit liability	(323)	241
Reversals of items relating to retirement benefits debited or credited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement.	(136)	(116)
Employer's pension contributions and direct payments to pensioners payable in the year.	130	81
Balance at 31st March	<u>(990)</u>	<u>(661)</u>

#### 18.3 Accumulated Absence Account

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

	2020/21 £'000	2019/20 £'000
Balance at 1st April	(10)	(6)
Settlement or cancellation of accrual made at the end of the preceding year	10	6
Amounts accrued at the end of the current year	(14)	(10)
Balance at 31st March	<u>(14)</u>	<u>(10)</u>

### 19. MEMBERS EXPENSES

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

	2020/21 £'000	2019/20 £'000
Expenses	<u>0</u>	<u>0</u>
	<u>0</u>	<u>0</u>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 20. EXTERNAL AUDIT COSTS

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

	2020/21 £'000	2019/20 £'000
Fees payable in respect of:		
• external audit services carried out by the appointed auditor for the year	10	11
	<u>10</u>	<u>11</u>

### 21. GRANT INCOME

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

	2020/21 £'000	2019/20 £'000
<b>Credited to Taxation and Non Specific Grant Income</b>		
Scottish Government - Revenue Grant	(782)	(782)
Constituent Council Requisitions (Note 22.3)	(190)	(190)
	<u>(972)</u>	<u>(972)</u>
<b>Credited to Services</b>		
EU Grant - Bling	(22)	(16)
EU Grant - Connect	(10)	0
EU Grant - Primaas	(28)	(11)
EU Grant - Regio Mob	(6)	(3)
EU Grant - Sharenorth	(13)	(12)
EU Grant - Surflogh	(10)	(30)
Contribution - City of Edinburgh Council	(2)	(2)
Contribution - Clackmannanshire Council	(6)	0
Contribution - East Lothian Council	(2)	(2)
Contribution - Fife Council	(2)	(2)
Contribution - Inclusion Scotland	(5)	0
Contribution - Scotrail	(4)	0
Contribution - Scottish Borders Council	(2)	(8)
Contribution - Scottish Enterprise	0	(125)
Contribution - Transport Scotland	(317)	(843)
Contribution - West Lothian Council	(40)	0
Contribution - HITRANS	(4)	(4)
Contribution - NESTRANS	(6)	(3)
Contribution - SPT	(9)	0
Contribution - SUSTRANS	(15)	(163)
Contribution - SWESTRANS	(3)	0
Contribution - TACTRAN	(6)	(3)
Contribution - ZETRANS	(1)	0
	<u>(513)</u>	<u>(1,227)</u>



# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 22. RELATED PARTIES

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

#### 22.1 Scottish Government

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

#### 22.2 Members

Members of the Partnership have direct control over the Partnership's financial and operating policies. The total of members' expenses paid by the Partnership in 2020-21 is shown in Note 19.

#### 22.3 Other Parties

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

	2020/21 £'000	2019/20 £'000
• Revenue Expenditure - Support Services		
City of Edinburgh Council - Financial Services/ Clerking	43	44
Falkirk Council - HR Services	0	0
	<hr/>	<hr/>
	43	44
	<hr/>	<hr/>
• Revenue Expenditure - Other		
City of Edinburgh Council	0	1
East Lothian Council	0	108
Edinburgh & Lothians Greenspace Trust	15	0
Midlothian Council	6	18
Newcastle City Council	0	14
NHS Lothian	0	22
Scottish Government	79	21
West Lothian Council	0	0
	<hr/>	<hr/>
	100	184
	<hr/>	<hr/>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 22. RELATED PARTIES *(continued)*

#### 22.3 Other Parties *(continued)*

	2020/21 £'000	2019/20 £'000
• Revenue Income - Requisitions		
Clackmannanshire Council	(6)	(6)
East Lothian Council	(13)	(13)
City of Edinburgh Council	(61)	(61)
Falkirk Council	(19)	(19)
Fife Council	(44)	(44)
Midlothian Council	(11)	(11)
Scottish Borders Council	(14)	(14)
West Lothian Council	(22)	(22)
	<hr/> (190) <hr/>	<hr/> (190) <hr/>
• Revenue Income - Interest on Revenue Balances		
City of Edinburgh Council	0	(1)
	<hr/> 0 <hr/>	<hr/> (1) <hr/>
• Revenue Income - Other		
Constituent Councils	0	(40)
City of Edinburgh Council	(2)	(2)
Clackmannanshire Council	(6)	0
East Lothian Council	(2)	(2)
Fife Council	(2)	(2)
Scottish Borders Council	(2)	(8)
Scottish Enterprise	0	(125)
Transport Scotland	(317)	(843)
West Lothian Council	(40)	0
	<hr/> (371) <hr/>	<hr/> (1,022) <hr/>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 22. RELATED PARTIES *(continued)*

#### 22.3 Other Parties *(continued)*

The following represents amounts due to/(from) the Partnership at 31 March 2021, with its related parties.

<b>CREDITORS</b>	<b>2020/21 £'000</b>	<b>2019/20 £'000</b>
• Creditors - Related Parties (Revenue Grants)		
Clackmannanshire Council	0	(80)
Edinburgh & Lothians Greenspace Trust	0	(35)
NHS Lothian	0	(58)
Scottish Enterprise	(150)	(25)
West Lothian Council	(56)	(8)
	<u>(206)</u>	<u>(206)</u>
• Creditors - Related Parties (Other)		
City of Edinburgh Council	0	(1)
Edinburgh & Lothians Greenspace Trust	(15)	0
Falkirk Council	0	0
	<u>(15)</u>	<u>(1)</u>
• Creditors - Other Parties	<u>(633)</u>	<u>(538)</u>
Total Creditors	<u>(854)</u>	<u>(745)</u>
<b>DEBTORS</b>		
• Debtors - Related Parties (Revenue Grants/ Other)		
Clackmannanshire Council	6	0
East Lothian Council	2	0
Fife Council	2	0
Scottish Borders Council	2	7
Scottish Enterprise	150	0
Transport Scotland	216	504
West Lothian Council	50	0
	<u>428</u>	<u>511</u>
• Debtors - Other Parties	<u>226</u>	<u>262</u>
Total Debtors	<u>654</u>	<u>773</u>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 23. LEASES

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#### Operating Leases

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

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

The Partnership currently has a contract with Propel Finance to lease eight Apple iPhones for staff use. The Partnership has the option to terminate the lease under no penalty if at least three months written notice is given.

The Partnership currently has a contract with Ricoh UK Ltd to lease an office printer. The minimum term for this contract is 36 months before the Partnership has the option to terminate the lease under no penalty. This contract expires in August 2022.

The Partnership's expenditure on lease payments during 2020/21 was £19,000 (2019/20 £18,000)

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

	2020/21 £'000	2019/20 £'000
• Not later than 1 year	18	18
• Over 1 year	0	1
	<hr/> 18	<hr/> 19

The Partnership has no other material operational leases.

### 24. DEFINED BENEFIT PENSION SCHEMES

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#### 24.1 Participation in Pension Schemes

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

The Partnership participates in:

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

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

#### 24.2 Transactions Relating to Post-employment Benefits

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

	2020/21 £000	2020/21 £000	2019/20 £000	2019/20 £000
<b>Comprehensive Income and Expenditure Statement</b>				
<i>Cost of services:</i>				
Service cost, comprising:				
Current service costs	121		109	
Past service costs	<u>0</u>		<u>(15)</u>	
		121		94
<i>Financing and investment income:</i>				
Net interest expense		<u>15</u>		<u>22</u>
<b>Total post employee benefit charged to the surplus on the provision of services</b>		136		116
<i>Other post-employment benefits charges to the Comprehensive Income / Expenditure Statement</i>				
Remeasurement of the net defined liability, comprising:				
Return on plan assets, excluding the amount included in the net interest expense above	(308)		146	
Actuarial gains and (losses) arising on changes in financial assumptions	775		(369)	
Actuarial gains and (losses) arising on changes in demographic assumptions	(99)		0	
Other experience	<u>(45)</u>		<u>(18)</u>	
		<u>323</u>		<u>(241)</u>
<b>Total post-employment benefits charged to the Comprehensive Income / Expenditure Statement</b>		<u>459</u>		<u>(125)</u>
<b>Movement in Reserves Statement</b>				
Reversal of net charges made to the surplus on the provision of services for post-employment benefits in accordance with the Code.		<u>6</u>		<u>35</u>
<b>Actual amount charged against the General Fund Balance for pensions in the year:</b>				
Employer's contributions payable to the scheme		130		81
		<u>130</u>		<u>81</u>

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

#### 24.3 Pension Assets and Liabilities Recognised in the Balance Sheet

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

	2020/21 £'000	2019/20 £'000
Fair value of employer assets	2,463	2,149
Present value of funded liabilities	(3,453)	(2,810)
Present value of unfunded liabilities	0	0
Net liability arising from defined benefit obligation	(990)	(661)

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

	2020/21 £'000	2019/20 £'000
Opening fair value of scheme assets	2,149	2,212
Interest income	50	53
Remeasurement gain / (loss):		
Other Experience	(129)	0
Return on plan assets, excluding the amount included in the net interest expense	308	(146)
Contributions from employer	130	81
Contributions from employees into the scheme	26	18
Benefits paid	(71)	(69)
Unfunded benefits paid	0	0
Closing fair value of scheme assets	2,463	2,149

#### Reconciliation of Present Value of the Scheme Liabilities

	2020/21 £'000	2019/20 £'000
Present value of funded liabilities	(2,810)	(3,079)
Present value of unfunded liabilities	0	0
Opening balance at 1st April	(2,810)	(3,079)
Current service cost	(121)	(109)
Interest cost	(65)	(75)
Contributions from employees into the scheme	(26)	(18)
Remeasurement gain / (loss):		
Change in demographic assumptions	99	0
Change in financial assumptions	(775)	369
Other experience	174	18
Past service cost	0	15
Benefits paid	71	69
Unfunded benefits paid	0	0
Closing balance at 31st March	(3,453)	(2,810)

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

#### 24.5 Fair Value of Employer Assets

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

	2020/21		2019/20	
	£'000	%	£'000	%
Equity Securities:				
Consumer *	320	13	205	10
Manufacturing *	355	14	310	14
Energy and Utilities *	125	5	137	6
Financial Institutions *	151	6	140	7
Health and Care *	154	6	149	7
Information technology *	117	5	93	4
Other *	196	8	157	7
Sub-total Equity Securities	1,418		1,190	
Debt Securities:				
Corporate Bonds (investment grade) *	0	0	36	2
Corporate Bonds (investment grade)	84	3	79	4
UK Government *	198	8	132	6
Sub-total Debt Securities	282		247	
Private Equity:				
All	15		19	
Sub-total Private Equity	15	1	19	1
Real Estate:				
UK Property *	0	0	25	1
UK Property	128	5	116	5
Overseas Property	0	0	2	0
Sub-total Real Estate	128		143	
Investment Funds and Unit Trusts:				
Equities *	35	1	26	1
Bonds *	51	2	9	0
Bonds	0	0	0	0
Infrastructure	282	11	302	14
Sub-total Investment Funds and Unit Trusts	368		338	
Derivatives:				
Foreign Exchange *	0	0	4	0
Sub-total Derivatives	0		4	
Cash and Cash Equivalents				
All *	252	10	208	10
Sub-total Cash and Cash Equivalents	252		208	
Total Fair Value of Employer Assets	2,463		2,149	

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

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

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#### 24.6 Basis for Estimating Assets and Liabilities

Hymans Robertson, the independent actuaries to Lothian Pension Fund, have advised that the financial assumptions used to calculate the components of the pension expense for the year ended 31 March 2021 were those from the beginning of the year (i.e. 31 March 2020) and have not been changed during the year.

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

##### Investment returns

- Total returns for the period from 1 April 2020 to 31 March 2021 16.4%

	2020/21	2019/20
Mortality assumptions - longevity at 65 for current pensioners:		
• Males	20.5 years	21.7 years
• Females	23.3 years	24.3 years
Mortality assumptions - longevity at 65 for future pensioners:		
• Males	21.9 years	24.7 years
• Females	25.2 years	27.5 years
Pension increase rate	2.85%	1.90%
Salary increase rate (see below)	3.35%	3.50%
Discount rate	2.00%	2.30%

Estimation of defined benefit obligations is sensitive to the actuarial assumptions set out above. In order to quantify the impact of a change in the financial assumptions used, the Actuary has calculated and compared the value of the scheme liabilities as at 31 March 2021 on varying bases. The approach taken by the Actuary is consistent with that adopted to derive the IAS19 figures.

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



# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

### 24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

#### 24.7 Analysis of projected amount to be charged to profit or loss for the period to 31 March 2022

	Assets £000	Obligations £000	Net (liability) / asset £000	% of pay
Projected current service cost	0	(189)	(189)	(53.2%)
Past service cost including curtailments	0	0	0	0.0%
Effect of settlements	0	0	0	0.0%
Total Service Cost	0	(189)	(189)	(53.2%)
Interest income on plan assets	50	0	50	14.0%
Interest cost on defined benefit obligation	0	(70)	(70)	(19.7%)
Total Net Interest Cost	50	(70)	(20)	(5.6%)
Total included in Profit or Loss	50	(259)	(209)	(58.9%)

The Partnership's estimated contribution to Lothian Pension Fund for 2021/22 is £118,000.

### 25. NATURE AND EXTENT OF RISKS ARISING FROM FINANCIAL INSTRUMENTS

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

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

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

#### **Credit risk**

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

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

All Partnership invoices become due for payment on issue, and all trade debtors are overdue less than a month. Collateral - During the reporting period the Partnership held no collateral as security.

# The South East of Scotland Transport Partnership (SESTRAN)

## NOTES TO THE ANNUAL ACCOUNTS

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

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#### ***Liquidity risk***

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

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

#### ***Refinancing risk***

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

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

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

#### ***Market risk***

##### ***Interest rate risk***

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

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

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

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

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

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

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

#### ***Price risk***

The Partnership does not invest in equity shares.

#### ***Foreign Exchange risk***

As at 31 March 2021, the Partnership had financial assets of £81,000 subject to foreign exchange risk.

The foreign exchange loss or gain on these financial assets cannot be determined until 2021/22, when the Partnership is in receipt of the related grant income from the European Regional Development Fund.

The Partnership has no financial liabilities denominated in foreign currencies.

## ANNUAL TREASURY REPORT 2020/21

### 1 Purpose of report

The purpose of this report is to provide an Annual Treasury Report for the financial year 2020/21.

### 2 Summary

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

### 3 Investment Out-turn 2020/21

- 3.1 The Partnership's Investment Strategy has been to maintain its bank account as part of the City of Edinburgh Council's group of bank accounts. Any cash balance is effectively lent to the Council, but is offset by expenditure undertaken by the City of Edinburgh Council on behalf of the Partnership. Interest is given on month end net indebtedness balances between the Council and the Partnership and for financial year 2020/21 is calculated in accordance with the withdrawn Local Authority (Scotland) Accounts Advisory Committee's (LASAAC) Guidance Note 2 on Interest on Revenue Balances (IoRB). In line with recent short term interest rates, the investment return continues to be small, but the Partnership gains security from its counterparty exposure being to the City of Edinburgh Council. Net end of month balances for the financial year were:

	£
Opening Balance	-11,926.69
30 April 2020	-250,906.58
31 May 2020	365,847.62
30 June 2020	-490,382.45
31 July 2020	307,968.03
31 August 2020	356,087.21
30 September 2020	339,361.85
31 October 2020	329,078.90
30 November 2020	240,805.34
31 December 2020	184,884.49
31 January 2021	131,604.32
28 February 2021	125,703.79
31 March 2021	-163,441.99

- 3.2 Interest is calculated on the average monthly balance. The interest rate payable has remained negative therefore the Partnership won't be charged for positive or negative balances, interest will be floored at zero.

### 4 Recommendations

- 4.1 It is recommended that the Partnership note the Annual Treasury report for 2020/21.

**HUGH DUNN**  
Treasurer

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**Appendix**      None

**Contact/tel**      Iain Shaw, Tel: 0131 469 3117  
([iain.shaw@edinburgh.gov.uk](mailto:iain.shaw@edinburgh.gov.uk))

## **SEStran Business Plan 2021-22 to 2023-24**

### **1. INTRODUCTION**

- 1.1** Following the Performance and Audit Committee's comments on the proposed three year Business Plan at its meeting on 4<sup>th</sup> June, the purpose of this report is to seek the Board's approval of the Plan.

### **2.0 BACKGROUND AND CONTEXT**

- 2.1** At its meeting on 5<sup>th</sup> March 2021, the Performance and Audit Committee approved a draft Business Plan for forward transmission to the March Board.
- 2.2** Following the Board's approval of the draft on 19<sup>th</sup> March, the Plan was updated and put back to the Committee on 4<sup>th</sup> June for further comment. A final version, now taking into account the comments made at the Committee on 4<sup>th</sup> June, is now appended.

### **3.0 THE THREE YEAR BUSINESS PLAN**

- 3.1** Since consideration of previous versions of the Plan, the following are of note:

- Account has been taken of the Committee's and the Board's comments on the need to increase funding levels. In particular there is a new section 4.4 indicating that seeking to increase funding will be a key activity going forward.
- The projects section has been both updated, and its focus altered slightly to concentrate more on a three year window than specific actions in the current year.
- The Chair's introduction has been amended slightly to stress that the Plan is a 'living document,' which will be refreshed as frequently as necessary to adapt to changing circumstances.
- Annex 5.1 has been amended substantially to include a section on PriMaas and to reflect the Committee's desire that specific actions be more clearly defined.

- 3.2** It is proposed that, subject to any comments the Board has on the finalised draft Plan at this meeting, it will be finalised and published. Thereafter it will be brought back on at least an annual basis for review and updating.

### **4.0 RECOMMENDATIONS**

- 4.1** It is accordingly recommended that the Board:

- (a) Note the terms of the report;
- (b) Agree the terms of the Business Plan 2021-22 – 2023- 24, delegating to the Partnership Director in consultation with the Chair any amendments to take account of any comments by Members at this meeting, or otherwise of a technical or non-substantive nature;
- (c) Agree to updates to the Plan being brought back for further scrutiny in due course.

Andrew Ferguson  
**SEStran Consultant**  
 11<sup>th</sup> June 2021

Policy Implications	The Business Plan will align with SEStran's established and emerging policies
Financial Implications	The Business Plan will be subject to formal Board approval of proposed budgets in the relevant years.
Equalities Implications	No separate EqIA will be carried out as the Business Plan does not propose a change to SEStran's policies and procedures.
Climate Change Implications	The implications for Climate Change issues will be assessed at project level.



South East of Scotland  
Transport Partnership

SEStran

# Draft Business Plan

2021/24

June 2021

## Foreword

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

The SEStran area's transport challenges range 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. While Edinburgh is expected to lead the economic recovery post-Covid, even before the pandemic other communities in the region were severely affected by social and economic deprivation, further impacted by limited access to sustainable and affordable travel choices.

Inevitably the short-term challenges are centred round the region's recovery from the societal, behavioural and economic impact of Covid-19 on its transport system, and in particular its public transport. Going forward, projected increases in population and households will put additional pressures on transport in the area, and integrated land use and transport planning will be essential if increased car dependency is to be avoided.

Last but not least, the full implications of Brexit on the region, its economy, and what impact there will be on, for example, the transport of freight in and out of the area, are still to be fully understood.

All of these factors have contributed to the need for a three year, rather than a one year, Business Plan.

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.

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 for 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. The first sift of proposed projects was published in February this year, and we look forward to engaging with Transport Scotland on the proposals for the SEStran region in the coming months.



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 focused on this country and what we are doing to help address the climate situation, particularly in respect of transport.

SEStran’s new Regional Transport Strategy (RTS) 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 statutory consultation phase on the draft RTS will start in the coming months.

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. There are lessons to be learned from successful collaborations with central and local government as part of the South East Scotland Transport Transition Group.

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 is taking an active role, for example, in the Bus Service Improvement Partnerships (BSIPs) emerging in the region in terms of the Transport (Scotland) Act 2019.

SEStran also continues to be very much involved in EU projects, with five currently under way. 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. SEStran will look to future arrangements to succeed those currently in place, to enable continued partnership working with the EU. It is hoped that replacement funding for projects of this nature will be made available, but at time of writing this remains unclear.

A range of active travel projects will be completed in the coming year, having been delayed by the pandemic. These will include 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 in the years ahead, as it consults on its own RTS, and contributes to such matters as STPR2 development, and the development of bids to the Bus Partnership Fund as part of the region’s emerging BSIPs. This is in addition to significant

project work and strategy development to be progressed. However, the impacts of the pandemic, Brexit, and continuing economic uncertainty arising from both, indicate that planning for a longer horizon than just 12 months is prudent. Despite all the challenges, SEStran's staff have delivered and will continue to deliver a long term vision for the future of transport in the region.

Given that context, this Business Plan will be a living document, agile enough to be adapted to the constant state of change we are likely to live in for the next three years and beyond. Apart from formal reviews each year, the staff will carry out informal reviews of its content and, as necessary, bring updated versions to the Board for approval.

With that in mind, I am delighted to present our Business Plan for 2021/24.

Councillor Gordon Edgar

Chair of the South East of Scotland Transport Partnership

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## 1. Introduction

SEStran presents its 2021 -2024 Business Plan, which outlines the plans for the next three years to deliver its 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 2021-24, SEStran will work across its five established core strategic themes to deliver on its vision. The first four of these fully align with the four priorities in Scotland's new National Transport Strategy (NTS2), published in February 2020. The following table shows this alignment:

NTS2 priorities	SEStran core strategic themes	Theme graphic
Reduce inequalities	<b>Accessibility</b> – To improve accessibility for those with limited transport choice, mobility difficulties, or no access to a car	
Take climate action	<b>Environment</b> – To ensure that development is achieved in an environmentally sustainable manner	
Help deliver inclusive economic growth	<b>Economy</b> – To ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner	
Improve our health and wellbeing	<b>Safety and health</b> – To promote a healthier and more active SEStran area population	
	<b>Governance and partnership working</b> - To continually improve performance to achieve greater efficiency and effectiveness in SEStran service delivery	

## 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;
- 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 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 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



A new Regional Transport Strategy (RTS) for the SEStran region is under development. This is proposed to cover the period up to 2035, and it will respond to and allow for alignment to new national level policies and strategies including the National Transport Strategy 2, the National Planning Framework 4, the Climate Change (Scotland) Act 2019, as well as regional spatial and economic strategies under development across the SEStran area.

SEStran's current RTS is in effect until 2025.

#### Objectives

- *Develop a new Regional Transport Strategy for the South East of Scotland that aligns to national transport policy and objectives*

#### Forward Plan:

##### **RTS Development**

- SEStran's new Regional Transport Strategy (RTS) is due to be completed in 2022.
- The development timescales for the RTS are aligned to the development of other, linked strategies such as the Second Strategic Transport Projects Review (STPR)
- The development of the RTS is being delivered through consultancy support, and Stantec were appointed in December 2020. The development will involve consulting key stakeholders, establishing of a case for change, appraising preliminary options and developing a draft strategy for a 12-week statutory consultation.
- Alongside the RTS statutory assessments will be completed including a Strategic Environmental Assessment and Equalities Impact Assessment including Fairer Scotland Duty and Child Rights and Wellbeing Impact Assessment.

## 4. Planned Activities 2021-24

### 4.1 Current Programmes and Projects

#### GO e-Bike



GO e-Bike is a regional bike-sharing scheme funded by SEStran, with a contribution from the SHARE-North project. It comprises eleven hubs operating throughout the SEStran area.

##### Objectives

- To 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.

##### Forward Plan:

##### **GO e-Bike expansion with LCTT & TS funding**

- Work with Cargo Bike Movement to develop a series of projects in Edinburgh, that increase cargo bike use, thereby reducing the vehicle movement and promoting community sustainability.
  - Promote the safe use of e-bikes through the region with the “[Do The Ride Thing](https://www.dotheridething.co.uk/)” campaign and website<sup>1</sup>.
  - Subject to available funding this is likely to be an area of further development over the next three years.
- Opportunities for further funding will be explored, to try and match the sustained demand for services.

#### Regional Cycle Network Grant Scheme



The Regional Cycle Network Grant Scheme continues the partnership between Sustrans Scotland and SEStran’s commitment to delivering improvements to the cross-boundary utility routes.

##### Objectives

##### Forward Plan:

<sup>1</sup> <https://www.dotheridething.co.uk/>

- *To promote a more active and healthier lifestyle through active travel with a focus on delivering cross-boundary routes between communities*

### Strategic Cycle Network

- SEStran will support partners with funding for feasibility and design work for priority routes within the Strategic Network, over the three-year period of the Business Plan.
- Subject to confirmed funding this is likely to be an area of further development over the next three years.

### Regional Active Travel Development Fund – Transport Scotland



#### Objectives

- *To promote a more active and healthier lifestyle by encouraging cycling and supporting cycling infrastructure*

The Regional Active Travel Development Fund was established between Transport Scotland and the Regional Transport Partnerships to advance cross-boundary Active Travel projects.

#### Forward Plan:

- Conclude a longitudinal survey that commenced in 2020, being undertaken by “The Lines Between” on SEStran’s behalf. The attitudinal survey and data collection exercise is being carried out in four waves and will conclude in mid-2022.
- Procure and deliver a feasibility study and develop a business case for the addition of Mobility Hubs alongside new rail station locations in Fife, including Cameron Bridge, Leven, as well as at St Andrews and Leuchars.
- SEStran will work closely with partners to investigate potential active travel links within the region, using additional resource which has been agreed with Transport Scotland.

### Cycle Training & Development – Cycling Scotland



#### Objectives

This workstream supports and develops the delivery of Bikeability Scotland National Standard cycle training delivered by local authority Bikeability coordinators. It promotes, encourages and develops cycle training opportunities across SEStran projects.

#### Forward Plan:



- *To 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*

#### **Bikeability Scotland**

- As Covid-19 restrictions permit, increase delivery levels of Bikeability and employee training.

#### **GO e-Bike cycle training**

- Training is offered to all hubs as they are completed and as part of ongoing development plans.

#### **Adult and Family Cycle Training**

- A trial and evaluation is planned with employers and individuals to determine the effectiveness of The Essential Cycling Skills course once restrictions allow in the SEStran region.
- A Cargo Bike training course has been developed and trialled, and more sessions will be delivered as demand increases for this kind of training.
- Subject to available funding this is likely to be an area of further development over the next three years.

### **Thistle Assistance Programme**



SEStran has developed the Thistle Assistance Card and App to make public transport easier to use for older people and those with disabilities, illness or mobility issues.

#### Objectives

- *To encourage the use of public transport by making it easier and more accessible for disabled and older people.*

#### Forward Plan:

##### **Journey Planner App - Phase Two**

- SEStran will deliver a working prototype App in 2021/22.
- Thereafter it will seek to implement a full version of the App, subject to funding.
- The integration of the proposed GO SEStran MaaS/DRT project with the Thistle Assistance Journey Planner App is planned to take place over the next year and beyond.

##### **Thistle Assistance Programme Update**

- SEStran will continue to promote the Thistle card and App with an exemption message for those that cannot use a face covering when using public transport.<sup>2</sup>

<sup>2</sup> <https://www.thistleassistance.com/travel-safety/>

- We will continue to distribute the Thistle Assistance cards (with mask exemption stickers) across Scotland, following their success and high demand in 2020/21.
- Subject to available funding this is likely to be an area of further development over the next three years.

## Real Time Passenger Information (RTPI)



SEStran has, since 2010, coordinated a region wide, comprehensive network of information screens at key travel hubs, shopping centres, hospitals etc, and supported the coordination of travel and real time public transport information. Successful support of a common Content Management System was achieved in 2019/20 which will improve the information provided in the public facing regional screen network incorporating real time bus information. The RTPI project gives bus passengers greater certainty on arrival and departure times.

### Objectives

- *To 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*

### Forward Plan:

#### **New Content Management System and hardware upgrades**

- The new Journeo system is anticipated to be operational from mid-2021.
- SEStran will explore the potential to integrate RTPI with emerging tech solutions like MaaS and DRT over the next three years.

#### **Public Transport Capacity Information**

- Bus capacity information on public transport will be included in the new RTPI system.

#### **RTPI Screens Network**

- Plans for expansion and enhancement of the screens network will be coordinated by SEStran throughout 2021.
- Subject to available funding this is likely to be an area of further development over the next three years.

## Newburgh Train Station Study

SEStran is carrying out an options study for Newburgh, with work being delivered by consultants Systra on behalf of



SEStran. This study is funded by the [Local Rail Development Fund](#) with the aim of providing funding to develop community led options to improve local rail connections.

#### Objectives

- To work in partnership with the Newburgh Train Station Group and Fife Council to develop community led options to improve local rail connections

#### Forward Plan:

##### **Options Appraisal**

- The 'Detailed Options Appraisal', Phase 3 of the project, will be carried out during 2021 and is expected to take approximately six months, before its submission to Transport Scotland.
- Subject to available funding and the outcome of the Detailed Options Appraisal this is likely to be an area of further development over the next three years.

### **Forth Freight Study**



SEStran, in partnership with Forth Ports, has commissioned a study to explore the potential to develop sustainable, multimodal freight gateways in the region and around the Forth. It aims to identify key locations for potential freight consolidation centres. The study being carried out by Aecom, is funded by the [Local Rail Development Fund](#).

#### Objectives

- To investigate the barriers to multimodal freight terminals for customers when trying to make the switch to more sustainable modes (sea and rail)
- To evaluate the potential environmental benefits and commercial viability of sustainable freight movements.

#### Forward Plan:

- Continue to work with Transport Scotland and STPR2 colleagues to take forward the work completed in Phase 1 of the study.
- Investigate options to trial rail freight projects in partnership with Forth Ports.

## 4.2 European-funded Projects

### SHARE-North

Interreg North Sea Region  
– Jan 2016 to June 2022

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



#### 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*

SHARE-North focuses on shared mobility and its potential to address sustainable transport challenges in the North Sea region. Mobility Hubs raise the profile of shared mobility (car club, bike-sharing, carsharing), by integrating these modes of transport with existing public transport provision. Following the completion of the Mobility Hub Strategic Study in 2020 SEStran has been working with partners to identify potential opportunities to plan for Mobility Hubs.

SHARE-North has been extended to the end of June 2022 to allow its completion.

#### Forward Plan:

##### **Mobility Hubs**

- SEStran has committed funding to the region's first mobility hub in Musselburgh, East Lothian, to be called a 'Journey Hub' and this hub is nearing completion.
- SEStran is supporting Fife Council with a feasibility study and business case development for Mobility Hubs at east Fife railway stations at Leven, Cameron Bridge, St Andrews and Leuchars.
- The potential for rolling out the Mobility/Journey Hub concept across the region will be explored during this three-year period, as will the role of carsharing in achieving modal shift.

##### **Tripshare SEStran**

- The best approach to procuring future carsharing opportunities will be explored with other RTPs.

## SURFLOGH

Interreg North Sea Region –  
Jun 2017 to Oct 2020

### *Case studies for sustainable Urban Logistics Hubs*



#### 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*

SURFLOGH is a trans-national network of ‘city hubs’ promoting innovation in city logistics. It brings partners together to exchange knowledge and work on innovative pilot projects and business models that can work in real world urban logistics systems. SEStran’s Edinburgh pilot near Haymarket has been operating successfully since 2018.

#### Forward Plan:

##### **Development of business case with Edinburgh Napier University**

- SEStran will continue to lead on the project’s work package to develop business models for urban freight hubs along with Edinburgh Napier University Transport Research Institute (TRI)

##### **Edinburgh Pilot ZEDIFY – hub expansion**

- A new ZEDIFY site operating from Leith will test the expanded Edinburgh logistics hub from 2021.

##### **Expansion of Edinburgh Cargo-Bike delivery**

- The delivery of cargo bikes with Cargo Bike Movement, as described in the GO e-Bike section above, will contribute to SURFLOGH research.
- Subject to available funding, the extension of the Interreg project, the ZEDIFY logistics hub and the cargo bike initiatives are all likely to be areas of further development over the next three years.

## BLING

Interreg North Sea

Region – Jan 2019 to  
June 2022

*Blockchain in  
Government*



### Objectives

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

The Blockchain IN Government (BLING) project focuses on providing one of the first dedicated platforms to test and bring the application of Distributed Ledger Technology into local and regional services. SEStran's role in the project is to develop a pilot, called 'GeoPact'<sup>3</sup> with the University of Edinburgh, to showcase innovative use of the technology in a transport environment.

### Forward Plan:

#### **Development of Edinburgh Pilot**

- SEStran and the University of Edinburgh will continue to work on the creation of Location Based Smart Contracts – agreements about the location and relations of smart objects in space that allow conditions such as proximity or co-location to trigger actions like financial transfers or opening physical locks. This work will explore the real-world application of these systems, particularly around freight deliveries.
- Likely to continue to June 2022 at least.

## PriMaaS

Interreg Europe – Aug  
2019 to Jan 2023

*Advancing MaaS through  
policy development*



### Objectives

- *Create a knowledge hub to support regions in promoting the MaaS concept and meeting citizens' transport needs*
- *Incorporate MaaS as key mobiliser of*

Mobility-as-a-Service (MaaS) is a concept that changes the way people travel and pay for mobility services. The main vision of PriMaaS is to promote MaaS and incorporate wider societal goals through interregional collaboration, sharing best practices, and policy development.

### Forward Plan:

#### **Baseline Assessment and MaaS Action Plan**

- SEStran will continue to work with project partners to identify best practices and develop an Action Plan to progress MaaS in the SEStran region.

#### **Project activities and partner meetings**

- SEStran is due to host a physical or online event during phase 1 of the project, which runs until 2022. This is

<sup>3</sup> <https://northsearegion.eu/media/14062/geopact-pictorial-tallyn-2020.pdf>

*sustainable transport solutions in the development of the new Regional Transport Strategy*

subject to any extensions agreed by the Joint Secretariat to mitigate the impacts of Covid-19.

#### **Maas/DRT in the SEStran region**

- Subject to confirmed funding, in 2021/22, SEStran will act as lead partner in a consortium of tech providers and East Lothian and Fife Councils, to begin an ambitious project to develop MaaS and DRT throughout the region.
- The aim is to develop a region wide MaaS app for public use, to enable planning, booking and payment for many modes of travel (bus, rail, bike hire, car club, taxi). The initial focus for the work is the Journey Hub being developed in Musselburgh.
- The project will also seek to test integrating commercial and community transport DRT in the region.
- As technology solutions to making public and community transport options become more attractive to develop, it is likely that MaaS and DRT concepts will be areas of expansion over the period of this Business Plan and beyond.

## **CONNECT**

**Interreg North Sea Region – Oct 2019 to Mar 2023**

*Smart intermodal freight*



CONNECT's overall objective is to support the growth of 'smart inter-modality' in the North Sea Region, through smart efficiency enhancements within freight movement. It looks at connecting the North Sea Region's TEN-T nodes, focusing on implementing new smart processes and working tools (smart inter-modality) and development of strategies for smart efficiency enhancements (smart involvement).

<https://northsearegion.eu/north-sea-connect>

#### Objectives

- *Implement new smart processes and working tools (for smart intermodal transport)*
- *Developing strategies for smart efficiency enhancements (smart partnership working)*

#### Forward Plan:

- SEStran will lead on a work package focused on sharing best practices and key learning from four pilot projects:
  1. Brussels – centre for smart city port distribution
  2. Oostende – Autonomous loading/unloading of vessels in the port
  3. Gothenburg – smart seaport terminal accessibility
  4. Port of Vordingborg – New smart system for logistics connecting remote nodes in a peripheral region to the TEN-T network

## 4.3 Regional Partnership Working

### COVID-19 transitional transport arrangements



A South East Scotland Transport Transition Group was established in June 2020 as a temporary grouping, to develop and oversee a Regional Transport Transition Plan for the transition period following Covid-19 lockdown restrictions.

#### Objectives

- To identify and support any transport interventions in response to COVID-19

#### Forward Plan:

- SEStran will continue to work with local, regional and national partners on a COVID-19 recovery response.

#### **Bus Priority Rapid Deployment Fund bid**

- SEStran will remain involved in the evaluation of temporary bus infrastructure measures that were funded by the Bus Priority Rapid Deployment Fund, to help inform plans for future, permanent bus priority measures.

#### **Regional working**

- SEStran will continue to share expertise with partners on related region-wide interventions including trialling public transport capacity information as part of RTPI, exploring the feasibility of improved public transport through an expanded DRT approach, and Thistle Assistance mask exemption.

### Bus Service Improvement Partnerships



The Bus Partnership Fund (BPF) is a £0.5Bn fund first announced by Transport Scotland in November 2020, for the development of permanent bus priority infrastructure delivered through Bus Service Improvement Partnerships (BSIPs). BSIPs must be collaborative partnerships involving bus operators and other relevant partners.

#### Objectives

- To develop permanent bus priority infrastructure to help encourage more sustainable transport and tackle a declining bus patronage

#### Forward Plan:

- SEStran will assist the emerging BSIPs in order to maximise investment in bus priority infrastructure into the SEStran region, and ensure that bids within the region are complementary.
- The Bus Partnership Fund is likely to have a 5-year timescale.



## SEStran Forum Meetings



SEStran hosts three bi-annual forum groups; the **Integrated Mobility Forum**, the **Equalities and Access to Healthcare Forum** and the **Logistics and Freight Forum**. The aim of the forums is to provide a platform for interested parties to come together and to formulate a regional voice in various transport-related matters.

### Objectives

- *Bring together key stakeholders and interested parties to raise regional transport-related matters*

### Forward Plan:

- The forums will meet in Spring and Autumn, and forum members will have input into the development of the RTS and other key areas of SEStran work.
- In partnership with Forum membership, forward work programmes will be developed.

## 4.4 Partnership finance

### Funding



The Partnership's finances are made up of both core and project income streams. Annex 5.2 sets out the current budget projections for the period of the Plan. It assumes a standstill settlement for the organisation's core budget from the Scottish Government, with the contributions from the constituent local authorities as residuary funders under the legislation also remaining the same. This represents a reduction in real terms over time.

### Objectives

- *It is proposed to identify increased funding levels to reflect the organisation's aspirations*




### Forward Plan:


- In order to maintain the current level of its activities, SEStran will require to increase its funding levels over the period 2021/2022 to 2023/2024.
- Annual updates and funding projections will be reported to the Partnership Board.



## 5. Annexes







### Annex 5.1 – Actions











GO e-Bike				
Impact	Strategic objective	Key focus areas	Actions	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	Increase user numbers and monitor impact from hubs	Cooperation from hub partners
		Increase programme reach and awareness in region	Undertake successful Website promotion and user campaign “Do the Ride Thing.” Demonstrate extent of successful promotion.	Availability of funding
		Development of all forms of e-bikes use across the region	Secure additional funding opportunities for further e-bike hubs	Availability of funding
Thistle Assistance Card & App				
Impact	Strategic objective	Key focus areas	Actions	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.	 	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 transport operators.  Use new branding, website and social media	Deliver prototype with Phase 2 funding with developer Sentireal & project team.  Work with transport operators to secure successful implementation of journey planning tool.  Link development of journey planner to MaaS app (see below)	Working prototype delivered for procurement. Key stakeholders engaged and participating.  Co-operation of transport operators. Increased awareness and use amongst transport operators and public.


Develop awareness of Thistle Assistance Programme				
<b>Real Time Passenger Information (RTPI)</b>				
<b>Impact</b>	<b>Strategic objective</b>	<b>Key focus areas</b>	<b>Actions</b>	<b>Critical Success Factor</b>
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.	<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>Promote new system with key stakeholders.</p>	<p>Cooperation from CEC, CMS procurement process and regional operators.</p> <p>Wider distribution and uptake/use of RTPI across the region.</p>
<b>Active Travel Programmes</b>				
<b>Impact</b>	<b>Strategic objective</b>	<b>Key focus areas</b>	<b>Actions</b>	<b>Critical Success Factor</b>
The active travel projects contribute to the development of a regional cycle network, with a particular focus on cross-boundary routes	  	Coordinate development of the new strategic cross-boundary study	Identify plan for prioritised routes throughout region	Successful 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	Use funding opportunities from SG for further project opportunities	Availability of funding

Cycle Training and Development				
Impact	Strategic objective	Key focus areas	Actions	Critical Success Factor
The cycle training and development programme supports the Local Authority Bikeability Co-ordinators to increase the numbers of schools delivering Bikeability Scotland training and expands all ages cycle training opportunities including cargo bike training across the region.  To help create and deliver opportunities to enable people in the region to cycle easily and safely.		Support the coordination of Bikeability Scotland Level 2 delivery.	Ensure cooperation and engagement from Bikeability Scotland Co-ordinators.	Cooperation and engagement with Bikeability Scotland Co-ordinators in each Local Authority.
		Develop and support pilots for new Bikeability Scotland delivery models.	Increase capacity of co-ordinators including through staff and volunteer training..	
		Identify opportunities for delivering adult cycle training in conjunction with SEStran projects and partners.	Ensure delivery of training sessions through SEStran projects and partners.	Identification of opportunities to provide training courses and to effectively engage with a range of audiences.
		Develop and support opportunities for cycle training at any age across the region, including for cargo bike use and skills		Increasing capacity for the delivery of cargo bike training.
SHARE-North				
Impact	Strategic objective	Key focus areas	Actions	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  Identify a suitable location for a Mobility hub. Assist ELC to implement Musselburgh Journey Hub, linking to MaaS project.	Successful partnership with East Lothian Council and tech providers and bus operators in MaaS project
		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
SURFLOGH				
Impact	Strategic objective	Key focus areas	Actions	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 for first and last mile deliveries.	Success increased of the new Edinburgh hub in Leith  Cooperation from Zedify
		Measure impact of Edinburgh hub	Measure the equivalent CO <sub>2</sub> emission volumes reduced or saved as a result of the trial	Sufficient journey and emissions data from partners
		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.	Present new research papers at SURFLOGH final conference in Belgium and other events/forums as appropriate	Successful engagement with audience
<b>BLING</b>				
<b>Impact</b>	<b>Strategic objective</b>	<b>Key focus areas</b>	<b>Actions</b>	<b>Critical Success Factor</b>
The BLING project will deliver a trial that explores opportunities for the integration of Blockchain in transport.	 	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.	Build on successful pilot with University of Edinburgh.  Present key research papers for example at CHI Conference in 2021.	Cooperation from stakeholders to deliver pilot trial
<b>PRIMAAS</b>				
<b>Impact</b>	<b>Strategic Objective</b>	<b>Key focus areas</b>	<b>Actions</b>	<b>Critical Success Factor</b>
The PriMaaS project will deliver greater understanding of best practice in procurement, governance and implementation of mobility as a service and related digital solutions to transport issues in the region	   	Work with project partners to share and disseminate information about MaaS and DRT tech solutions and how to apply them in the current context, learning from practice in other European countries and elsewhere.	Deliver a MaaS learning event in 2021.  Subject to funding, trial a working MaaS app for the region, linking to as many alternative transport modes to create a complete 'plan/book/pay' option for implementation.  Create a 'playbook' on optimal choices for procurement and governance of MaaS, DRT and related tech solutions for local authority and RTP partners	Cooperation from project partners, including completion of workable collaboration agreement.  Successful procurement of partners for Year 2 onward of MaaS/DRT project.

Forum & Liaison Groups				
Impact	Strategic objective	Key focus areas	Actions	Critical Success Factor
SEStran Forums facilitate discussion and provide a platform for interested parties to formulate a regional voice in transport-related matters	    	Bring together interested parties and representative groups, across the following areas: Equalities and Access to Healthcare, Integrated Mobility, Freight and Logistics	Organise topical meetings for each forum events twice annually  Review membership of groups each year to ensure appropriate stakeholders and groups are able to influence and help address transport related issues in the region	Involvement of key stakeholders
Regional Partnership working				
Impact	Strategic objective	Key focus areas	Actions	Critical Success Factor
Through active and engaged partnership working, SEStran is able to ensure strategic and regional transport issues are a primary consideration within the development of a wide range of complementary plans and strategies and the development of strategic projects.	    	Continue to be involved in pressing transport issues and present 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
		Continue to lead by example, delivering sustainability and climate change objectives as an organisation and sharing and contributing knowledge and expertise across regional partners.	Organise stakeholder meetings to address various transport related issues	Cooperation from stakeholders
		Maintain and support effective links to Transport Scotland and	Provide the Sustainable and Active Travel Fund to help organisations adopt sustainable transport solutions	Involvement of organisations

		across all RTP partnerships in Scotland		
<b>Regional Transport Strategy (RTS)</b>				
<b>Impact</b>	<b>Strategic objective</b>	<b>Key focus areas</b>	<b>Actions</b>	<b>Critical Success Factor</b>
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.		Following the successful procurement of consultancy services to develop a new RTS, carry out consultation including statutory elements and appraisal, and the drafting of a new RTS report.	Develop an engagement strategy	Stakeholder engagement
			Complete consultation stages	Stakeholder engagement
			Deliver appraisal work.	Cooperation from stakeholders

SEStran Annual Report 2018/19:

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



## Annex 5.2 – Budget Summary

	2020/21 £'000	2021/22 £'000	2022/23 £'000	2023/24 £'000
<b>Budget</b>				
Core	581	663	747	768
Projects	1,030	786	582	503
RTPI	50	23	25	25
[Reserve total]	[12]	[29]		
<b>Total budget</b>	<b>1,661</b>	<b>1,472</b>	<b>1,354</b>	<b>1,296</b>

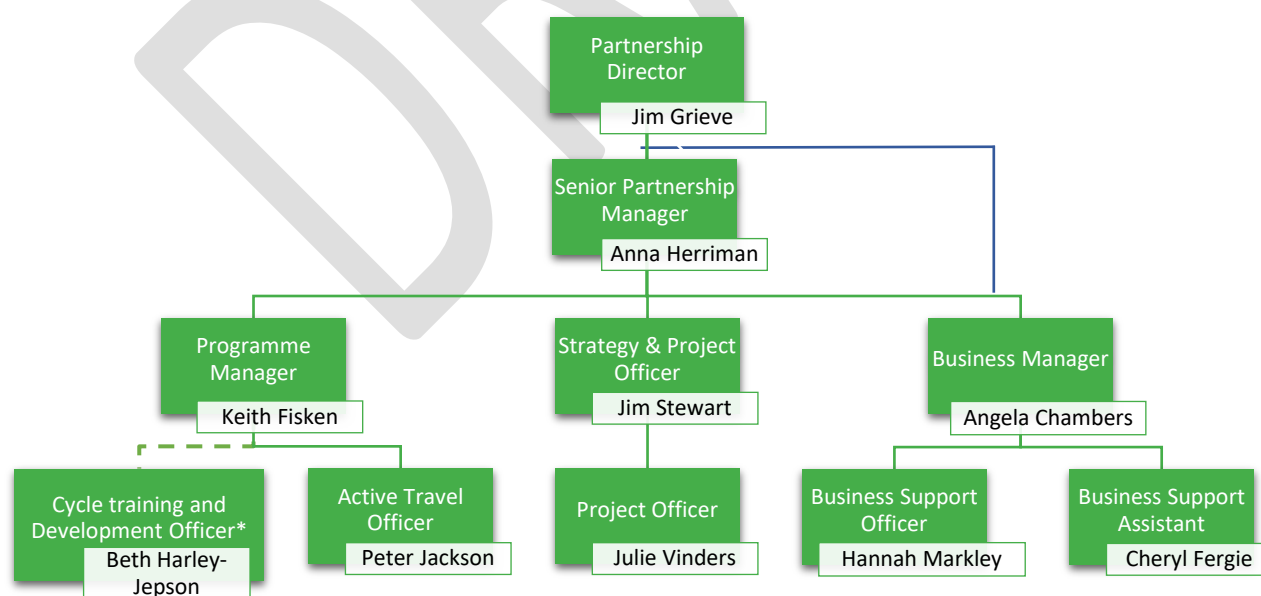
<b>External funding</b>				
EU grants	142	106	38	0
Other income	547	394	344	324
Bus Investment Fund				
<b>Total external funding</b>	<b>689</b>	<b>500</b>	<b>382</b>	<b>324</b>
<b>Core funding</b>				
Scottish Government	782	782	782	782
Council Requisition	190	190	190	190
<b>Total funding</b>	<b>1,661</b>	<b>1,472</b>	<b>1,354</b>	<b>1,296</b>

## Annex 5.3 – Staff and Organisational Chart

Partnership Director	Jim Grieve
Senior Partnership Manager	Anna Herriman
Programme Manager	Keith Fiskin
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 5.4 - Operational plans related to Covid-19 pandemic recovery

As with many other workplaces, home working measures were introduced during March 2020, to limit the spread of Covid-19, with immediate and wide-ranging impacts for transport.

At the time of writing, all staff are working from home using laptop computers and remote access. Regular formal and informal staff interaction through Microsoft Teams has enabled staff to be supported and engaged and allowed work to go on. The health, safety and wellbeing of staff is the greatest priority, and a return to office-based working will only be effected when it is permissible and safe to do so.

SEStran has continued to deliver its programme outlined in the 2020-21 Business Plan, and will continue to do so in the new Business Plan period. Through some modifications to project methodologies and by making the most of available technologies to support consultation, engagement and project meetings, it has so far been possible to progress all areas of project work and strategy development. SEStran's management will remain flexible and be prepared to adapt the work programme to account for changing circumstances as the country emerges from the latest lock-down. However, it seems likely that disruptions to normal operational plans will remain for some time to come.

Regular communications with SEStran Board members will continue to ensure that they are kept informed of any potential Covid-19 impacts on the delivery of planned projects. Attendance at SEStran Board and other meetings has been high, indeed higher than the average attendance during pre-pandemic times. This will be factored into consideration of how we manage meetings going forward: a perennial problem with meetings has been the long distances some members have had to travel to attend, with consequent impacts on productive time during the rest of the working day.

Impacts across the transport sector are very significant in the immediate-term and likely to be so in the long-term. It is still too early to know how transport plans and operations will rebound, but some changes may prove to be indefinite. Covid-19 is therefore recognised within the new SEStran Regional Transport Strategy (RTS). The RTS will remain focused on a long-term horizon but it will also seek to account for the potential changes resulting from the potential impacts of Covid-19.

Scotland's seven RTPs have a clear role to play in supporting economic recovery and mitigating the impacts on people's ability to move and travel safely. The immediate priority across all regions is to ensure the safety of transport users and operators, primarily through physical distancing measures within every transport setting. SEStran has worked closely with regional partners and stakeholders to help coordinate temporary measures that make physical distancing possible during outdoor exercise and active travel, and will continue to do so through groupings such as the Regional Transport Transition Group for south east Scotland.

The social and economic impacts from reduced public transport capacity have been very significant, and these are issues that must be resolved at a regional level. It is likely that this area of partnership work will be a feature for the length of the Business Plan.

Ultimately, the challenges to the transport sector in Scotland remain unchanged; in short, the need to move many more people and goods, much more sustainably and efficiently. The scale of change we are currently experiencing brings opportunity for positive initiatives around travel demand and habits. SEStran's new RTS and current projects will undoubtedly promote positive long-term benefit for the region.

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## Annex 5.5 – Glossary

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

### Term or

### abbreviation Full title and meaning

<b>BLING</b>	<a href="#">‘Blockchain in Local Government’</a> is a project in which SEStran is a partner testing how blockchain can support the delivery and distribution of goods
<b>Blockchain</b>	A system of using coordinated data checks to verify online information exchange – it allows for very secure online transactions
<b>CoMoUK</b>	<a href="#">CoMoUK</a> is the name of a Trust that promotes shared and integrated mobility
<b>COP26</b>	<a href="#">The 26<sup>th</sup> United Nations Climate Change Conference</a> which is due to take place in Glasgow in November 2021
<b>DRT</b>	Demand Responsive Transport is generally used in the context of bus travel and indicates that the bus is responsive to where its passengers want to join and alight from the service. This has traditionally been the preserve of community transport providers, but is increasingly being used elsewhere by commercial bus operators to replace ‘fixed-line’ bus routes.
<b>ECMA</b>	The Consortium of <a href="#">East Coast Main Line Authorities</a> (Councils, Combined Authorities and Regional Transport Partnerships) along the area served by the East Coast Main Rail Line
<b>Interreg</b>	<a href="#">Interreg North Sea Region</a> is a European Funding programme that helps regional and local governments deliver better policy.
<b>LEZ</b>	<a href="#">Low Emission Zones</a> - being introduced in four of Scotland’s cities following provisions for local authorities contained in the Transport (Scotland) Act 2019
<b>LRDF</b>	<a href="#">Local Rail Development Fund</a> – funding provided by Transport Scotland
<b>MaaS</b>	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
<b>NTS2</b>	The second <a href="#">National Transport Strategy for Scotland</a> , launched in February 2020
<b>PriMaaS</b>	<a href="#">PriMaas</a> is a project in which SEStran is a partner, testing how Mobility as a Service can assist in delivering more accessible and sustainable regional transport
<b>RTPI</b>	Real Time Passenger Information
<b>RTS</b>	Regional Transport Strategy. SEStran’s current <a href="#">RTS</a> is on our website
<b>RTP</b>	<a href="#">Regional Transport Partnerships</a> - there are seven established across Scotland

<b>SEStran</b>	<a href="#"><u>SEStran</u></a> is the South East of Scotland Transport Partnership
<b>SHARE-North</b>	<a href="#"><u>SHARE-North</u></a> is a project in which SEStran is a partner – the name reflects the ambition to achieve more use of shared mobility solutions
<b>STAR</b>	<a href="#"><u>Scottish Transport Applications and Research Conference</u></a>
<b>STPR2</b>	<a href="#"><u>Second Strategic Transport Projects Review for Scotland</u></a> , led by Transport Scotland
<b>SURFLOGH</b>	<a href="#"><u>SURFLOGH</u></a> is a project in which SEStran is a partner. The project aims to stimulate sustainable and efficient ‘last mile’ deliveries in urban areas. The name comes from ‘Sustainable Urban Freight Logistics Hubs’

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## Projects Performance Report

### 1 Introduction






- 1.1 This report and its Appendix track progress over the last quarter across SEStran's timebound projects and key work streams. Impacts on progress or delivery are explained, including those deriving from Covid-19.

### 2 Performance Report

- 2.1 Progress against milestones and timescale is indicated in the report template through a high level 'RAG' (Red-Amber-Green) status. Once completed, projects are reported with a 'Blue' status, and then removed from future reports.

RAG Status	Meaning:
	Complete
	Progressing to plan
	Some issues or delays encountered
	Severe issues or delays

- 2.2 The alignment of project work to SEStran's Strategic Objectives is indicated using the following symbols.

	Economy
	Accessibility
	Environment
	Safety and health
	Corporate

- 2.3 The template has been updated to indicate start dates and initial and expected completion where these apply, to help indicate where progress is within timescales.

### 3 European Project Extensions

- 3.1 The last performance report to the Board in March 2021 advised that EU project Lead Partners were applying for timescale extensions as a response to the impacts of Covid-19 on project delivery. Share-North has since had a six-month extension agreed, on that basis. SEStran's ongoing involvement in EU projects is secure, within the terms of the EU Withdrawal Agreement.

## **4 Tetra Tech Contract**

- 4.1 In 2017, SEStran awarded a contract to WYG (now Tetra Tech) for support services for the regional RTPi system for the two years of 2018/19 and 2019/20. A contract extension was agreed for the year 2020/21, to ensure that the original regional RTPi system managed by SEStran remained fully functional and available to public transport users, as the implementation of the new Journeo system was delayed. The Journeo system which was procured by City of Edinburgh Council, will be jointly managed and supported by City of Edinburgh Council and SEStran.
- 4.2 During 2020/21, the Covid-19 pandemic and restrictions added further delay to the introduction of the new Journeo system. Until the Journeo system is ready to take over the existing data feed, the existing RTPi system requires technical support so that passengers can continue to access information from RTPi screens. For this, specialist knowledge and in-depth familiarity with the existing system is essential to maintain current operations and technical support without interruption; similarly a detailed understanding of the requirements for integration of the existing system into the new Journeo set up is essential, and Tetra Tech is unique in its ability to meet these requirements.
- 4.3 A further contract has therefore been awarded to Tetra Tech for technical support in 2021/22, to a maximum value of £11,850. This decision was made by the Partnership Director in April 2021, under Provision 5.5 of SEStran's Contract Standing Orders. This secures the necessary specialist support and continuity arrangements until the new Journeo system is operational. The decision is reported here in accordance with the provisions and requirements of the Contract Standing Orders. The Board is asked to note this decision.

## **5 Tripshare**

- 5.1 Tripshare is the SEStran branded 'umbrella' service provided by Liftshare that allows people to find a lift in a car from the Liftshare-managed database of registered members. Membership currently stands at 9,200 in the region. Trip-sharing plays a potentially important role in the transport system, reducing unnecessary car trips and providing an affordable and sustainable journey option for people in areas without access to public transport. However, its success very much relies upon active promotion year-round. Users of the Liftshare system aren't required to confirm any car sharing trips that are made, so it has always been difficult to quantify the current system's impact. There is evidence though that since March 2020, trips facilitated through the system were minimal.
- 5.2 In 2020, in keeping with the Scottish Government's Covid-19 guidance on travel and car sharing, SEStran (and local authority partners) stopped actively promoting lift-sharing through the Tripshare SEStran platform. As noted in the Projects Performance Report to the Board of 20 November 2020, a reduced level, one-year contract was offered to Liftshare in order to simply maintain the platform for existing users. This contract is due to expire in September 2021. In December 2020, more stringent travel restrictions were again put in place in response to a second wave of



Covid-19. Although restrictions are now easing, it seems unlikely that car sharing will be actively promoted as an alternative travel option in the near future. It is also clear from discussions at Chief Officer meetings that there is caution amongst Local Authority partners around promoting lift sharing until a longer pattern of restriction-free travel is established.

- 5.3 The Project Performance Report to the Board on 19 March 2021 noted that further decisions on how trip sharing opportunities are to be procured and provided were to be taken in 2021, subject to a review of national policies on public health, car sharing and other trip-sharing approaches within Scotland. Discussions with other Regional Transport Partnerships (RTPs) indicate an interest in exploring if a jointly procured system can offer better service and value for money. However, before any trip sharing system can be procured, confidence is needed at levels that changes around the national policy context for public health can be sustained.
- 5.4 It is proposed that a more detailed report on the future options available for trip-sharing is brought to the Board, once there is more certainty on how a new service can be procured. The timescale for clarifying future policy context and options is not known, and will not be sufficiently clear in the next few months in order to have a procurement option ready by September 2021. A break in service availability from September has been discussed with all local authority Chief Officers and is considered the best course of action now. Local Authorities remain free to procure their own ongoing service with Liftshare, without the SEStran 'umbrella'. It is therefore recommended to the Board that no award is made for trip sharing until a wider set of options have been reviewed, noting this will trigger a break in service starting in October 2021.

## **6 Recommendations**

- 6.1 The Partnership Board is asked to note the following:
- note the progress outlined in the Performance Report (Appendix 1) including impacts and delays recorded in relation to Covid-19;
  - note the amendments to the performance report template to include information on end dates where appropriate;
  - note the agreed extension to the Share-North project;
  - note the decision by the Partnership Director, to award a contract to Tetra Tech, as outlined in paragraphs 4.2 and 4.3 above;
- 6.2 The Partnership Board is asked to agree the recommendations in paragraph 5.4 above, that:
- a detailed report be brought to a future Board as soon as is practicable, outlining reviewed options available for providing trip-sharing services;
  - no continuation award will be made to Liftshare after September 2021, leading to a break in service provision in the SEStran area.

Anna Herriman  
Senior Partnership Manager  
11 June 2021

## Appendices

### Appendix 1

### SEStran Projects Performance June 2021

Policy Implications	Outlined project work contributes to the objectives identified within SEStran Regional Transport Strategy
Financial Implications	All project work is delivered from within confirmed budgets.
Equalities Implications	There are no adverse equalities implications arising from SEStran projects. A number of projects actively work to reduce inequalities.
Climate Change Implications	There are no negative climate change implications arising from SEStran projects. A number of projects actively work to tackle climate change through creation of more sustainable transport options.

# SEStran Projects Performance June 2021

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# 1. Strategy

## 1.1 Regional Transport Strategy



**Start date:** November 2020

**Initial completion date:** March 2022

**Expected completion date:** March 2022

**Overall project progress:**



**Project description:** A new Regional Transport Strategy (RTS) for the SEStran region is under development. This is proposed to cover the period up to 2035. It will respond to national policies and strategies including the National Transport Strategy 2, the National Planning Framework 4, the Climate Change (Scotland) Act 2019, and Climate Change Plan (2020 Update) as well as regional spatial and economic strategies under development across the SEStran area.

SEStran's original RTS was approved in March 2007 to cover the period from 2008 until 2023. The strategy was refreshed in August 2015 to cover the period until 2025.

To prepare for the development of the new RTS, a Main Issues Report was published in May 2020 exploring the issues, evidence and policy environment that together create the context for the new RTS. The Main Issues Report highlighted that Covid-19 impacts will require the RTS be able to respond flexibly to future uncertainty and variable future travel demand. Longer-term impacts of Covid-19 are not fully known, but it is accepted that impacts will be far reaching and include impacts on the economy, plans for land-use, transport systems and travel behaviour.

### Current status:

#### ● RTS Development

*In progress*

Stantec were appointed to develop the RTS in December 2020, including consulting key stakeholders, establishing a case for change, appraising preliminary options, carrying out Strategic Environmental and Equalities Impact Assessments and delivering the RTS.

- Original delivery timescales were revised to remain in line with the development of other, linked strategies such as the Second Strategic Transport Projects Review (STPR2).
- The proposed final completion date of early 2022 has not changed, however the revised RTS delivery programme was agreed by the Board at its meeting on 20 November 2020.
- The Scoping Report for the Strategic Environmental Assessment (SEA) was lodged with the Statutory consultation bodies and comments have been received. Work continues to ensure that the SEA informs the ongoing development of the RTS. Work is also ongoing on the Equalities Assessments needed to support the draft RTS.
- A substantial public consultation and stakeholder engagement is now complete.
- The draft Case for Case a key supporting document needed has been completed and is being reviewed prior to some further engagement with Equalities Groups.

- Work to develop the draft RTS is ongoing and is due to be presented to the Partnership Board in September.

## 2. Strategic Active Travel Projects

### 2.1 GO e-Bike



**Start date:** April 2018

**Initial completion date:** ongoing programme

**Expected completion date:** ongoing programme subject to funding

**Overall project progress:**

**Project description:** In April 2018, SEStran launched GO e-Bike, a regional bike-sharing scheme funded by SEStran, with a contribution from the SHARE-North project. The first four GO e-Bike hubs were launched in St Andrews, Buckhaven, West Lothian and Falkirk and these hubs remain active and operational. In August 2018 SEStran secured further funding from the Low Carbon Travel and Transport (LCTT) Fund and Transport Scotland (TS) to expand the GO e-Bike scheme through six further hubs.

**Current status:**

- **GO e-Bike expansion with LCTT and TS funding**
  - Cargo Bike Movement (CBM) is now operating from a facility in Tollcross, sharing space with other cargo bike couriers Farr Out Deliveries. CBM have carried out a renovation of the space to make it fit for purpose. The cargo bikes are being utilised for the collection and redistribution of surplus food from supermarkets in Edinburgh. They are recruiting volunteers to increase their capacity for food collections. Volunteers are currently being trained by Cycling Scotland but there are plans to support CBM to be able to deliver training themselves. CBM are also exploring the potential for hiring out the cargo bikes.
  - The Bewegen system launched in April with a small number of bikes to test the system at new locations in East Lothian and Midlothian. The first month has seen positive usage with more bikes added to each station in May.
  - With restrictions now easing a formal launch is being planned to promote the scheme prior to the summer holidays.
  - The “[Do The Ride Thing](#)” campaign has now progressed with a media buying contract with The Media Shop Scotland. Initial Radio adverts will be aired at the start of June with further social media work to follow. The campaign will run through the year at specific times with all material available to local partners on request.

## 2.2 Regional Cycle Network Grant Scheme



**Start date:** April 2014

**Initial completion date:** ongoing programme

**Expected completion date:** ongoing programme subject to funding

**Overall project progress:**

**Project description:** Provided through a partnership between Sustrans Scotland and SEStran, the Regional Cycle Network Grant Scheme delivers improvements to the cross-boundary utility routes.

### Current status:

- **Kirkliston to Cramond Brig Pathway** In progress
  - SEStran are supporting Edinburgh Lothian Greenspace Trust with a feasibility for the upgrade of a pathway along the Almond River.
  - The current route has a number of accessibility barriers which are to be overcome and the potential for flood mitigation.
  - ELGT appointed consultants, Open, have conducted a feasibility of the route and engaged with various stakeholders on the route. A final report is expected in June.
- **Edinburgh BioQuarter** Delayed
  - Additional Work on the route to prepare final design for construction was due to commence 2020. This work will facilitate the transition to construction through Sustrans Infrastructure Funding. City of Edinburgh have commissioned SWECO to complete this phase of work.
- **SEStran Strategic Network** In progress
  - In order to maximise the investment possible in the Strategic Network, the funding will be combined with the Regional Active Travel Fund as described below.

## 2.3 Regional Active Travel Development Fund – Transport Scotland



**Start date:** Financial year 2021/22

**Initial completion date:** March 2022

**Expected completion date:** March 2022

**Overall project progress:**

**Project description:** The Regional Active Travel Development Fund was established between Transport Scotland and the Regional Transport Partnerships in 2018/19 and allows for an annual award for delivery of agreed project work. SEStran's proposal for projects in 2021/22 to Transport

Scotland has been awarded up to £250,000 for this fourth year of funding. With agreement of Transport Scotland, a number of 2020/21 projects have been continued into 2021/22 as a result of COVID-19.

Current status:

- **Project 1: Attitudinal Survey** *In progress*
  - “The Lines Between” were appointed to carry out a longitudinal behavioural survey, commencing in July 2020. Initial research work is complete, and the baseline survey report is in the last stages of drafting.
  - A baseline population survey of around 750 people was conducted in September 2020 with a follow up in February 2021. Initial insights have been collated and will be shared in due course.
  - A first qualitative panel survey of around 30 people has been conducted with draft results being reviewed.
  - Further waves of surveys will follow the trends across the year and produce further insights into travel attitudes and motivators.
  - ***Total award £62,000***
  
- **Project 2: ‘Do The Ride Thing’ Awareness Campaign** *In progress*
  - SEStran has created an awareness campaign for the use of e-bikes across the region to complement the launch of a number of e-bike hubs. Do The Ride Thing seeks to create an environment where individuals look out for others and create good habits while riding a bike.
  - Procurement was completed in March 2021 with a successful contract awarded to the Media Shop Scotland.
  - A series of different media sources will be used to promote ‘Do The Ride Thing’ and share the messaging with a broader audience.
  - ***Total award £90,000***
  
- **Project 3: SEStran Strategic Network** *In progress*
  - Following on from the publication of the SEStran Strategic Network in 2020, work has been identified to take initial phases of routes to feasibility and concept design.
  - Partnership working with local authorities has continued with updates to planning of routes in response to various Spaces for People projects across the region.
  - This project will take forward a series of feasibility studies with agreement from partners to develop proposals in preparation for community engagement.
  - Additional resource will be used to continue engagement with partners and develop plans within communities.
  - The Procurement exercise for this is due to complete in June 2021.
  - ***Total award £270,000***

- **Project 4: East Fife Mobility Hubs Feasibility and Business Case Study**

- An Invitation to Tender has been issued on Public Contracts Scotland, for consultancy support to establish how Mobility Hubs could be delivered in conjunction with key rail and bus interchanges at Leven and Cameron Bridge (proposed), Leuchars and St Andrews and link into existing and proposed active travel routes.
- Sustainable and active travel is a core element of a Mobility Hub. Key to this is the provision of secure cycle parking facilities and a safe, well designed public realm, public transport links and information, secure parcel pick up, bike charging facilities, and in appropriate locations, space reallocated from private car parking for car share operators to use, and potentially elements to support cargo bike delivery.
- As part of this work, costed business case for Mobility Hubs will be produced.
- *Total award £80,000*

## 2.4 Cycle Training and Development – Cycling Scotland



**Start date:** core workstream

**Initial completion date:** ongoing

**Expected completion date:** ongoing

**Overall progress:**

**Project description:** This workstream is made possible through a partnership arrangement with Cycling Scotland, and supports the delivery of Bikeability Scotland National Standard cycle training delivered by local authority Bikeability coordinators. It promotes, encourages and develops cycle training opportunities across SEStran projects.

**Current status:**

- **Bikeability Scotland**

*In progress*

- Delivery across the region has picked up with schools back full-time, however there are areas where capacity to support delivery is limited. Some areas still have restrictions in place around external staff delivering training for schools. There has been a significant increase in demand for instructors due to compressed delivery period.
- Training for staff and volunteers is increasing to enable them to support Bikeability Scotland delivery. This is currently scheduled to take place in Fife, Edinburgh, East Lothian, West Lothian and Clackmannanshire.

- **GO e-Bike cycle training**

*In progress*

- Training is offered to all hubs as they are completed and as part of ongoing development plans. West Lothian Bike Library has accessed training to enable them to deliver Family cycling sessions.



- There are plans to provide the Tweeddale BID with Cycle Ride Leader training to support them with utilising the e-bike fleet.
- **Adult and Family Cycle Training** In progress
  - The Essential Cycling Skills course has been adapted in order to make the purpose of the sessions clearer. This has also involved development of new promotional materials. A trial and evaluation is being carried out with employers and individuals to determine the effectiveness of this approach in the SEStran region. Demand for cycle training in general has been high since restrictions have lifted to Level 2.
  - A Cargo Bike training course has been developed and is now being delivered in the region. Sessions have been run for volunteer groups as well as for NHS staff with access to cargo bikes for work trips.

### 3. Strategic Public Transport Projects

#### 3.1 Real Time Passenger Information (RTPI)



**Start date:** 2010

**Initial completion date:** ongoing workstream

**Expected completion date:** ongoing workstream

**Overall progress:**



**Project description:** SEStran began implementing a region wide network of RTPI screens supplying bus timetable information feeds in 2010, to help tackle declining bus patronage and make bus travel more predictable and reliable. Since 2010, SEStran has built up a comprehensive network with information screens in key travel hubs such as railway stations, park and choose / ride sites, hospitals, colleges, universities, shopping centres and large employer hubs. More recently SEStran has worked with the City of Edinburgh Council to support a move towards a new, common Content Management System that will improve the information provided in the public facing regional screen network incorporating Lothian Buses information.

Current status:

- **New Content Management System and hardware upgrades** Delayed
  - SEStran and City of Edinburgh Council (CEC) met with bus operators and Local Authorities in May 2021 to discuss data feed requirements and processes with the aim of sharing information and developing a consistent approach for providing data for the new Journeo operated system. Further meetings will take place on a regular basis.

- SEStran, in partnership with Trapeze, will run a series of training workshops with Local Authority officers on the Novus FX system to help improve data input capacity into the new system.
- Silent running testing will take place in June 2021 and if successful the new Journeo system will be handed over to CEC and SEStran in summer 2021.

#### Public Transport Capacity Information

*In progress*

- In response to Covid-19, SEStran is working alongside Transport Scotland and Trapeze to test the feasibility of incorporating bus capacity information on public transport for use by Traveline Scotland.
- This new feed will be integrated into the new SEStran regional RTPI system with the layouts adapted to display the new information.
- This will 'go live' when the new RTPI feed is operational, estimate July 2021.

#### New RTPI Screens Network

- The test of the new system and new PCs undertaken at the Galashiels Interchange was successful with scheduled information displaying correctly.
- Web based layouts are being developed for partners such as ScotRail, that have the capacity to use this format, this will further increase the flexibility and reach of the system.
- Site surveys are being undertaken for the new screens for Livingston, Fife, Clackmannanshire and Scottish Borders.
- The hardware has passed Factory Acceptance Testing.
- Installs to be arranged, following system silent running and data update process in place, in July 2021.

#### Existing System Ongoing support

- The Covid-19 pandemic impacted on the timeline for the introduction of the new Journeo system. To continue to maintain the functionality of the existing RTPI system, until the new system is operation, SEStran has contracted ongoing specialist technical and integration support through Tetra Tech. In accordance with Contract Standing Orders, the details of the arrangement are reported within the cover report to the 18 June 2021 Partnership Board.

## 3.2 Thistle Assistance Programme



**Start date:** 2005

**Initial completion date:** ongoing workstream

**Expected completion date:** ongoing workstream

**Overall project progress:**



**Project description:** SEStran has developed the Thistle Assistance Card and App to make using public transport easier for older people and those with disabilities, illness or mobility issues. SEStran is currently working to evolve the journey planning aspect of the scheme.

Current status:

- **Journey Planner App - Phase Two** In progress
  - A mini procurement competition has concluded, and a contract award has been offered to the successful bidder, [Sentireal](#), in June 2021. The work will be supported with the £150,000 funding provided by Scottish Enterprise,
  - The Phase two work will run over a period of 12 months.
- **Thistle Assistance Programme Update** In progress
  - The Covid-19 update SEStran to the Thistle card and App provides an exemption message for those that cannot use a face covering when using public transport remains relevant, and mask exemption messaging is available for print, social media and on the website<sup>1</sup>.
  - To date over 65,000 cards and leaflets have been distributed and there have been over 9,000 downloads of the App.
- **SEStran Website** Delayed
  - In order to comply with legislation ([Public Sector Bodies \(Websites and Mobile Applications\)\(No. 2\) Accessibility Regulations 2018](#)) SEStran updated the Partnership website in 2020.
  - A design for a new SEStran site remains under development, but due to Covid-19, the timescale for identifying and addressing site management issues was not met. A From three invited quotes, a preferred provider is has been identified to commence this work in July 2021, with a 'go-live' date to be confirmed.

### 3.3 Newburgh Train Station Study



**Start date:** December 2019

**Initial completion date:** March 2020

**Expected completion date:** March 2022

**Overall project progress:**

**Project description:** SEStran is carrying out a transport options study for Newburgh, with work being delivered by consultants Systra appointed to work on behalf of SEStran. This study is funded by the [Local Rail Development Fund](#) that was introduced by the Scottish Government in February

<sup>1</sup> <https://www.thistleassistance.com/travel-safety/>

2018, with the aim of providing funding to develop community led options to improve local rail connections.

Current status:

- **Initial Options Appraisal** In Progress
  - The phase 2 stage was approved by Transport Scotland in December 2020 and published on the SEStran website.
  - Phase 3 work 'Detailed Options Appraisal' began in February 2021 and is expected to take 6 months.
  - £37,834 of the £82,000 budget has been claimed for the work to date.

### 3.4 South East Scotland Transport Transition Group



**Start date:** June 2020

**Initial completion date:** subject to ongoing need for group to meet in response to Covid-19 crisis.

**Expected completion date:** as above.

**Overall project progress:**

**Project description:** The South East Scotland Transport Transition Group was established in June 2020 as a temporary grouping to develop and oversee a Regional Transport Transition Plan for the transition period following Covid-19 lockdown restrictions. The Group brings together local, regional and national partners to jointly plan for the management of transport related measures needed during this period.

Current status:

- **Development of South East Scotland Transport Transition Plan** Complete
  - SEStran has had a key role coordinating the development of the South East of Scotland Transport Transition Plan, and ensuring it is kept up to date as guidelines change and issues and opportunities arise.
- **Bus Priority Rapid Deployment Fund** In progress
  - Temporary bus priority measures are being implemented across the SEStran local authorities following a successful bid for up to £1.8m, led by the City of Edinburgh Council in partnership with SEStran, operators and other local authority partners through corridor groupings. The monitoring and evaluation programme is ongoing.
- **Region-wide sub-group** Complete
  - SEStran led on a range of region-wide interventions including trialling public transport capacity information (as mentioned in section 3.1), exploring the feasibility of improved

public transport through an expanded DRT approach, and Thistle Assistance mask exemption.

### 3.5 Bus Service Improvement Partnerships



**Start date:** May 2020

**Initial completion date:** ongoing area of work

**Expected completion date:** March 2026

**Overall project progress:**

**Project description:** The Bus Partnership Fund (BPF) is a £0.5Bn fund over five years, announced by Transport Scotland in November 2020. Bids are invited from partnerships that are working towards a Bus Service Improvement Partnership (BSIP) status, for the development of permanent bus priority infrastructure. SEStran has been supporting emerging partnerships and BPF bids, seeking to. This work aims to maximise investment in bus priority infrastructure into the SEStran region, and ensure that all bids are complementary.

#### Current status:

- **Fife Bus Partnership and BPF bid development** *In progress*
  - A bid to the BPF addressing localised congestion issues that affect the performance of bus services within and across Fife was submitted in April, led by Fife Council.
  - A partnership grouping with Fife Council, SEStran and bus operators was established in 2020, with Terms of Reference agreed, in advance of a formalised Bus Improvement Partnership.
  - SEStran is providing initial secretariat support to the group and has made a contribution of £5,000 towards the development of Bus Partnership Fund bid.
- **Edinburgh and south east of Scotland BPF bid development** *In progress*
  - A bid growing out of the Bus Priority Rapid Deployment Fund award for temporary bus priority interventions focusses on Edinburgh-bound corridors. The bid, led by City of Edinburgh Council, was submitted in April and involves six local authorities and operators with services on key city bound corridors. SEStran has helped identify and prioritise a range of permanent bus-supportive measures.
- **Forth Valley Bus Alliance and BPF development** *In progress*

- A bid to the BPF is planned, to address some of the more challenging congestion issues affecting the performance of bus services and affecting commuters travelling within the Forth Valley and central area of Scotland.
- An alliance comprising key bus operators and three Councils agreed both membership and terms of reference in autumn 2020.
- SEStran is providing secretariat support for the Alliance and has made a contribution of £5,000 towards the development of Bus Partnership Fund bid.

## 4. Freight and Logistics Projects

### 4.1 Forth Freight Study



**Start date:** May 2020

**Initial completion date:** December 2021

**Expected completion date:** June 2022 (end date revised by funder, Transport Scotland)

**Overall project progress:**

**Project description:** This study, delivered by SEStran in partnership with Forth Ports, explores the potential in the region, particularly around the Forth, for developing sustainable, multimodal freight gateways. It aims to identify key locations for potential freight consolidation centres that would maximise the sustainable movement of freight at national, regional, and local levels. The study is being carried out for SEStran by appointed consultants Aecom. The study is funded by the [Local Rail Development Fund](#) that was introduced by the Scottish Government in February 2018.

**Current status:**

- **Case for Change** In progress
  - The Case for Change STAG Phase One work is complete, including data collection, desktop review and wide stakeholder engagement. The Case for Change was submitted to Transport Scotland in December.
  - Transport Scotland advised in April 2021 that the evidence and analysis made available through the Case for Change has been wholly incorporated and adopted into Transport Scotland's STPR2 process and Case for Change. SEStran is awaiting further feedback.
  - In recognising the impacts of Covid-19, Transport Scotland has extended the delivery timescale for LRDF projects. The revised completion date for the Forth Freight Study is now June 2022. £68,000.00 from the £150,000.00 budget has been invoiced to date.

## 5. European-funded Projects

### 5.1 SHARE-North

Interreg North Sea Region, ERDF



**Start date:** January 2016

**Initial completion date:** December 2018

**Expected completion date:** June 2022 (following successful extension application and 6-month Covid-19 extension)

**Overall project progress:**

**Project description:** SHARE-North focuses on shared mobility and its potential to address sustainable transport challenges in the North Sea region. This includes developing, implementing, promoting and assessing car, bike and ride sharing and other forms of shared mobility in urban and rural areas and employment clusters. One example is the establishment of Mobility Hubs. A Mobility Hub seeks to raise the profile of shared mobility (car club, bike-sharing, carsharing), by integrating these modes of transport with existing public transport provision. Following the completion of the Mobility Hub Strategic Study in 2020 SEStran has been working with partners to identify potential opportunities to plan for Mobility Hubs.

**Current status:**

- **Mobility Hubs** In progress
  - SEStran has committed funding to the region's first mobility hub in Musselburgh, East Lothian, to be called a 'Journey Hub' and all elements of the hub are now in place and operating.
  - SEStran is supporting Fife Council to carry out feasibility and business case development for Mobility Hubs at east Fife railway stations at Leven, Cameron Bridge, St Andrews and Leuchars. An application to Transport Scotland for funding was successful and SEStran is working with Fife Council to procure consultants.
- **Project activities and partner meetings** Delayed
  - Due to Covid-19 various project activities and physical meetings have been cancelled. Whilst some activities have moved online, through teleconferences, other activities have been delayed. The project consortium successfully applied for a 6-month extension to the project, to allow extra time to complete project activities.
- **Tripshare SEStran** Reduced service
  - Due to the ongoing impacts of Covid-19 and Scottish Government guidance on carsharing only where necessary, SEStran is not actively promoting the Tripshare SEStran platform. The current one-year award to Liftshare (a reduced level award) will expire in September 2021.
  - Options for procuring and providing future trip sharing opportunities are being explored with other RTPs, within the context of national policies on public health, car sharing and other trip-sharing approaches within Scotland.

## 5.2 SURFLOGH

Interreg North Sea Region, ERDF



**Start date:** June 2017

**Initial completion date:** October 2020

**Expected completion date:** October 2022 (lead partner seeking 18-month extension)

**Overall project progress:**

**Project description:** SURFLOGH aims to enhance the role of sustainable logistics in urban logistics networks in the North Sea Region. SURFLOGH has created a trans-national network of 'city hubs' promoting innovation in city logistics. These hubs bring together different partners to exchange knowledge and work on innovative pilot projects and business models that can work in real world urban logistics systems. SEStran's Edinburgh pilot operating near Haymarket has now been running successfully since 2018, and the study is in an advanced stage.

### Current status:

- **Development of business case with Edinburgh Napier University** In progress
  - SEStran is leading on the Interreg project's work package, along with Edinburgh Napier University Transport Research Institute (TRI), developing business models for urban freight hubs.
  - To date the Literature review, Business Model Framework and four case studies have been completed and are being reviewed.
  - An extension proposal for the project was submitted to the Organising Committee of the EU Joint Secretariat, the partnership is due to be notified in June 2021 of the result.
- **Edinburgh Pilot – ZEDIFY** In progress
  - ZEDIFY were successful in the procurement process in October 2020, for services to expand the initial pilot project. A new site in Leith was identified to run an expanded Edinburgh logistics hub.
  - The new hub started operations in March 2021.
  - SEStran, with SURFLOGH and Paths for All funding, will be supporting the development of the hub in 2021/22 with a grant of £50,000.
- **Expansion of Edinburgh Cargo-Bike delivery** In progress
  - SEStran has been working with Transport Scotland to support Cargo Bike Movement (CBM).
  - CBM are developing a community hub in south Edinburgh to promote the use of cargo bikes as a fairer, healthier and greener alternative to carbon-emitting vehicles in the delivery of goods and for individuals and families.
  - This new hub approach will share information that contributes to SURFLOGH research.



- Work on the new hub has progressed and the space is now in use by CBM and a small courier company.

### 5.3 BLING

Interreg North Sea Region, ERDF



**Start date:** January 2019

**Initial completion date:** June 2022

**Expected completion date:** June 2022

**Overall project progress:**



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

Current status:

- **Development of Edinburgh Pilot**

*In progress*

- The Design Informatics team at the University of Edinburgh, supported by SEStran, is prototyping ways to create Location Based Smart Contracts – agreements about the location and relations of smart objects in space that allow conditions such as proximity or co-location to trigger actions like financial transfers or opening physical locks. These systems are backed with blockchains, to explore new techniques to make location data secure without being invasive.
- The pilot is called 'GeoPact'<sup>2</sup>
- The latest work was presented to the SEStran Logistics and Freight Forum in May 2021.
- The University of Edinburgh and SEStran were successful with a submission of a full paper on the project to the Conference on Human Factors in Computing Systems (CHI)<sup>3</sup> in May 2021.
- The project Mid-Term conference<sup>4</sup> was held successfully online on the 3 March 2021 with over 50 attendees from across Europe participating.

<sup>2</sup> <https://northsearegion.eu/media/14062/geopact-pictorial-tallyn-2020.pdf>

<sup>3</sup> <https://dl.acm.org/conference/chi>

<sup>4</sup> <https://northsearegion.eu/bling/news/bling-conference-blockchain-public-services-across-europe-3-march/>

- An extension proposal for the project was submitted to the EU Joint Secretariat in March 2021 and if successful will provide a further 18 months' work. The partnership is due to be notified in June 2021 on the result.

## 5.4 PriMaaS

Interreg Europe, ERDF



**Start date:** August 2019

**Initial completion date:** January 2023

**Expected completion date:** January 2023 (lead partner seeking 6-month extension due to Covid-19 impacts)

**Overall project progress:**



**Project description:** Mobility-as-a-Service (MaaS) is a concept that changes the way people travel and pay for mobility services. The main vision of PriMaaS is to promote MaaS and incorporate wider societal goals through interregional collaboration, sharing best practices, and policy development.

Current status:

### Baseline Assessment and MaaS Action Plan

*In progress*

- SEStran has worked with partners to feed into the Baseline Assessment Report, establishing a baseline of MaaS levels in each of the partners' regions. This will help identify best practices and develop an Action Plan for the SEStran region.
- The idea for a DRT/MaaS platform was presented at the Equalities and Access to Healthcare Forum on 2 October and the Integrated Mobility Forum on 8 October, inviting forum members to share their views and comments.

### ▪ 'GO SEStran' MaaS/DRT in the SEStran region

*Delayed notice*

- SEStran lodged a bid to the MaaS Investment Fund for an ambitious project exploring potential uses of MaaS and DRT throughout the region. SEStran is lead partner in a consortium of tech providers and East Lothian and Fife Councils, and if successful the bid could attract funding of c. £600K to an overall project of £1.6m.
- The timescale for an outcome of funding has been revised to June 2021 by Transport Scotland.
- Focusing initially on the Journey Hub being developed in Musselburgh, it will seek to develop a SEStran-wide MaaS app for the public to use, to enable planning, booking and payment across travel modes (bus, rail, bike hire, car club, taxi).

### ▪ Project activities and partner meetings

*Delayed*

- The project partners met online in October to discuss progress of project activities and budget. Due to Covid-19 and government restrictions, many project activities have been delayed and that has resulted in underspent budget.
- The lead partner is seeking a 6-month extension to allow more time to complete project activities. In addition, SEStran is involved in a pilot action proposal, to repurpose some of the underspend towards investigating different MaaS bundles and subscription models on the basis of stated choice surveys and focus groups.

## 5.5 CONNECT

Interreg North Sea Region



**Start date:** October 2019

**Initial completion date:** March 2022

**Expected completion date:** March 2022

**Overall project progress:**

**Project description:** [CONNECT's](#) overall objective is to support the growth of 'smart inter-modality' in the North Sea Region, through smart efficiency enhancements within freight movement. It looks at connecting the North Sea Region's TEN-T nodes, focusing on implementing new smart processes and working tools (smart inter-modality) and development of strategies for smart efficiency enhancements (smart involvement). <https://northsearegion.eu/north-sea-connect>

Current status:

- **Project Kick-Off** Delayed
  - The partnership meets online on a monthly basis, but Covid-19 travel restrictions are impacting on progress.
  - Project pilots are being developed and a workshop will be run in May 2021 to develop concepts further.
  - SEStran will be leading on a work package based (WP3) focussed on sharing of best practice.

## 6. SEStran forums and upcoming events

### 6.1 SEStran Forum Meetings



SEStran hosts three different forum groups, the Integrated Mobility Forum, the Equalities and Access to Healthcare Forum and the Logistics and Freight Forum. The forums provide a platform for interested parties to come together and to formulate a regional voice in various transport-related matters.

#### Latest Forum meetings:

- **Logistics and Freight Forum**
  - The forum last met on the 19 May 2021 and provided feedback to the draft Case for Change report produced for the Forth Freight Study and also on the Regional Transport Strategy.
  - The forum had presentations from the University of Edinburgh on the BLING GeoPact<sup>5</sup> logistics pilot, Fife Council on their use of drones and from Rail Operations Ltd on an innovative UK pilot for rail freight using converted electric passenger trains.
  - The next forum will take place in November 2021.
- **Equalities and Access to Healthcare Forum**
  - The forum last met on 31 March 2021 and covered agenda items including an RTS update and equalities impact assessment update, MaaS/DRT update, Thistle Assistance, the Hate Crime Charter, and the Equalities Outcomes 2021-2025 and Mainstreaming Report.
  - The next forum will take place on 30 September 2021.
- **Integrated Mobility Forum**
  - The forum last met on 27 April and was well attended. The agenda included a presentation from Minze Walvius at Advier, a Dutch consultancy also involved in the SHARE-North project; a presentation from Cycling Scotland on the Cycle Friendly Programme; a presentation from Stantec on the RTS; an update on DRT/MaaS project; an update on the Regional Transport Transition Group; and an update on the Bus Partnership Fund.
  - The next forum meeting will take place on 7 October 2021.

<sup>5</sup> <https://northsearegion.eu/bling/use-cases/use-case-2-university-of-edinburgh/>

## **Regional Transport Strategy 2035: Case for Change - Update Report**

### **1 Introduction**

- 1.1 The purpose of this report is to update the Board on progress with the ongoing work to develop the new Regional Transport Strategy (RTS), including the following:
- finalising the draft Case for Change (CfC)
  - progress on statutory assessments; and
  - next steps.

### **2 Background**

- 2.1 Members will be aware that progress on the development of the RTS has been reported to the board on several occasions in the last 12 months, most recently in March 2021. This report focuses on the finalisation of the Case for Change stage of the process, and the associated statutory assessments necessary to support the development of the new RTS. The need for the development of the RTS to follow Scottish Transport Appraisal Guidance (STAG) has been outlined to members in previous reports and the draft Case for Change is a key milestone report in the process.
- 2.2 Overall, progress is currently on target. The most recent 'flash' update report on consultants' progress, is included at Appendix 1. Note that all remaining workstreams are critical to the programme delivery and any delays will impact on the delivery deadline however the anticipated completion date, which sees a draft RTS considered by the Board in September 2021 prior to a statutory twelve-week consultation stage, should still be met.
- 2.3 The alignment of the developing RTS and the National Strategic Transport Projects Review 2 (STPR2) has been discussed at previous Board meetings. It is understood that the Phase 2 interventions associated with STPR2 will not now be known until the end of 2021, once consultation on the draft RTS has concluded. This means that the analysis of the draft RTS consultation findings and the review of the draft RTS against identified STPR2 interventions are likely to take place concurrently unless there are any further changes to the STPR2 timescales. As previously reported to the Board the RTS programme was adjusted to coordinate with the outcomes from STPR2. Therefore, further delay in STPR2 timescale is likely to delay the RTS delivery deadline.
- 2.4 The RTS Steering Group set up in 2020 to review the developing RTS work continues to meet and has most recently discussed the draft Case for Change, providing useful feedback and guidance on the presentation of the report. Some amendments were made to make the purpose of the document clearer for readers to understand. There was also discussion on the proposed Strategy Objectives in the draft Case for Change.

### **3 Progress**

- 3.1 The Case for Change forms a key development stage within the RTS. It does not yet identify or set out the policies and strategies that will emerge through the next stages of the RTS's development. Rather, as required by STAG guidance, the Case for Change provides a consolidated evidence base to identify the main transport problems and issues experienced within the SEStran area and sets out proposed strategic components to underpin the development of the new RTS. In doing so, the Case for Change seeks to ensure the RTS is

developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the COVID-19 pandemic. A draft Case for Change document has been produced and is attached at Appendix 2. is the main topic of this report.

- 3.2 The stakeholder consultation and engagement associated with the development of the draft Case for Change report is now complete and the findings of this work are contained in the consultation report which has been published on the SEStran website and can be accessed via this [Link](#) . In addition, an online public survey was carried out at the same time as the stakeholder consultation and resulted in a total of 998 responses. This survey provides a snapshot of the issues across several areas of interest. There was considerable variation in response rates across the different local authority areas of the region but overall, the data provided is consistent with the comments and views of stakeholders on the main issues affecting the region.

A combination of workshops, individual meetings, briefing notes and a public survey were used to undertake extensive engagement with consultees.

- Stakeholder Engagement: Over 130 stakeholders were invited to participate in consultation either through workshops, individual meetings or by responding to briefing notes. In total 9 workshops and 21 meetings took place and 62 written responses were received.
- Public Consultation: A public survey was undertaken online over a six week period between Monday 8th March 2021 and Monday 19th April 2021. This explored pre-pandemic travel patterns, anticipated post-pandemic travel behaviour along with the reasons for these travel choices. In total 998 responses were received

Consultation with equalities groups was carried out through an Equalities Duties Assessment Framing Note. This provided background and prompts for responses on a range of areas. In some instances, representative equalities organisations submitted specific policy documents in lieu of a response to the note, and these have been analysed alongside other equalities related material. The ongoing assessment of equalities issues as each stage of the project will ensure integration with the developing RTS.

### 3.3 Equalities Impact Assessment (EqIA)

The development of the Case for Change is informed by the both the draft Case for Change Equalities Duty Report (Appendix 3) and the draft Case for Change SEA Assessment Report (Appendix 4). This is an iterative process, with comments raised in these draft reports influencing the final Case for Change Report.

As part of the Equalities Impact Assessment process which is being undertaken throughout the RTS preparation, an Equalities Duties Assessment Report has been prepared to accompany the draft Case for Change Report. The report includes consideration of the Public Sector Equality Duties, Fairer Scotland Duty and Child Rights and Wellbeing Duties.

The draft Case for Change - Equalities Duty Report assessed the coverage of key equalities issues and the extent to which the proposed RTS Objectives address identified key equalities issues. It also reviewed coverage of key equalities issues and highlighted any likely equalities impacts which can be identified at this stage. Finally, it recommended changes which should be incorporated into the emerging draft RTS to improve the coverage of equalities issues and to enhance the ability of the document to tackle such issues.

The draft Case for Change is supplemented by supporting EqIA and SEA documentation which are running in parallel with it and should be referred to when reading the draft Case for

Change. However, the Problems Framework is a key output of the draft Case for Change and more explicit references to likely equalities impacts would help ensure that all identified key equalities issues and the requirements of all applicable equalities' duties are fully considered in future stages of draft RTS development.

This change to the draft Case for Change will be fully incorporated and the relevant EqIA and SEA assessments updated before the final Case for Change and assessment documents are issued for final consultation.

### 3.4 Strategic Environmental Assessment (SEA)

A draft Case for Change SEA Report has been completed as part of the ongoing SEA to support the final RTS. It has assessed the coverage of key environmental issues within all substantive components set out in the draft Case for Change Report. An assessment of identified transport planning objectives, proposed RTS Strategic Objectives and initial options generation matrix indicates that these components which will inform the emerging RTS are all compatible with the SEA Framework. However, it found that the emerging RTS would benefit from the development of an over-arching, holistic Vision for the RTS, to bring together the RTS Strategic Objectives and make it clear at the outset what the RTS seeks to deliver and achieve.

Whilst all the key environmental issues covered in assessment and policy requirements were listed and should be addressed in the new RTS, the following must be afforded particular importance given their significance at national and international levels:

- i. Responding to the climate emergency;
- ii. Improving air quality; and,
- iii. Contributing to the delivery of sustainable and inclusive economic growth.

## 4 Draft Case for Change

- 4.1 The demand for transport relies on the need for people and goods to go from one location to another. Without this need journeys do not take place. When a journey is needed people use one or more of a variety of transport modes to make the journey happen. This “journey” sits at the heart of all elements of the Case for Change and will inform the development of the RTS itself.

### 4.2 Problems

The evidence base for the problems has been informed by a comprehensive literature review of over 90 local, regional and national policy documents. These covered a range of relevant topic areas including transport, land-use planning, economic development, health, energy, digital connectivity and the environment. As a result of the literature reviews a total of 95 problems were identified and are listed in Table 5.1 of the draft CfC. These problems are further informed by the consultation and engagement undertaken and reported in section 6 of the CfC.

### 4.3 Problems Framework

A problems framework brings together user experiences when making journeys, or parts of journeys and highlights the different problems encountered on their journeys by each transport mode(s) they use individually or as part of a multimodal trip. From a user perspective, these problems can be traced back to a root cause which will result in travel choice consequences and have wider societal consequences for different user groups. The problems framework, and its application has been covered in the preceding presentation by Stantec and is fully cover in section 7.1 and 7.2 of the draft CfC report.

The framework groups these problems and condenses this information into 29 problems which have been identified and are contained in section 7.3 of the CfC. These problems are summarised to show the relationship between the Transport Problem (from a User's Perspective), Supply Side Cause of the Transport Problem, Travel Consequence, Societal Consequence, Evidence Sources for the problem and Any Post-Covid Implications. This is detailed in Table 7.1. of the CfC.

#### 4.4 Issues, Constraints and Opportunities

**Travel Behaviour Change** - The COVID-19 pandemic has accelerated a number of long-term travel behaviour change trends including increased working from home, more online shopping and home deliveries, reduced trip making, a decline in bus use, a decline in the previously growing train patronage and increased car use overall. It is noted that there is more demand for weekend train journeys, and more sustained levels of car use thus 'flattening' the traditional 'peak hours' seen pre Covid-19. In addition, the pandemic has also instigated accelerated growth in active travel behaviours including increases in walking and cycling,

**Transport Innovation** - Technology and transport innovation offer the potential to change the landscape within which the transport system operates within the lifetime of the RTS. There will be a fleet transition towards ULEVs and alternative fuel sources which will present challenges to delivery and widespread uptake. Shared mobility and MaaS seek to break traditional ownership models and shift transport to an integrated 'on demand' service across all modes.

**Policy Linkages** - presents an opportunity to ensure that the strategic land-use and transport plans for the region are closely integrated and complementary to one another. The RTS can provide a blueprint for ensuring that land use developments are served by sustainable transport links from the outset to prevent unsustainable travel patterns from becoming entrenched.

**Governance** - the current regional governance arrangements have been identified through the process of developing the draft Case for Change and has emerged through the stakeholder engagement. This systemic barrier is likely to continue to affect the ability for SEStran to deliver cross-boundary and multi-partner schemes that emerge from the new RTS unless the governance arrangements are changed.

#### 4.4 | Transport Planning Objectives

In accordance with STAG requirements, Transport Planning Objectives (TPOs) have been developed and correspond to associated problems and are set out in Appendix 5. A mapping exercise for the TPOs has been undertaken to ensure and show how they can make a positive contribution to delivering the four priorities of the National Transport Strategy 2, and their associated outcomes.

#### 4.5 Option Generation

The initial option generation process has drawn upon the problems outlined in the Problems Framework set out in section 4.2 and 4.3 and built upon through the development of the Transport Planning Objectives. This process has now been extended to incorporate option generation too as set out in Table 9.1 of the CfC which shows a clear linkage between the problems, TPOs and options. Initial option generation has been informed by a combination of the literature review, stakeholder consultation and internal workshops.

#### 4.6 Strategy Objectives

The next stage of the development of the RTS also requires consideration of the structure of the strategy itself and how the problems, issues, constraints and opportunities set out in this draft Case for Change will be taken forward into the new RTS.



As an initial step a set of four draft Strategy Objectives closely linked to the identified TPOs have been developed. These seek to aggregate themes from the TPOs and provide a concise structure within which the RTS can be developed. The proposed strategy objectives are outlined below and further detail on why each is relevant is given in Appendix 6.

**Strategy Objective 1:** Transitioning to a sustainable, post-carbon transport system

**Strategy Objective 2:** Facilitating greater physical activity

**Strategy Objective 3:** Widening public transport connectivity and access across the region

**Strategy Objective 4:** Supporting safe, sustainable and efficient movement of people and freight across the region.

## **5 New RTS – next steps**

- 5.1 The next stage in the development of the RTS will be the development and appraisal of individual options to implement the proposed RTS Strategic Objectives (and thereby address all identified TPOs) through Stage 2 – Preliminary Options Appraisal of the STAG process. This will be undertaken in tandem with the application of the Equalities Assessment Framework and as the SEA Framework, to test and refine all emerging options for potential inclusion within the draft RTS. Relevant equalities duties (detailed in Section 3.4) will therefore be applied as part of the iterative options development and appraisal process. Outcomes of the appraisal process will inform the preparation of a full draft RTS, which will be accompanied by detailed Equalities Duties Report for consultation.

The draft CfC has been reviewed with key stakeholders, including at a workshop for Local Authority partners' lead transport or planning officers engaged in Regional Transport Working Groups, and a discussion with Edinburgh and South East of Scotland City Region Deal directors on 14 June 2021. Ongoing targeted engagement and consultation will continue with this group to shape the content and format of the draft RTS.

- 5.2 Further progress reports will be presented to the Partnership Board meetings whenever appropriate.

## **6 Recommendations**

It is recommended that the Board:

- 6.1 notes the continuing progress to deliver a new SEStran Regional Transport Strategy 2035;
- 6.2 notes the role of the Case for Change, in the development of the RTS;
- 6.3 notes that the final Case for Change will be updated to reflect the SEA and EqIA assessment reports recommendations;
- 6.4 notes that the next stage of the process will refine and develop the specific policies, strategies and options for inclusion in RTS 2035; and
- 6.5 notes the proposed Strategic Objectives identified in the draft Case for Change.

Jim Stewart  
**Strategy and Projects Officer**  
18<sup>th</sup> June 2021

Policy Implications	A new RTS will impact on future strategy development and local transport authorities' plans and strategies.
Financial Implications	Sufficient funds are contained within the projects budget for delivery of the RTS
Equalities Implications	The new RTS is subject to an Equalities Impact Assessment (EQIA) which is being carried out by Stantec as an integral part of the RTS development
Climate Change Implications	The new RTS is subject to a Strategic Environmental Assessment (SEA)
Appendices	Appendix 1 – Flash Report. Appendix 2 – Draft Case for Change Report Appendix 3 – Draft Case for Change Equalities Duty Report Appendix 4 – Draft Case for Change SEA Assessment Report Appendix 5 – Table 9.1 Extract from draft Case for Change Appendix 6 – Strategy Objectives Summary.

# TRANSPORT PLANNING SUPPORT SERVICES – A NEW REGIONAL TRANSPORT STRATEGY FOR THE SESTRAN REGION

## SESTRAN RTS FLASH REPORT 28/05/2021

### PROJECT PROGRESS

Table 1 Summary of Project Progress by Task

Task	Sub-Task	Task Progress	Task Lead	% Complete	Programme Status
Task 1 – Project Management & Support	1A: RTS Scoping Workshop	Workshop held and summary note circulated to attendees	Alec Knox	100%	
	1B: Communication and Liaison	Schedule of Progress Meetings and Flash Reports	Alec Knox	Ongoing	
Task 2 – Engagement & Consultation	2A: Case for Change Stakeholder Consultation	Consultation report submitted	Chris Paterson	100%	
	2B: Case for Change Public Survey	Consultation report submitted	Chris Paterson	100%	
	2C: Transport Planning Objectives, Options and Appraisal Consultation	Regional Transport Working Group meeting dates set along with outline discussion topics	Chris Paterson	20%	
	2D: Draft Strategy Consultation		Chris Paterson		
Task 3 – STAG Case for Change Appraisal	3A: Policy Review	All documents reviewed and used to populate Problems Framework	Alec Knox	100%	
	3B: Problems Framework	Problems Framework complete and incorporated into draft Case for Change	Alec Knox	100%	
	3C: Evidencing the Problems	Analysis completed and incorporated into Case for Change: <ul style="list-style-type: none"> <li>• Key transport trends</li> <li>• Employment mapping</li> <li>• Population mapping</li> <li>• Census TTW mapping</li> <li>• Regional travel generators</li> <li>• Road journey times</li> <li>• Public transport journey times</li> <li>• Public transport interchange</li> <li>• Average public transport speed</li> </ul>	Rachel Thomas	100%	



**TRANSPORT PLANNING SUPPORT SERVICES – A NEW REGIONAL TRANSPORT STRATEGY FOR THE SESTRAN REGION**

Task	Sub-Task	Task Progress	Task Lead	% Complete	Programme Status
		<ul style="list-style-type: none"> <li>Bus frequency mapping</li> <li>Labour market catchments</li> <li>Connectivity Analysis</li> </ul>			
	3D: Defining the Future	All work complete and incorporated into Case for Change	Alec Knox	100%	
Task 4 – Vision, Transport Objectives and Options	4A: Defining the Vision and TPOs	TPOs developed and included in Case for Change along with Strategy Objectives	Alec Knox	100%	
	4B: Option Generation	Initial option generation exercise undertaken and aligned with Problems Framework. Included in Case for Change	Alec Knox	100%	
	4C: Option Sifting	Options sifted as part of option generation process	Alec Knox	100%	
	4D: Option Development	Option development being undertaken as part of appraisal process	Alec Knox	50%	
Task 5 – Policies	5A: Review of Previous RTS	Initial review of previous RTS undertaken. SEStran to provide a list of their regional priorities	Alec Knox	50%	
	5B: Drafting Policies	Strategy Objectives and outline structure prepared	Alec Knox	10%	
Task 6 - Strategic Environmental Assessment	6A: Scoping Report	Response received from Consultation Authorities and proposed actions submitted to SEStran	Duncan Smart	100%	
	6B: Environmental Report	Case for Change to be consulted on for proposed 4-week period. Accompanying SEA report to be produced	Duncan Smart	10%	
	6C: Post Adoption SEA Statement		Duncan Smart		
Task 7 - Impact Assessments	7A: Scoping Equalities and Defining Objectives	Report sent out as part of engagement with equalities groups.	Duncan Smart	100%	
	7B: EqIA Reporting	Case for Change to be consulted on for proposed 4-week period. Accompanying EqIA report to be produced	Duncan Smart	10%	
Task 8 – STAG Preliminary Options Appraisal	8: Preliminary Options Appraisal	The first pass of the appraisal of options against the STAG criteria and Strategy Objectives is nearing	Alec Knox	50%	



**TRANSPORT PLANNING SUPPORT SERVICES – A NEW REGIONAL TRANSPORT STRATEGY  
FOR THE SESTRAN REGION**

<b>Task</b>	<b>Sub-Task</b>	<b>Task Progress</b>	<b>Task Lead</b>	<b>% Complete</b>	<b>Programme Status</b>
		completion. This will then be reviewed and refined.			
Task 9 – Draft RTS preparation and consultation	9: Draft RTS	Outline structure developed. Approach to corridor development agreed	Alec Knox	10%	
Task 10 – Finalising the Strategy	10: Final RTS				



## RISK REGISTER

**Table 2 Risk Register and Mitigation**

Identified Risk	Likelihood	Impact	Overall Rating	Risk Impact	Mitigation Measure
Programme is dependent on timely outputs from the client and for which subsequent tasks are dependent.	Medium	Medium	Medium	Any delays would impact on the project timescale but are considered unlikely.	Monitor through change control process and programme implications and advise SEStran accordingly.
Increase in scope (differential between bid and delivery) with implications for timescales and programme	Medium	Medium	Medium	Increase in project costs / longer timescale or additional tasks not taken forward.	Stantec will review any increases in scope carefully with SEStran and ensure the works are delivered efficiently (or if appropriate not taken forward) to minimise impact on programme and costs
Risk of negative exposure if constituent local authorities not bought into the process and / or have differing views and priorities to SEStran	Medium	High	High	RTS not accepted by constituent local authorities.	Consultation and engagement with client team and stakeholders will be important throughout the study. A key issue will be to clarify scope and outputs with stakeholders early in the process, in particular highlighting that this study will not deliver a 'shopping list' of preferred options.  Our engagement strategy allows for an extensive engagement with the constituent local authorities in the SEStran area.
Complex project with multiple technical inputs and engagement requirements requires ongoing documentation and management	Medium	Medium	Medium	Risk of different strands of the project not aligning, thus undermining the credibility of the RTS.	The complexity of the project is one of the reasons we have provided a senior management partnership with a long track-record of working together. Senior Thematic Leads with experience of delivering this type of work have also been included in our team.
Uncertainty over emerging STPR2 policies and implications of such on evolving RTS	Medium	Medium	Medium	RTS does not align with national priorities.	We will work closely with SEStran, constituent local authorities and, where appropriate, Transport Scotland with regards to ensuring consistency with the emerging STPR2 outputs.
Uncertainty and limited technical insight to evolving and emerging new technologies and associated travel	Medium	High	High	RTS rooted in present day transport circumstances only and is quickly overtaken by events.	Stantec will draw on their in-house expertise as and when required and will liaise with SEStran to ensure access to field experts and academics in emerging technologies. We have also reviewed this issue in the context of NTS2 and the SPT RTS, and thus start from a strong position.



## TRANSPORT PLANNING SUPPORT SERVICES – A NEW REGIONAL TRANSPORT STRATEGY FOR THE SESTRAN REGION

Identified Risk	Likelihood	Impact	Overall Rating	Risk Impact	Mitigation Measure
behaviour, which needs to be inherent in future RTS scenarios					
The approach to the RTS diverges from the equivalent reports prepared by other RTPs.	Low	Medium	Low	The RTS diverges from other RTS documents, leading to significant inconsistency in the regional approach sitting under the NTS2.	Stantec is drafting the SPT RTS, supported the South-West Scotland Transport Study in the SWESTRANS area, and is currently working closely with HITRANS, NESTRANS and ZetTrans. We are therefore well-placed to ensure that the RTS aligns with the approaches being adopted at the regional level elsewhere in Scotland.  The other RTPs will also be consulted as part of the engagement process.
The study team encounters 'group think' when setting objectives and undertaking the appraisal.	Medium	Medium	Medium	The key outputs of the RTS (e.g. the record of problems, the objectives and the options / option packages and options appraisal) are not sufficiently challenged and unravel during the later RTS process.	We have included Paul McCartney in our project team as a Peer Reviewer. Whilst he will act as a Technical Adviser on the study, his role will be largely strategic and thus he will provide a challenge function at key points in the appraisal.
A conflict emerges between this study and other Stantec commissions.	Low	High	Low	Stantec advice in the RTS is not considered independent and its credibility is undermined.	We actively manage conflicts within the company. We have already issued a notification of the SEStran RTS work around the company and no conflicts have been identified. If a conflict does arise, our management team would inform SEStran immediately and agree an appropriate course of action.
Loss of a key member of the project team	Low	Medium	Low	In the event of a key team member leaving, we have considerable resource depth in this field of work, including staff members who have worked on other regional appraisal studies of this nature – for example Emily Seaman who managed the South-West Scotland Transport Study and Graham Bell who managed the Borders Transport Corridors Study.	Replacement with an equally skilled individual from our staff or, if necessary (although unlikely), sourced externally.
Computer or system failures	Low	Low	Low	We back up all of our systems daily and so data losses are minimised.	We will store separate copies of all documents to ensure any system failure will not affect all stored documents
Inadequate or inappropriate resourcing following a review of requirements at inception, or as the project progresses	Low	High	Medium	We have carefully selected our team members on the basis of the tasks we feel will be carried out and the skills, knowledge and experience of staff to deliver these. Our Project Managers typically undertake a weekly review of progress and resources on all projects and	If it is concluded that we need additional or different resources, we have additional, well qualified, staff available within the company to be deployed to meet timescales.



## TRANSPORT PLANNING SUPPORT SERVICES – A NEW REGIONAL TRANSPORT STRATEGY FOR THE SESTRAN REGION

Identified Risk	Likelihood	Impact	Overall Rating	Risk Impact	Mitigation Measure
				report this internally and to the client. We will therefore be aware of and address any risks at an early stage.	
Fire and flood	Low	Low	Low	We have established procedures for fire safety and we back up all of our systems daily and so data losses are minimised.	Our daily back up of systems ensure any system failure will not affect stored documents.
Analytical work can't be completed within timescales impacting on programme and outputs	Low	High	Low	The RTS is not completed within the required timescales	We have considered timescales carefully in the preparation of the work programme and our approach is designed to minimise risk through using proven techniques, methods and capable staff resource. Additional skilled resource can be deployed if required from within Stantec
Uncertainty around options to be considered and option appraisal leading to resource and programme impacts	Low	High	Low	Options cannot be developed or appraised suitably meaning the RTS cannot be finalised	Our methodology, budget and project management is cognisant of this risk and seeks to address it as far as reasonably practicable at this stage. We would liaise with SEStran and work collaboratively during refinement of all Project and Quality Management Plan documents
Unforeseen changes to the emerging RTS may require components to be reassessed to ensure compliance with SEA and EqIA statutory requirements, with implications for timescale, programme and budget	Medium	Medium	Medium	The development of the RTS is delayed to take account of the SEA and EqIA feedback.	An iterative approach to undertaking the SEA and EqIA will be adopted to allow changes in emerging RTS components to be considered at the earliest opportunity.
Through the SEA process consultees could request changes to the RTS for environmental reasons which do not align with its intended content, potentially resulting in the need to amend the RTS or impacting the viability of individual proposals.	Low	Medium	Low	The RTS needs amended to reflect feedback received through the SEA process.	Early engagement with the SEA Consultation Authorities is proposed. Each version of the Environmental Report will explain the proposed RTS component and define any reasonable alternatives, which will be subject to the same level of analysis. All SEA consultation responses received will be evaluated promptly and any wider implications will be addressed by the project team.





## TRANSPORT PLANNING SUPPORT SERVICES – A NEW REGIONAL TRANSPORT STRATEGY FOR THE SESTRAN REGION

Identified Risk	Likelihood	Impact	Overall Rating	Risk Impact	Mitigation Measure
Impacts of COVID-19 pandemic undermine the ability to develop a credible RTS	Low	Medium	Low	Uncertainty around future travel patterns and what the 'new normal' will entail make it difficult to develop a RTS	Consider a range of sensitivity scenarios and likely futures then test the RTS against them to identify the extent to which it would be impacted under those circumstances



# TRANSPORT PLANNING SUPPORT SERVICES – A NEW REGIONAL TRANSPORT STRATEGY FOR THE SESTRAN REGION

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South East of Scotland  
Transport Partnership

# REGIONAL TRANSPORT STRATEGY

**STAG Case for Change Report**

June 2021

In partnership with:  **Stantec**



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Prepared by: **Alec Knox**

Reviewed by: **Scott Leitham**

Approved by: **Scott Leitham**

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## APPENDICES

- Appendix A - List of Documents from Literature Review
- Appendix B - Stakeholder Consultation Approach and List



# Introduction

**SEStran Regional Transport Strategy**

STAG Case for Change Report

## 1.0 INTRODUCTION

### 1.1 PURPOSE

South East of Scotland Regional Transport Partnership (SEStran) was set up under the Transport (Scotland) Act 2005 which also set the requirement to produce a statutory Regional Transport Strategy (RTS) to provide a strategic framework for transport management and investment for the Partnership area. This covers eight constituent local authorities as shown in Figure 1.1.

It is essential that the RTS addresses the transport problems and issues being experienced in the SEStran area. The purpose of this Case for Change is to set out these problems and issues along with associated Transport Planning Objectives and options which offer the potential to address them.

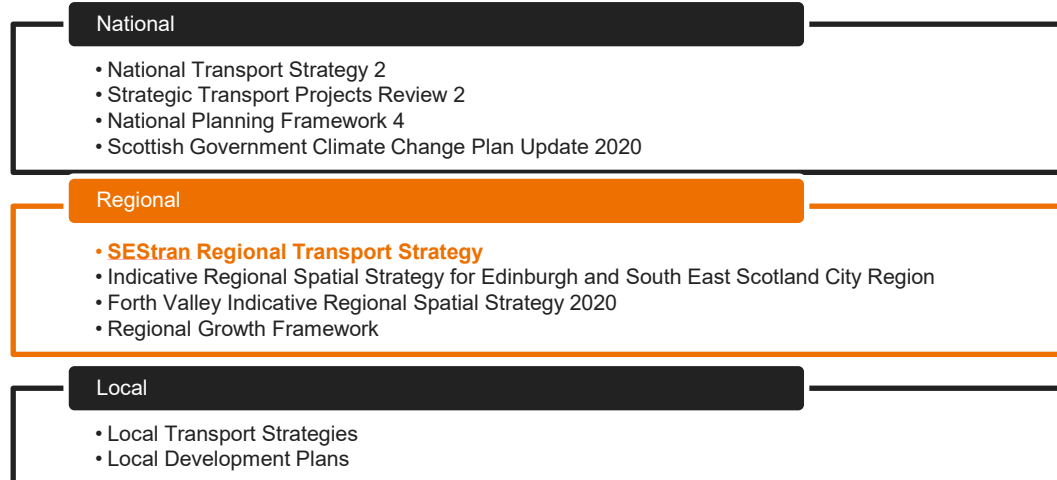
This Case for Change report has been prepared to underpin the development of a new SEStran RTS and has been prepared in accordance with the Scottish Transport Appraisal Guidance (STAG) and is supported by a suite of evidence drawn from published policy documents, data analysis as well as stakeholder and public consultation. It has been informed by the Strategic Environmental Assessment and Equalities Impact Assessment processes. Each of these processes is supported by a standalone baseline contained within the Scoping Reports and Case for Change Assessment Reports prepared for each which provides further context and detail regarding the environmental and equalities problems to be taken into consideration in the development of the RTS. Therefore, whilst relevant evidence is incorporated within this Case for Change the majority of the supporting evidence base is contained within these reports and should consequently be read alongside it.

It also draws upon the findings of the SEStran Main Issues Report published in June 2020. This was substantially prepared prior to the COVID-19 pandemic and therefore primarily reflects pre-pandemic problems and issues. As such, the Case for Change seeks to ensure the RTS is developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the pandemic.



**Figure 1.1 SEStran Location Plan**

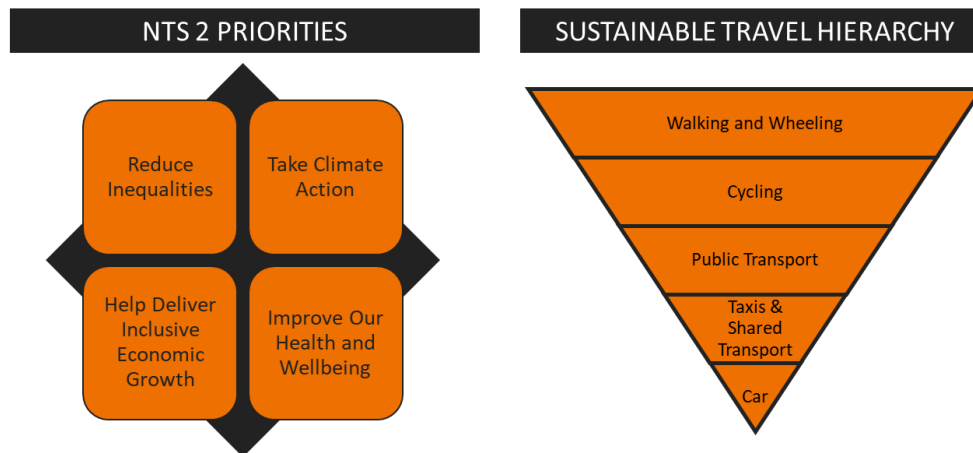
## 1.2 POLICY CONTEXT



The new Regional Transport Strategy sits within and is being developed in the context of a policy hierarchy which spans the national, regional and local levels. This is illustrated in Figure 1.2 along with some of the key policy documents.

In particular, the RTS is being developed within the policy framework provided by the National Transport Strategy 2 which was published in February 2020. It set out four strategic priorities as well as defining a Sustainable Travel Hierarchy as shown in Figure 1.3. These four priorities and hierarchy have been used to guide the development of this Case for Change.

**Figure 1.2 Policy Hierarchy**



Alongside this the Scottish Government has also set out ambitious targets to help achieve its overarching target of net zero emissions by 2045. In particular, the Climate Change Plan Update published in December 2020 outlined that by 2032:

- *our roads will contain no new petrol and diesel cars and vans; and*
- *car kilometres will have reduced by 20%.*

More broadly the RTS Case for Change has been informed by a review of over 90 local, regional and national policy documents spanning transport, land-use planning, economic development, health, energy, digital connectivity and the environment. A full list of documents is included in Appendix A.

**Figure 1.3 National Transport Strategy Policy Framework**

### 1.3 STRUCTURE & METHODOLOGY

This Case for Change has been developed from a transport users perspective using the methodology shown in Figure 1.4. This closely reflects the STAG methodology which primarily comprises of four parts:

- **Analysis of Problems and Opportunities:** Establishing the evidence base for problems / issues and opportunities drawing on targeted data analysis and engagement with the public and key stakeholders
- **Objective Setting:** Developing Transport Planning Objectives (TPOs) to encapsulate the aims of any interventions and to guide the development of solutions – where appropriate these could have targets associated with them
- **Option Generation, Sifting and Development:** Developing a ‘long list’ of multi-modal options to address the identified problems and opportunities, and undertake a process of option sifting and development leading to the identification of a short list of interventions recommended for progression towards Preliminary Options Appraisal
- **Option Appraisal:** Having developed the options beyond their specification at the Case for Change stage, each option will be appraised against the RTS objectives and the five STAG criteria. Consistent with the Preliminary Options Appraisal, this appraisal will be mostly qualitative. This task will also map out how the options which perform well may be grouped / mapped into a meaningful RTS structure. In this way the Draft RTS structure will be developed, in part, in parallel with this process.

The remainder of this document sets out the findings of the first three tasks set out above which will then be used to inform the fourth task. This has been done in line with the framework illustrated in Figure 1.4 and discussed in detail in Chapter 0. However, this is preceded by analysis of the socio-economic context of the SEStran region set out in Chapter 2.0, a review of the transport system in Chapter 3.0, the future context for the RTS in Chapter 0, a summary of the issues identified by the literature review in Chapter 5.0 and an overview of the consultation findings in Chapter 6.0.

The development of the RTS is also being informed by the processes of Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EqIA) which are running

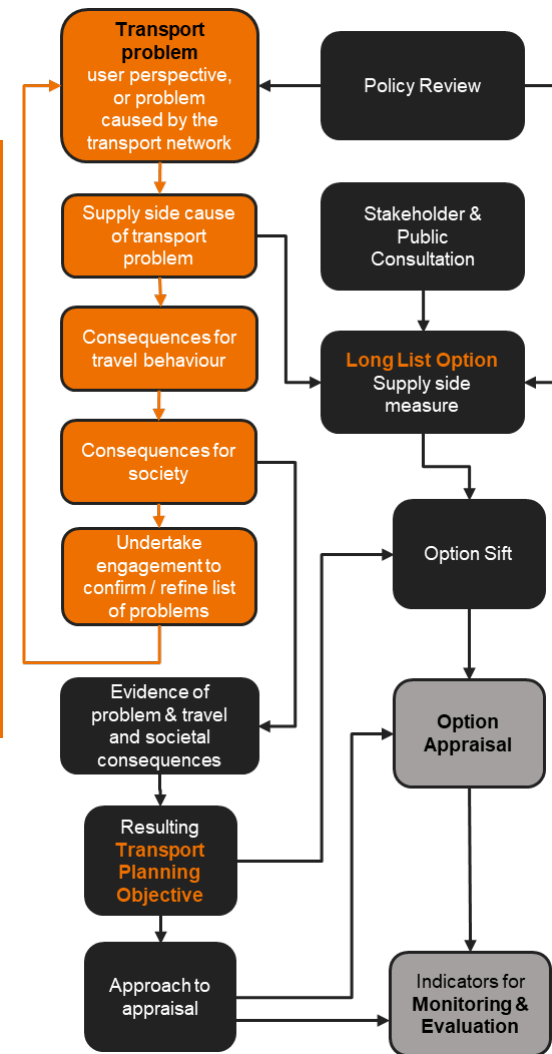
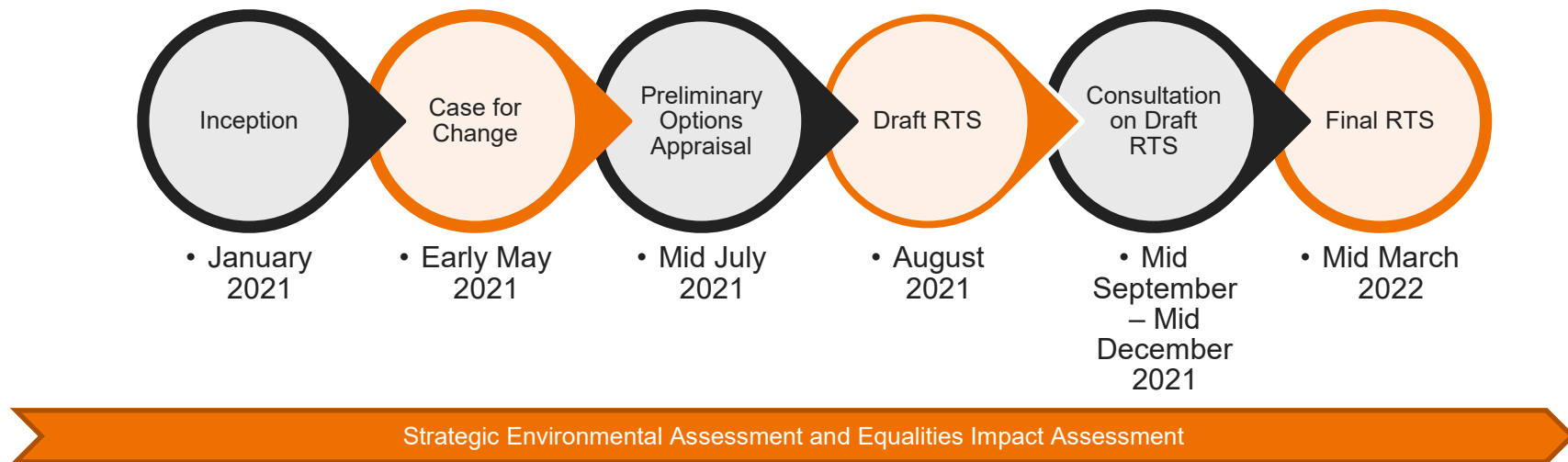


Figure 1.4 Methodology

in parallel with it. This Case for Change is supplemented by supporting SEA and EqlA documentation which has been prepared alongside it and should also be referred to when reading the Case for Change. This is shown in Figure 1.5 which also outlines the timescales for the preparation of the new RTS.



**Figure 1.5 RTS Timescales**

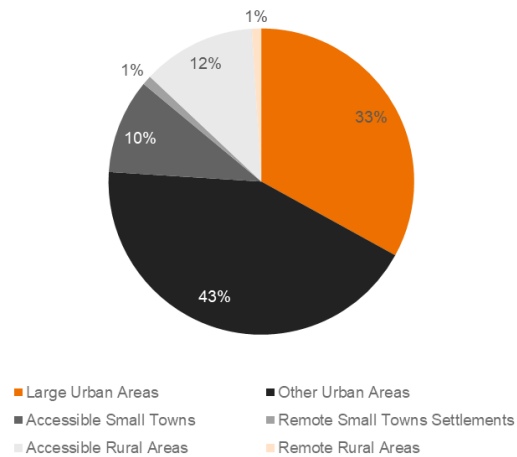


# Socio-Economic Context

SEStran Regional Transport Strategy

STAG Case for Change Report

## 2.0 SOCIO-ECONOMIC CONTEXT



**Figure 2.1 Population by Urban – Rural Classification**

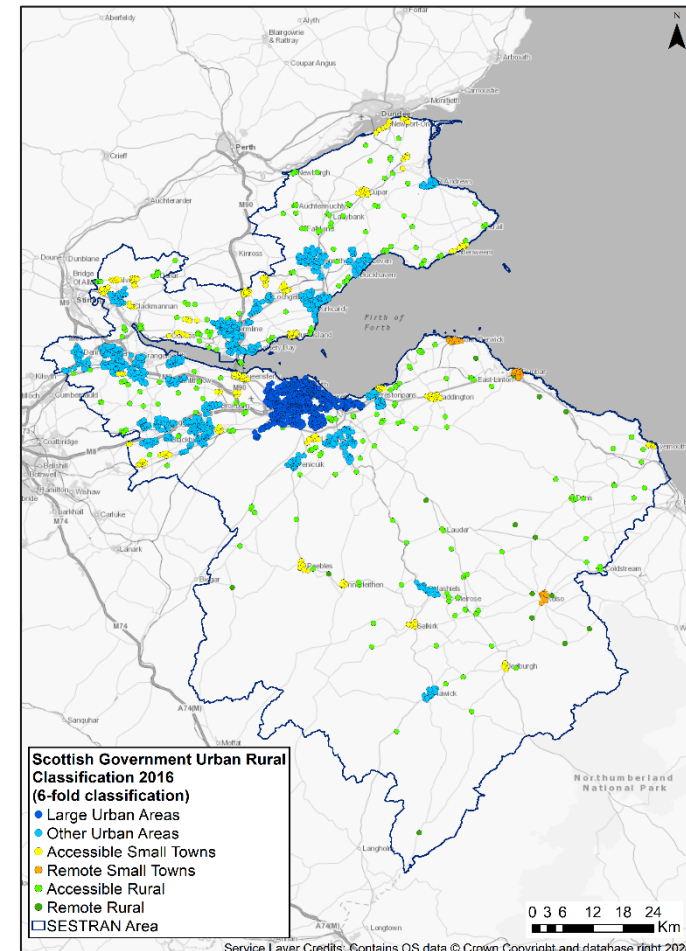
The total population of the SEStran area was estimated as 1,609,070 in 2019. The distribution of that population across the SEStran region is shown in Figure 2.4. This shows that the majority of the population is concentrated in the northern part of the SEStran area with a large, sparsely populated rural hinterland to the south in the Borders and parts of Midlothian and East Lothian. The greatest concentration of population is within the City of Edinburgh which accounts for approximately 33% of the total SEStran region population.<sup>i</sup>

There has also been significant population growth within the SEStran region with a 7.5% increase between 2009 and 2019. The largest growth has been in the City of Edinburgh (13.3%) with the lowest growth in Clackmannanshire (0.5%). In addition,

### 2.1 OVERVIEW

The SEStran region covers 8,400km<sup>2</sup> which is just over 10% of Scotland's landmass. It is hugely diverse and includes areas which fall into every one of the Scottish Government's six-fold urban-rural classification. The classes, along with the proportion of the region's population that resides in each of them is shown Figure 2.1 whilst their distribution around the region is shown in Figure 2.3.

### 2.2 POPULATION / DEMOGRAPHICS



**Figure 2.2 Distribution of Data Zones by Urban – Rural Classification**



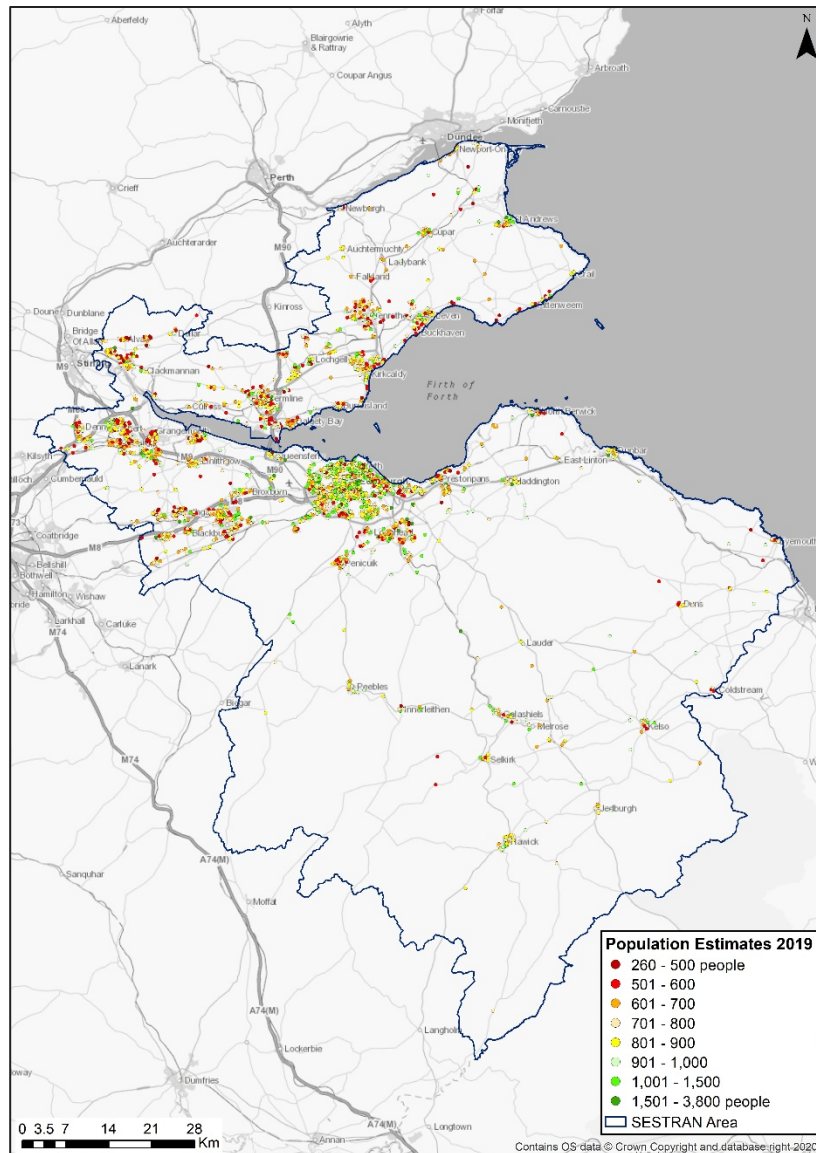


Figure 2.4 Population Distribution by Data Zone

the population has also been aging with the number of people aged 65 years or older in the region increasing by 23.6% over the same time period. West Lothian has seen the highest growth in the elderly population (34.3%). These trends are illustrated in Figure 2.3.

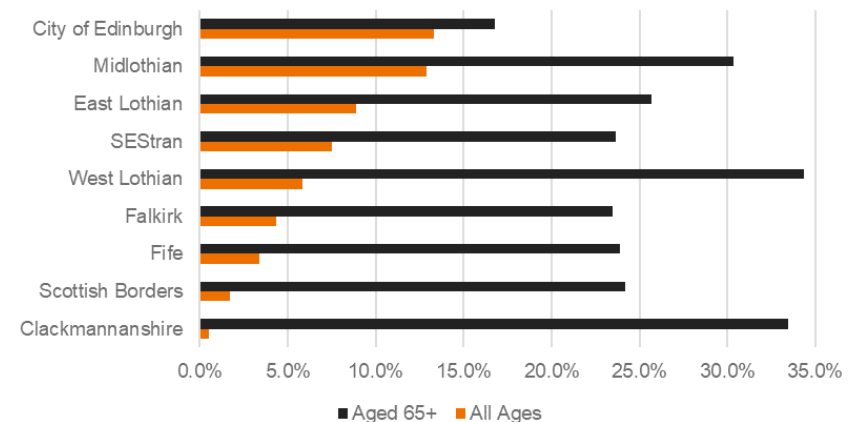


Figure 2.3 Population Growth in SEStran Region 2009 – 2019

The population of the SEStran region is projected to grow by 4.4% between 2018 and 2028 although this masks variations across the region as shown in Figure 2.5. In particular, the population of Clackmannanshire and Fife is forecast to decline whilst there is considerable growth expected in Midlothian. The trend towards an aging population is also expected to continue with a 21.6% increase in people aged 65 years or older over the period.<sup>ii</sup> However, it should be noted that these projections do not reflect the potential impact of Brexit on net-migration which has been the primary driver of growth in recent years.

In addition, the population is also becoming more dispersed as the average size of a household in the region has decreased by 4.7% from 2.30 in 2001 to 2.19 in 2019.<sup>iii</sup>



These trends will have a range of implications for travel including:

- Increased travel demand linked to a growing and more dispersed population
- Increasing demand for access to healthcare
- More people wanting to use concessionary travel putting increased pressure on public sector finances
- More dependence on public transport and community transport to access essential services

### Vulnerable Groups

Some groups of people, such as people from ethnic minority groups, those with disabilities, young carers, young mothers, and care givers, are less mobile and more reliant on public transport. Recent literature has suggested vulnerable groups face particular transport challenges. The proportion of these groups in the SEStran region is shown in Figure 2.6.

In general, **women** engage in travel linked to domestic commitments and are more likely to travel with young people and the elderly (Duchene 2011; Sánchez de Madariaga 2013). This influences travel behaviour and women tend to travel shorter distances within a more restricted geographical area, make more multi-stop trips, and rely more on public transport.

**Elderly** people also tend to travel relatively less often and over shorter distances than other adults (Fatima, et al. 2020). Without needing to commute, elderly people are more likely to travel between the hours of 9:00 and 15:00, with most trips for shopping (mostly undertaken by elderly women) (Su and Bell 2012). According to Davis (2014), **young** people may have a more local focus than the population as a whole. This suggests that young people from deprived areas may look for jobs and training opportunities only in their local area and those easily accessible by public transport.

An individual will generally use public transport less frequently if they experience a greater number of difficulties completing daily tasks due to a **disability** (Yarde, et al. 2020).

However, travel behaviour among this group varies widely as the behaviour

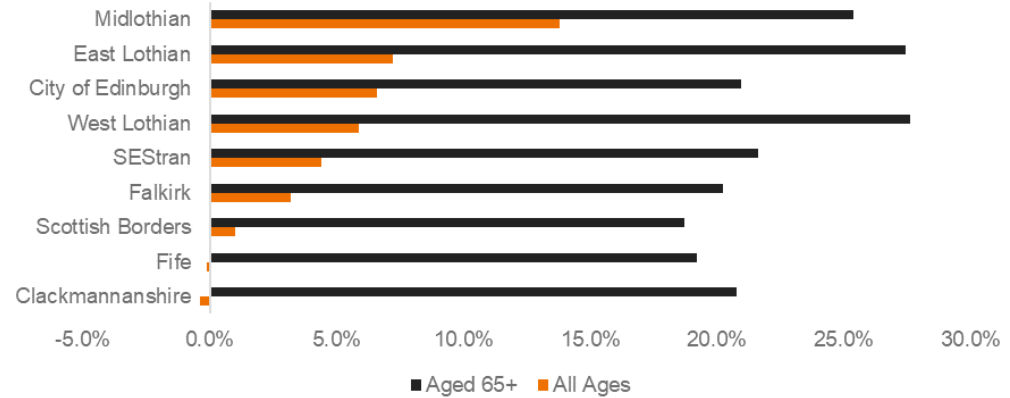


Figure 2.5 Forecast Population Change in SEStran Region 2018 - 2028



51% are women



19% are over 65



24% are under 21



23% have a limiting long-term condition



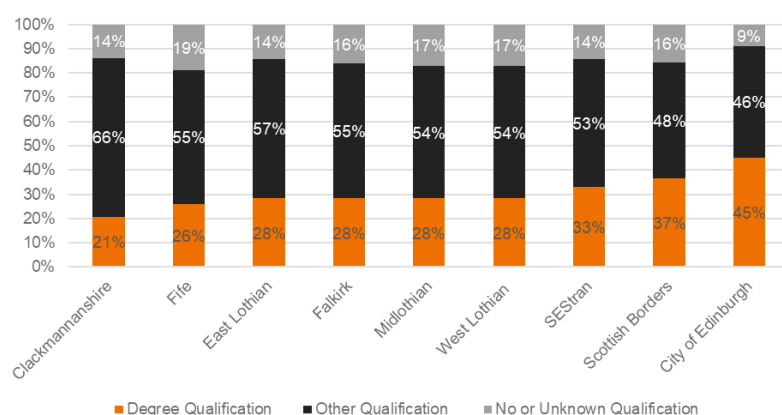
12% are from an ethnic minority group

Figure 2.6 SEStran Region Vulnerable Groups 2019

of people with specific types of disabilities is often markedly different to each other (Clery, et al. 2017). Recent research suggests that **black and ethnic minority** individuals make relatively few active leisure trips such as walking or cycling (Colley and Irvine 2018). Potential explanations can include socio-economic disadvantage, fear of discrimination, and language barriers.

These issues are explored and addressed in further detail through the Equalities Impact Assessment which is being undertaken as part of the RTS development process. This has also informed the development of this Case for Change.

## 2.3 EDUCATION



**Figure 2.7 SEStran Region Highest Level of Qualification 2019**

Connectivity and Deprivation Audit Tool (CDAT). This classifies postcodes into three tiers based upon the combination of their deprivation, drawing upon the Scottish Index of Multiple Deprivation 2020, and public transport connectivity problems by a combination of TRACC connectivity analysis and weighting the attractiveness of each destination. The resultant tiers are therefore defined as:

- **Tier 1:** these have the least deprivation and public transport connectivity problems
- **Tier 2:** these show a potential correlation between deprivation and public transport connectivity and are classed as being at risk
- **Tier 3:** these show the greatest correlation between deprivation and public transport connectivity suggesting a relationship exists

The analysis examined connectivity to colleges and universities, weighted by their performance ratings, for residents of the SEStran region with Tier 2 and Tier 3 locations shown in Figure 2.8 and Figure 2.9 respectively.

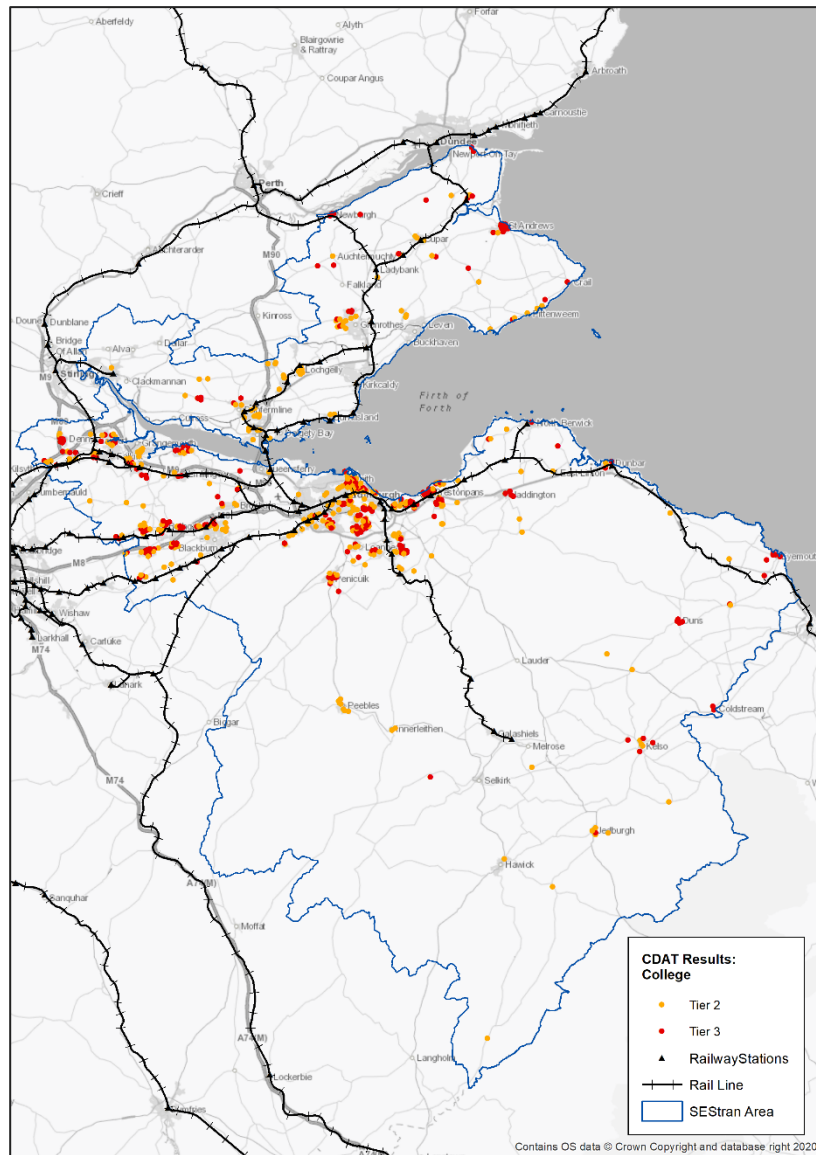


Figure 2.8 CDAT Connectivity to Colleges

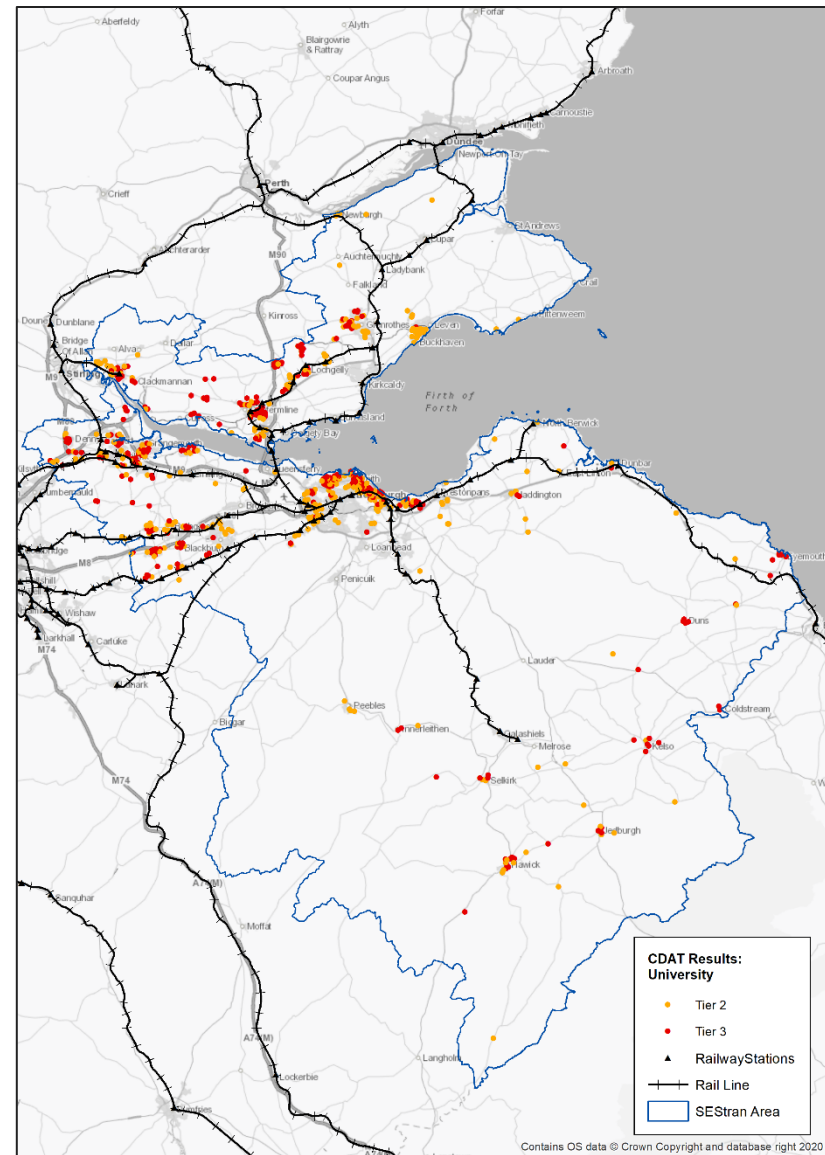


Figure 2.9 CDAT Connectivity to Universities

It can be seen that there are variations across the region but in both there are concentrations of Tier 3 postcodes in Edinburgh, West Lothian, Falkirk and Fife in particular. These areas have relatively poor connectivity to tertiary education and relatively low levels of educational attainment (both relative to all postcodes within the same Scottish Government urban / rural classification level).

The population which falls within each tier has also been calculated and broken down using the Scottish Government's urban – rural classification as shown in Table 2.1. This shows that the majority of the population is in Tier 1 for both colleges (72%) and universities (68%). Just over 15% of the population is in Tier 3 for universities whilst the equivalent figure for colleges is 12%.

The majority of the Tier 3 population is in Other Urban Areas accounting for 42% of the total for Tier 3 for universities and 46% of the Tier 3 total for colleges. Only around 13% of the university Tier 3 population is located in rural areas and this only increases slightly to 14% in the case of colleges. This highlights that whilst there are clearly connectivity to education problems within the rural parts of the region the majority of the problems are perhaps being experienced by people in urban areas.

**Table 2.1 Education CDAT Population by Urban – Rural Classification and Tier**

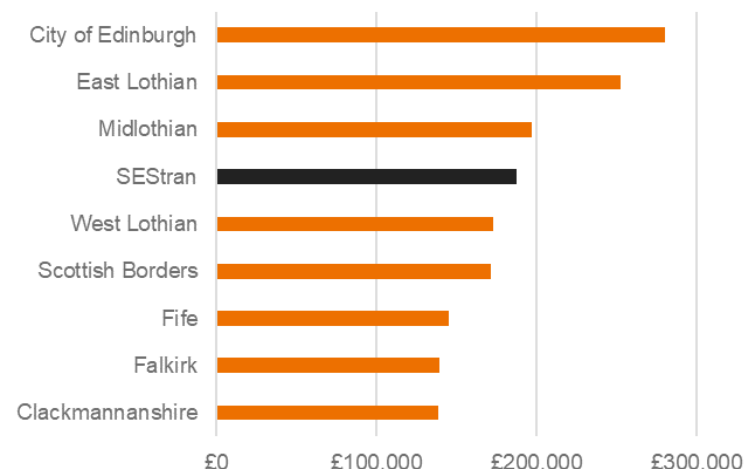
Area	Tier 1	Tier 2	Tier 3
<b>University</b>			
Large Urban Area	367,499	87,846	72,962
Other Urban Area	471,296	110,938	105,032
Small Town	126,772	28,953	37,855
Rural	136,345	31,117	32,455
<b>College</b>			
Large Urban Area	383,287	87,053	57,967
Other Urban Area	490,030	105,092	92,144
Small Town	139,316	31,776	22,488
Rural	139,002	33,339	27,576

These Tier 3 areas could form the basis of targeted actions to address these inequalities.

## 2.4 HOUSE PRICES

There are large variations in average house prices across the region as illustrated in Figure 2.10. The highest average house prices are in Edinburgh (£280,204) and East Lothian (£253,018). House prices have increased by 24% in the SEStran region between January 2016 and January 2021 with the largest increases in East Lothian (32%), Falkirk (28%) and Clackmannanshire (28%).

These large increases are being partially driven by the unaffordability of housing in Edinburgh for many with more people moving further out from the city to access more affordable housing. This is illustrated by the Council tax bandings with just 9% of dwellings in Edinburgh in the lowest band in 2020 compared to 29% in Falkirk, 27% in Scottish Borders, 25% in Clackmannanshire, 22% in Fife and 21% in West Lothian.<sup>v</sup> This has implications for transport in that people often still need to travel to work, shop and for leisure purposes spreading more journeys around the region as a result.



**Figure 2.10 SEStran Region Average House Prices January 2021**

## 2.5 ECONOMIC ACTIVITY

There are variations in levels of employment across the region as illustrated in Table 2.2 although only Clackmannanshire, Falkirk and Fife have an employment rate below the national average. All local authorities have experienced a growth in their employment rates since 2009 with the highest growth being in West Lothian.

Connectivity to employment opportunities also varies across the region and is influenced by the distribution of jobs as well as the ability to access transport services, particularly for those that are dependent upon public transport and active travel.

**Table 2.2 Employment Rate in the SEStran Region 2019**

LOCAL AUTHORITY	EMPLOYMENT RATE	CHANGE SINCE 2009
Clackmannanshire	74.4%	4.7%
East Lothian	78.9%	3.9%
Edinburgh	75.1%	3.0%
Falkirk	74.1%	1.2%
Fife	73.7%	2.5%
Midlothian	80.4%	4.8%
Scottish Borders	76.2%	1.3%
West Lothian	77.8%	5.1%
<i>Scotland</i>	<i>74.8%</i>	<i>2.8%</i>



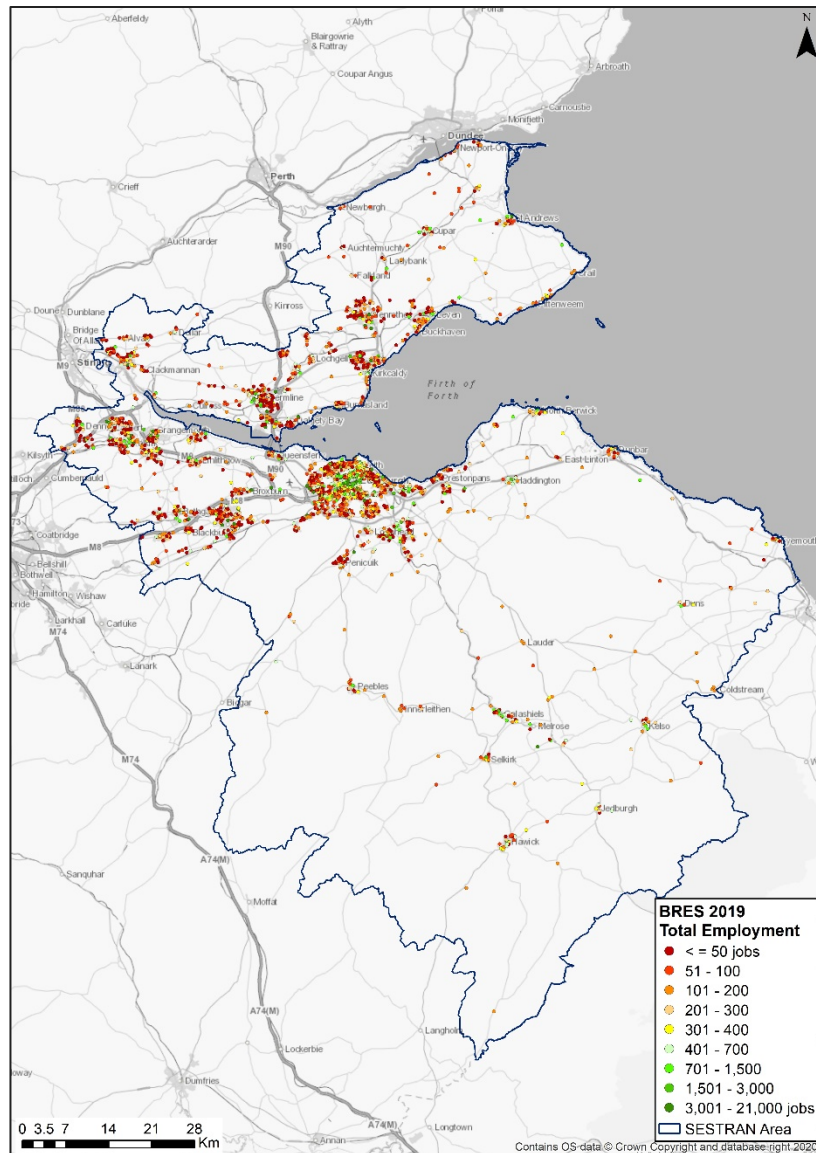


Figure 2.11 BRES Employment by Data Zone 2019

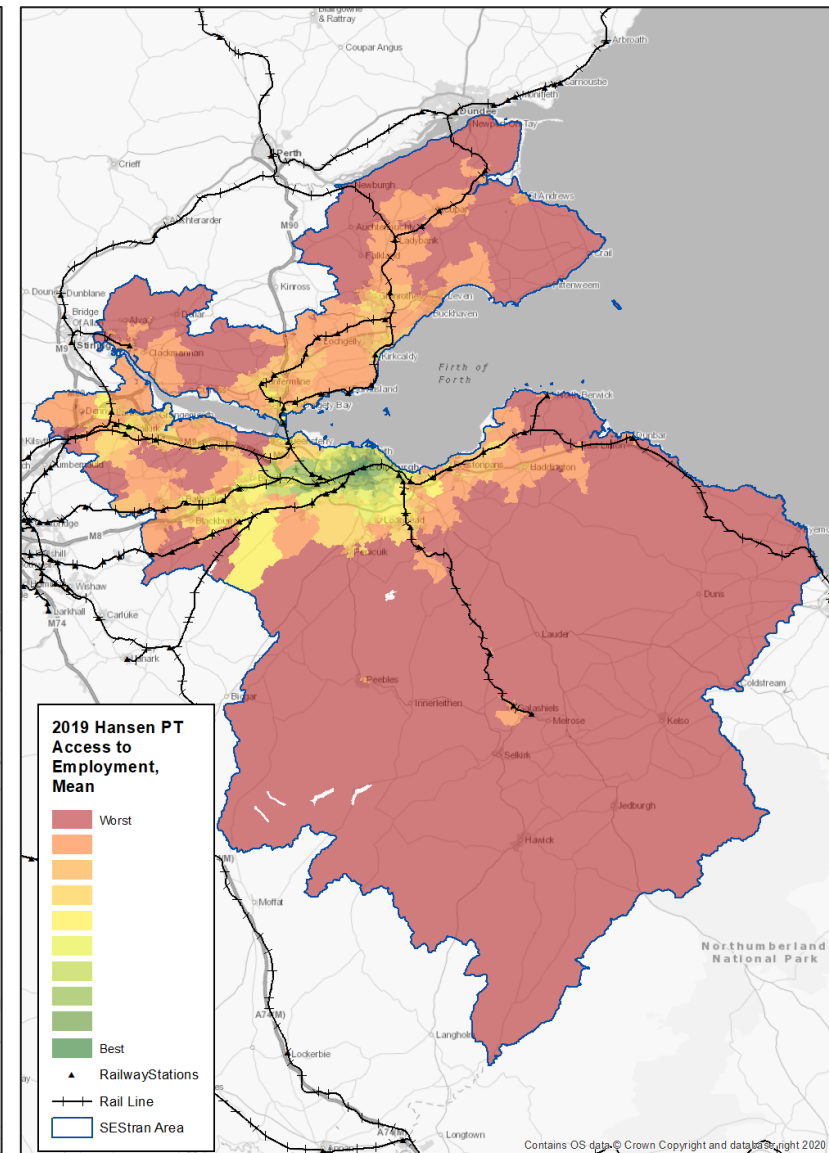
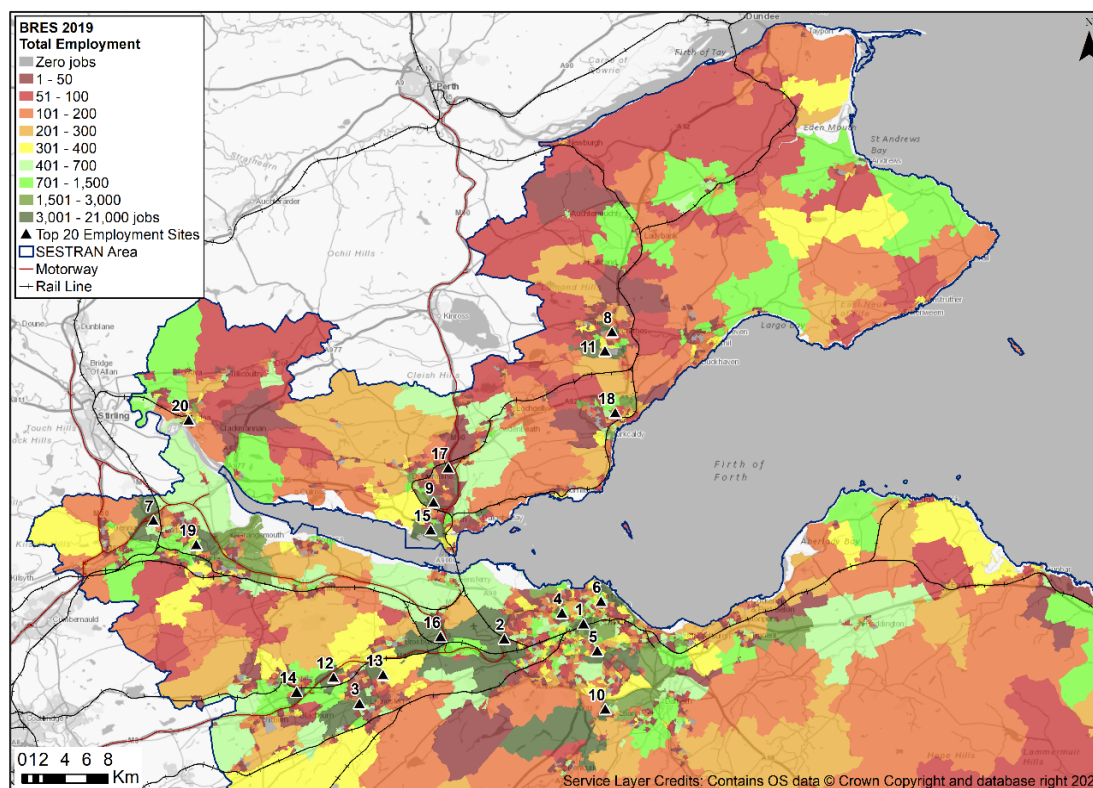


Figure 2.12 Hansen Measure Access to Employment

Figure 2.11 shows how jobs are distributed around the region and highlights the concentration in the northern part of the SEStran area around Edinburgh, West Lothian, Falkirk and Fife in particular. Figure 2.12 shows connectivity to all employment in the SEStran area by public transport for an average of the AM and PM peak periods. This shows that the best access is around Edinburgh where public transport services and employment are both concentrated. It is noticeable that areas with better access to employment are often located along the route of the rail network although this is not always the case. The rural parts of the region, particularly the Scottish Borders and parts of East Lothian, Fife and Clackmannanshire have some of the worst access to employment.



**Figure 2.13 Largest Employment Sites in SEStran Region**

Analysis has also been undertaken of the 20 largest employment sites in the region which are shown in Figure 2.13. These have been overlaid against the BRES total employment data by data zone to show the correlation. In addition, the sites were rationalised to remove clusters. For example, Edinburgh City Centre was combined into one site and an Edinburgh – Leith site was used to represent all employment in this area of the north east of the city.

The working age population catchment of each of these sites by public transport and car has then been calculated and is outlined in Table 2.3. This shows that the Edinburgh sites have the largest population catchments and that the number that can access each one by public transport within a given time period is substantially less than by car. In the case of Straiton, Newbridge Industrial Estate and Halbeath – Fife the population that can access the site by public transport in 15 minutes is only 1% of that which can do so by car.



Table 2.3 Working Age Population Catchment by Public Transport and Car of Largest Employment Sites

Top 20 Employment sites		No of working age population who lives within:				No of working age population who lives within:			
Site ID	Site Name	15 mins	30 mins	45 mins	60 mins	15 mins	30 mins	45 mins	60 mins
		By Public Transport				By Car			
1	Edinburgh City Centre	95,259	306,731	473,553	670,794	356,408	578,285	860,812	977,294
2	Edinburgh - South Gyle	9,153	100,107	323,471	585,508	191,756	753,375	940,305	990,110
3	Livingston Outlet	19,073	71,772	126,766	282,195	93,005	474,975	869,095	965,066
4	Edinburgh - West	34,975	186,261	333,168	450,462	315,053	618,166	887,367	974,855
5	Edinburgh - UoE	38,575	168,215	338,083	444,915	323,913	540,634	809,826	976,921
6	Edinburgh - Leith	73,242	189,635	321,473	441,601	276,311	503,338	801,195	978,292
7	Larbert	8,924	47,509	85,896	155,109	99,066	349,018	837,111	949,688
8	Auchmuty - Glenrothes	12,380	39,354	95,723	148,638	86,920	203,472	538,945	962,550
9	Pitreavie - Dunfermline	7,481	36,626	98,245	281,684	99,123	672,470	940,031	1,002,927
10	Straiton	2,795	50,835	155,039	340,220	296,161	649,767	880,720	998,791
11	Southfield - Glenrothes	5,187	23,398	56,004	105,872	89,875	203,146	574,930	963,878
12	Deans North - Livingston	9,070	46,263	101,289	229,708	103,548	503,324	878,684	964,635
13	Houstoun Industrial Estate	2,621	29,850	80,876	267,024	97,744	597,273	894,988	971,919
14	Whitehill Industrial Estate	14,299	45,926	96,111	218,518	117,180	651,954	900,879	974,316
15	Rosyth Business Centre	1,809	12,325	30,833	84,684	97,907	713,527	941,372	1,003,254
16	Newbridge Industrial Estate	3,303	42,930	173,165	429,789	234,463	816,483	955,731	991,121
17	Halbeath - Fife	1,495	37,444	92,460	169,497	114,535	581,523	939,495	1,000,381
18	Smeaton - Kirckaldy	16,525	42,490	89,248	154,919	85,471	209,975	682,288	968,828
19	Middlefield East - Falkirk	3,815	34,806	83,875	177,666	100,995	378,665	847,081	952,066
20	Alloa (town centre and south)	11,911	31,826	42,050	56,598	41,246	209,222	604,396	937,548

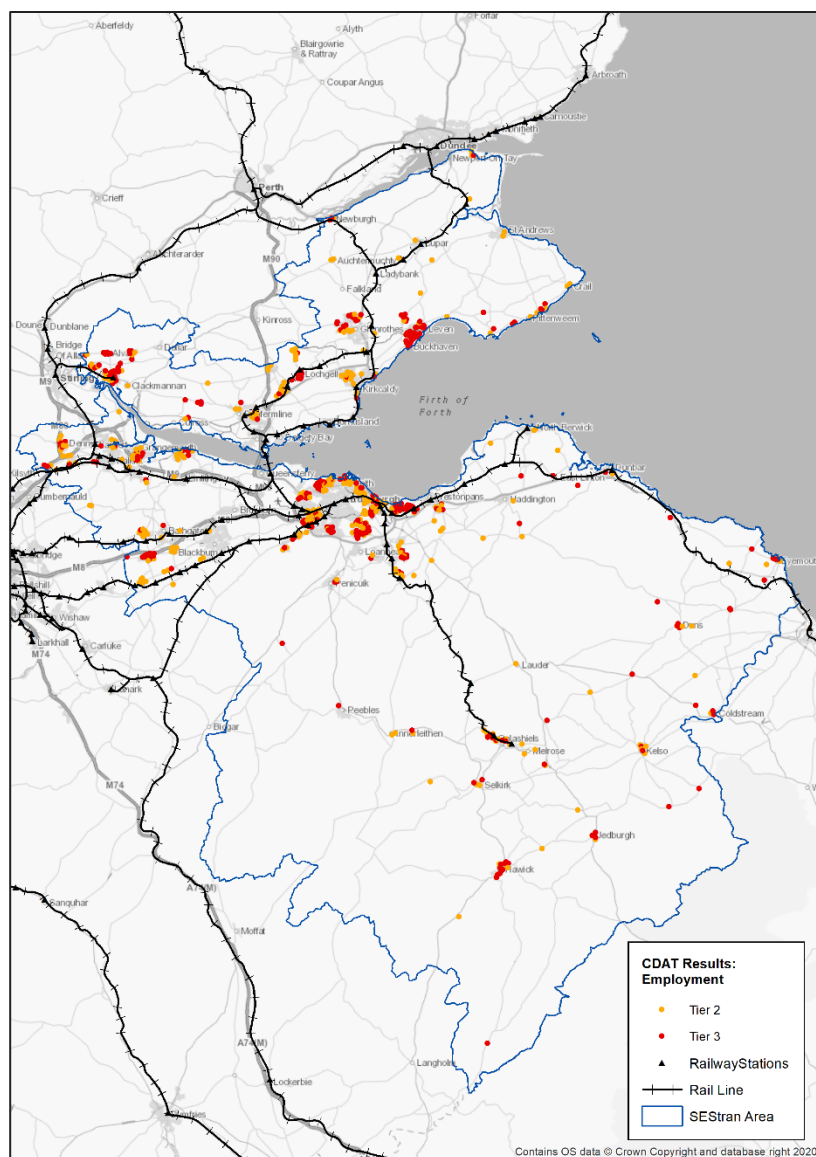


Figure 2.14 CDAT Connectivity to Employment

The CDAT connectivity analysis tool has also been used to assess the correlation between employment deprivation using the Scottish Index of Multiple Deprivation (SIMD) employment domain and public transport connectivity. This again categorises postcodes into three tiers with those in Tier 3 being the ones where there is a high degree of correlation between poor public transport connectivity to employment and employment deprivation (relative to other similar geographical areas). The findings are illustrated in Figure 2.14 which highlights a concentration of Tier 3 postcodes around the periphery of Edinburgh as well as in Clackmannanshire and Levenmouth in Fife.

The population within each tier has been calculated and set out in Table 2.4. This shows that 69% of the region's population live in Tier 1 postcodes with 15% in Tier 2 and 16% in Tier 3. Of the population in Tier 3, 39% of it is in large urban areas and 42% in small towns. Only 10% of the Tier 3 population lives in rural areas. This highlights that the majority of the people which suffer from the combination of employment deprivation and relatively poor public transport connectivity to employment are in urban areas, particularly around Edinburgh itself.

Table 2.4 Employment CDAT Population by Urban – Rural Classification and Tier

Area	Tier 1	Tier 2	Tier 3
<b>Employment</b>			
Large Urban Area	351,160	76,917	100,230
Other Urban Area	135,704	34,845	23,031
Small Town	478,546	99,685	109,035
Rural	138,800	35,219	25,898

These Tier 3 areas could form the basis of targeted actions to address these inequalities.



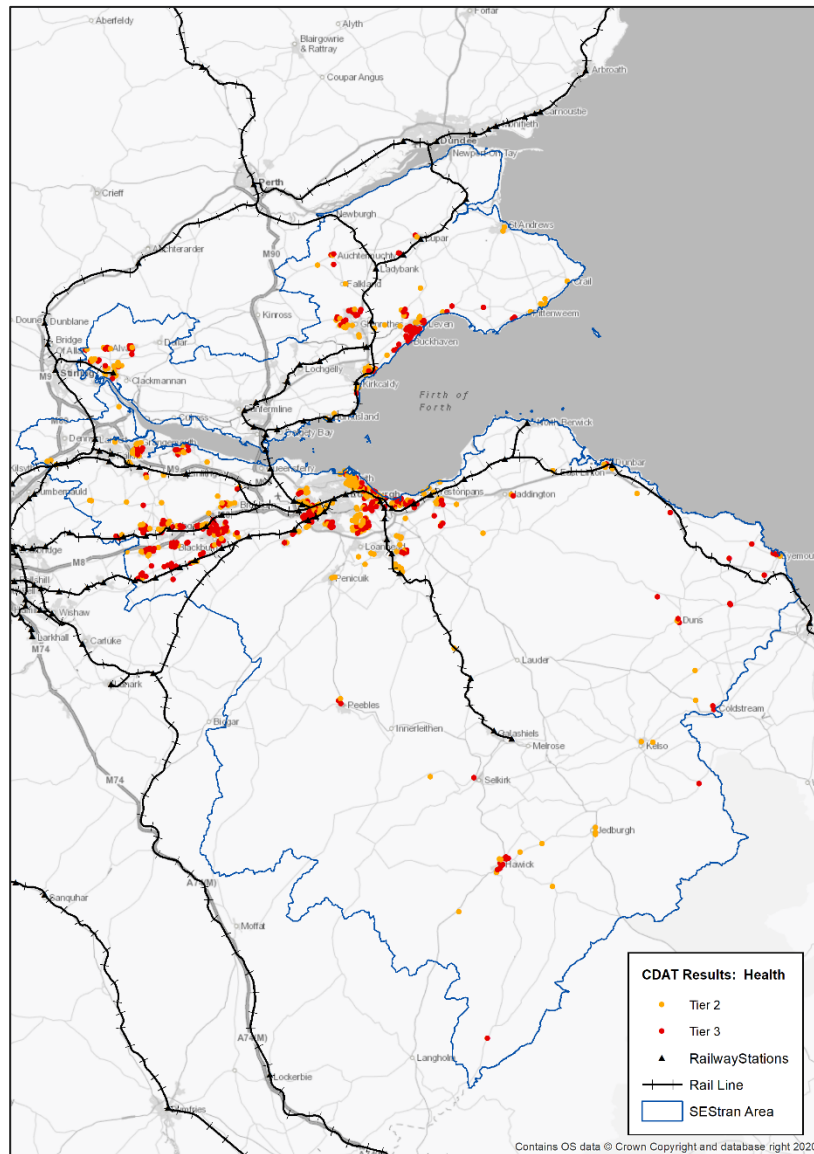


Figure 2.16 CDAT Connectivity to Healthcare

## 2.6 HEALTH & ACCESS TO HEALTHCARE

Levels of walking as a means of transport and as way to keep fit or for exercise are higher in the SEStran region than the national average as illustrated in Figure 2.15.<sup>vi</sup> This suggests higher levels of physical activity which is beneficial for health and this is also reflected in higher life expectancies compared to the national average. A male born in the SEStran region between 2016-18 is expected to live to 77.8 years old on average compared with a national average of 77.1 years old. Similarly, a female born at the same time would be expected to live to 81.4 years old in the SEStran region compared to a national average of 81.1 years old.<sup>vii</sup> Active travel is also beneficial in reducing limiting long-term conditions like obesity.



Walk as a Means of Transport

SEStran - 72% | Scotland – 67%



Walk for Pleasure / to Keep Fit

SEStran - 69% | Scotland – 66%

Figure 2.15 Walking 1+ Days in Past 7 Days 2019

Access to healthcare is also a critical requirement for residents of the region and will be becoming increasingly important as the proportion of the population that is elderly increases. We have undertaken analysis of the relationship between poor public transport connectivity to healthcare services (hospitals with outpatient facilities weight by the number of day



case patients) and high levels of health deprivation to identify locations where there may be a correlation using the CDAT tool. The findings are illustrated in Figure 2.16.

This shows that there are concentrations of Tier 3 postcodes, which are those showing the highest correlation between the SIMD health deprivation index and poor public transport connectivity to healthcare (relative to places of the same geography), around the periphery of Edinburgh, in West Lothian, Falkirk, Clackmannanshire and the Levenmouth area of Fife in particular.

In addition, the population within each tier has been calculated and is shown in Table 2.5. It can be seen that 69% of the population is in Tier 1 with 15% in Tier 2 and 16% in Tier 3. Of the population that is in Tier 3, 35% is in large urban areas and 45% is in other urban areas. Only 10% is in rural areas which suggests that the majority of people who suffer from a combination of poor public transport connectivity to healthcare and health deprivation live in urban areas.

**Table 2.5 Healthcare CDAT Population by Urban – Rural Classification and Tier**

Area	Tier 1	Tier 2	Tier 3
<b>Employment</b>			
Large Urban Area	344,572	92,483	91,252
Other Urban Area	472,662	99,610	114,994
Small Town	148,814	20,829	23,937
Rural	139,251	33,678	26,988

These Tier 3 areas could form the basis of targeted actions to address these inequalities.



# Transport System & Demand

SEStran Regional Transport Strategy

STAG Case for Change Report

## 3.0 TRANSPORT SYSTEM & DEMAND

### 3.1 INTRODUCTION

This chapter summarises the performance of the current transport system in the SEStran region along with patterns of travel demand. The analysis set out in this chapter primarily draws upon data that reflects pre COVID-19 pandemic travel patterns. These will have been impacted by the pandemic, some of which will only be short-term whilst some is likely to be embedded as part of long-term travel behaviour change. These impacts are discussed further in Section 0.0.0.0. However, this chapter provides a baseline of evidence around the prevailing travel patterns in the SEStran region prior to the pandemic.

### 3.2 TRAVEL PATTERNS

Analysis of the 2011 Census travel to work data has been undertaken to provide an indication of cross boundary movements within the region although given the age of this data and subsequent impacts of the COVID-19 pandemic it should be interpreted with a suitable degree of caution. Figure 3.1 shows cross boundary trips by all modes and highlights that Edinburgh is the most significant attractor of cross-boundary trips within the region accounting for a third of total trips.

		Destination									Total
		Clackmannanshire	East Lothian	Falkirk	Fife	Midlothian	Scottish Borders	City of Edinburgh	West Lothian	Other	
Origin	Clackmannanshire	-	16	1,658	907	34	2	681	276	9,633	13,207
	East Lothian	9	-	75	179	2,000	314	17,387	454	6,274	26,692
	Falkirk	895	111	-	1,121	217	21	6,164	3,504	22,134	34,167
	Fife	612	181	1,285	-	375	33	14,468	1,801	30,630	49,385
	Midlothian	17	1,289	104	229	-	331	17,386	727	5,228	25,311
	Scottish Borders	2	781	45	77	1,090	-	4,111	203	8,600	14,909
	City of Edinburgh	95	4,220	970	2,897	5,186	537	-	5,497	27,694	47,096
	West Lothian	104	286	2,056	948	681	59	18,877	-	13,773	36,784
	Other	2,029	542	7,991	7,138	1,528	1,575	15,679	9,213	-	45,695
	Total	3,763	7,426	14,184	13,496	11,111	2,872	94,753	21,675	123,966	293,246


KEY: Low

High

Figure 3.1 Number of Cross Boundary Trips by All Modes

Figure 3.2 shows the breakdown of these cross-boundary trips by private transport (car driver, car passenger and motorcycle). This highlights that whilst Edinburgh is still the focal point for the majority of journeys there is a comprehensive spread across the region with West Lothian, Falkirk and Fife in particular attracting sizeable shares. 'Other' in this case refers to areas outside SEStran.


Origin	Destination									Total
	Clackmannanshire	East Lothian	Falkirk	Fife	Midlothian	Scottish Borders	City of Edinburgh	West Lothian	Other	
Clackmannanshire	-	13	1,567	867	32	2	521	275	8,107	11,384
East Lothian	9	-	67	160	1,833	298	11,153	432	4,937	18,889
Falkirk	867	83	-	1,097	210	21	4,001	3,317	17,881	27,477
Fife	575	147	1,244	-	366	30	8,696	1,768	24,943	37,769
Midlothian	17	1,177	98	223	-	315	11,369	703	4,227	18,129
Scottish Borders	1	755	42	72	1,035	-	3,552	187	7,351	12,995
City of Edinburgh	93	2,922	884	2,509	4,012	480	-	4,926	15,686	31,512
West Lothian	102	248	1,918	932	661	56	13,487	-	11,476	28,880
Other	1,896	422	7,402	6,198	1,182	1,412	9,175	8,739	-	36,426
Total	3,560	5,767	13,222	12,058	9,331	2,614	61,954	20,347	94,608	223,461

KEY: Low  High

**Figure 3.2 Number of Cross Boundary Trips by Private Transport (Car Driver, Car Passenger, Motorcycle)**

Figure 3.3 shows the cross-boundary trips being undertaken by public transport and active travel (bus, train, tram, walk, cycle, taxi and other). This highlights that again Edinburgh is the focal point and that the number of trips to other parts of the region by public transport is very low which reflects Edinburgh's position at the heart of the public transport network.

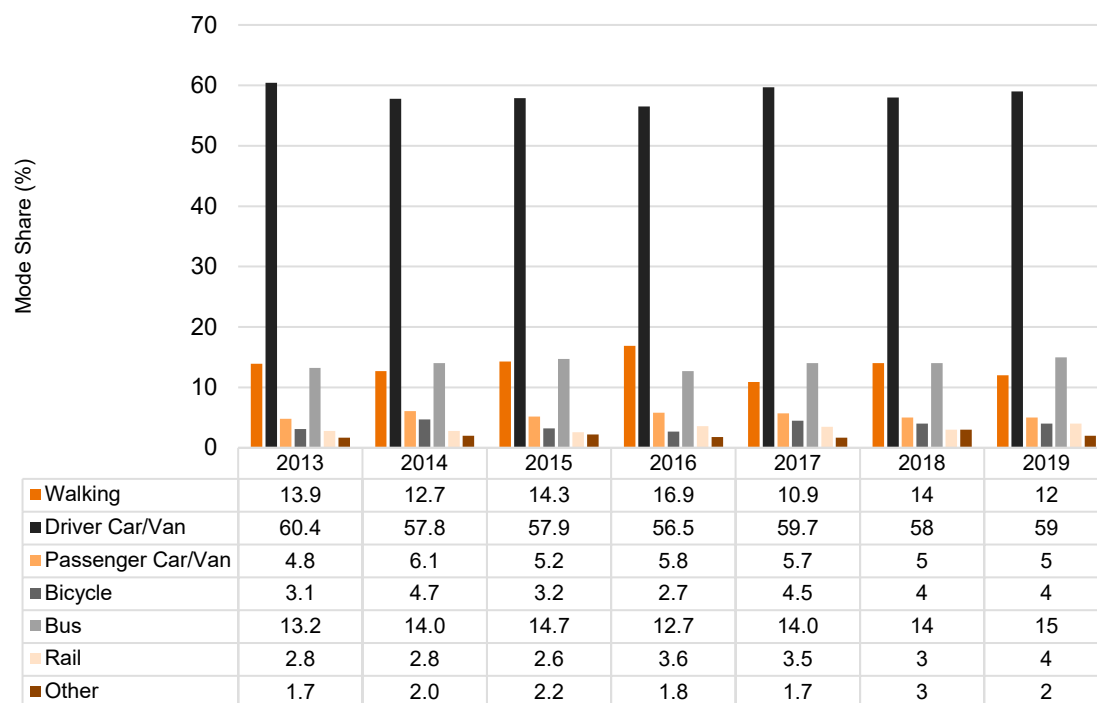
Origin	Destination									Total
	Clackmannanshire	East Lothian	Falkirk	Fife	Midlothian	Scottish Borders	City of Edinburgh	West Lothian	Other	
Clackmannanshire	-	3	91	40	2	-	160	1	1,526	1,823
East Lothian	-	-	8	19	167	16	6,234	22	1,337	7,803
Falkirk	28	28	-	24	7	-	2,163	187	4,253	6,690
Fife	37	34	41	-	9	3	5,772	33	5,687	11,616
Midlothian	-	112	6	6	-	16	6,017	24	1,001	7,182
Scottish Borders	1	26	3	5	55	-	559	16	1,249	1,914
City of Edinburgh	2	1,298	86	388	1,174	57	-	571	12,008	15,584
West Lothian	2	38	138	16	20	3	5,390	-	2,297	7,904
Other	133	120	589	940	346	163	6,504	474	-	9,269
Total	203	1,659	962	1,438	1,780	258	32,799	1,328	29,358	69,785

KEY: Low  High

**Figure 3.3 Number of Cross Boundary Trips by Public Transport (Bus, Train, Tram, Walk, Cycle, Taxi, Other)**

### 3.3 MODE SHARES

#### Travel to Work



**Figure 3.4 Travel to Work Mode Share in SEStran Region 2013-2019**

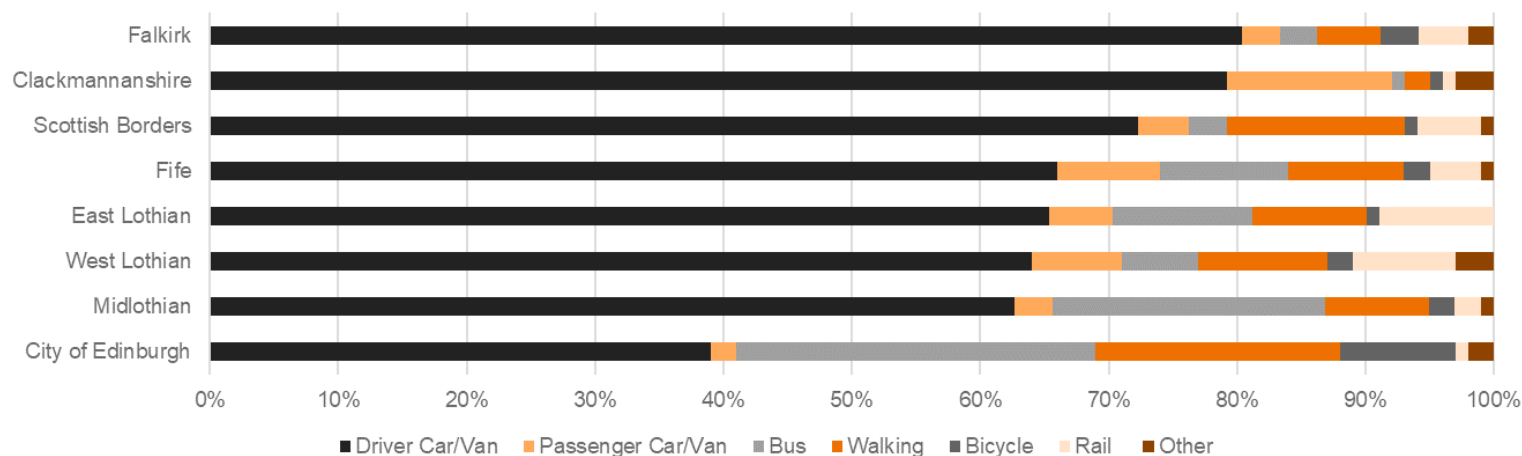
shows that the highest proportion of car / van drivers is in Falkirk (82%) whilst the lowest levels are in Edinburgh (39%). It is also noticeable that levels of walking to work (19%), cycling (9%) and bus use (28%) are highest in the city as well reflecting the local nature of the journeys being undertaken by many people.

Scottish Household Survey data illustrated in Figure 3.4 shows that that Driver Car / Van is the most common travel-to-work mode for residents of SEStran, with 59% of the SEStran population travelling to work by this mode in 2019. The next most common mode is bus (accounting for 15% in 2019), followed by walking (accounting for 12% in 2019).

Between 2013 and 2019, the proportion of people traveling by car has fallen slightly, dropping from 60% in 2013 to 59% in 2019. There has been a slight increase in the bus, cycle, and rail mode share over the same period, with bus and cycle seeing the largest growth (an increase of 1.8 and 0.9 percentage points respectively) followed by rail (1.2 percentage points).

However, there are variations across the region as illustrated in Figure 3.5 which

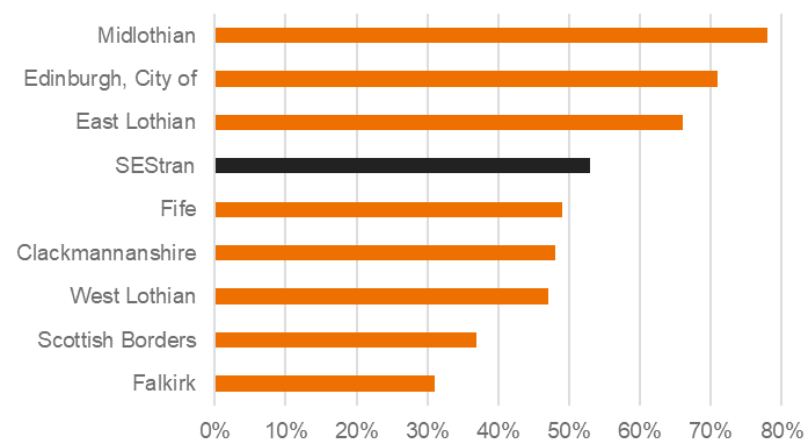




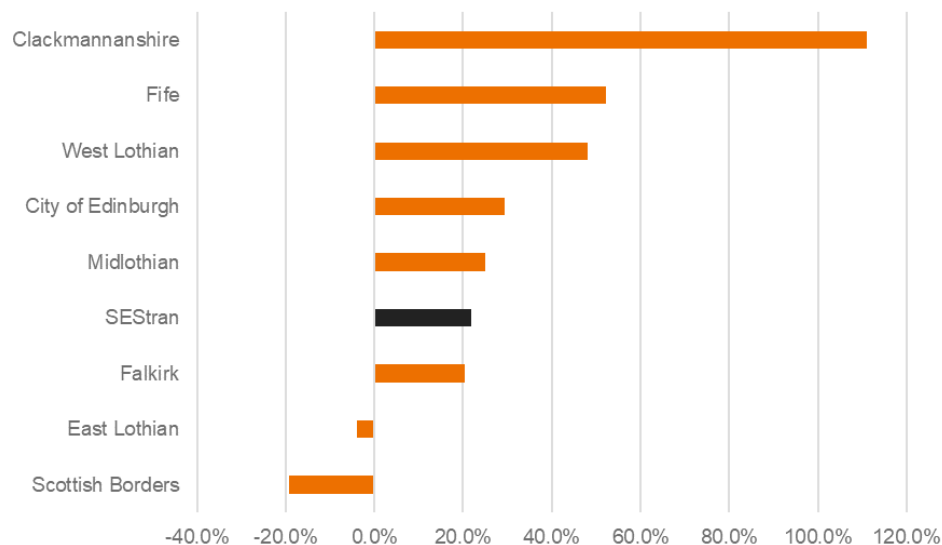
**Figure 3.5 Travel to Work Mode Share by Local Authority 2019**

Given these regional variations in travel to work mode shares it is not surprising that there is a similar variation in the number of car or van commuters who said they could use public transport for their journey as illustrated in Scottish Household Survey findings outlined in Figure 3.6. This shows that Midlothian and Edinburgh have the highest proportion of car and van commuters who think they could switch to public transport whilst Falkirk and Scottish Borders, two of the most car dependent local authorities from Figure 3.5, have the lowest proportion stating they could switch.

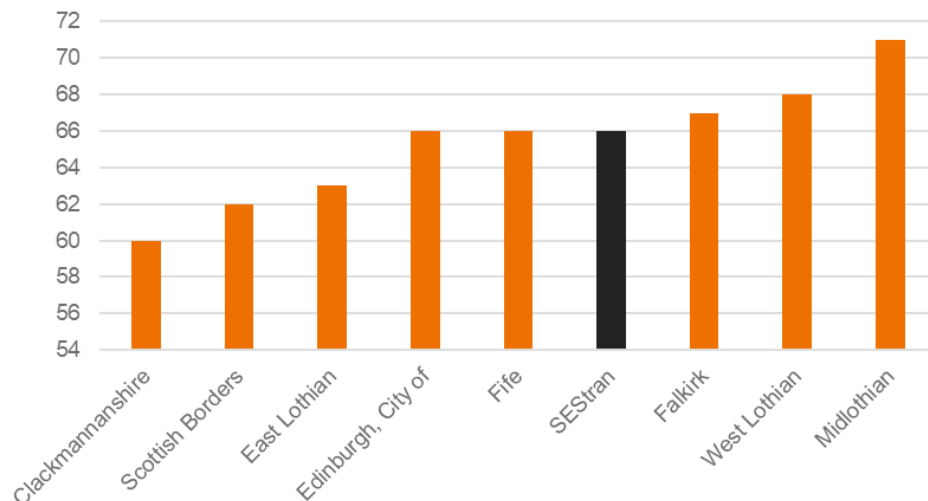
The Scottish Household Survey identified that between 2013 and 2019 the number of people working from home in the region increased by over a fifth as shown in Figure 3.7. However, this masks regional variations with growth in home working being 111% in



**Figure 3.6 Car / Van Commuters That Could Use Public Transport 2018**



**Figure 3.7 % Change in People Working from Home 2013 - 2019**



**Figure 3.8 % of Households with No Bicycle Available 2019**

Clackmannanshire whilst there was a decline in Scottish Borders (19%) and East Lothian (4%). More people working from home will lead to less commuting which will have implications for peak travel demand. This situation has also been affected by the impact of the COVID-19 pandemic and this is discussed further in Section 0.0.0.0.

### 3.4 ACTIVE TRAVEL

As shown in Figure 3.8, two thirds of households in the SEStran region have no access to a bicycle whilst the figure is as high as 71% in Midlothian. This highlights that a large proportion of the population is unable to use cycling as a mode of transport (unless via bike hire schemes).

In 2019, walking was the main mode of 23% of all journeys in the SEStran region whilst for it was just 2% for cycling. Rates of active travel also vary significantly across the region. Walking is the main mode of travel for 32% of journeys in Edinburgh but only 15% in Falkirk which is consistent with its high car mode share outlined above.

Sustrans 'hands up' survey shows that in 2020 64% of primary school children and 48% of secondary school children in the SEStran region travel to school by active modes. These are highest in Edinburgh where up to three quarters of pupils use active modes. This reflects the shorter journeys in the more densely urban areas which are more suited to active travel.

SEStran has also developed an integrated active travel network for the region as illustrated in Figure 3.9 and is now in the process of working with partners to facilitate its



delivery. This provides a framework for coordinated development of cross boundary active travel routes connecting cities, towns, neighbourhoods, settlements and public transport hubs. In addition, it will seek to overcome barriers presented by a public realm and urban environment not designed with active travel users in mind by facilitating placemaking and reducing car dominance.

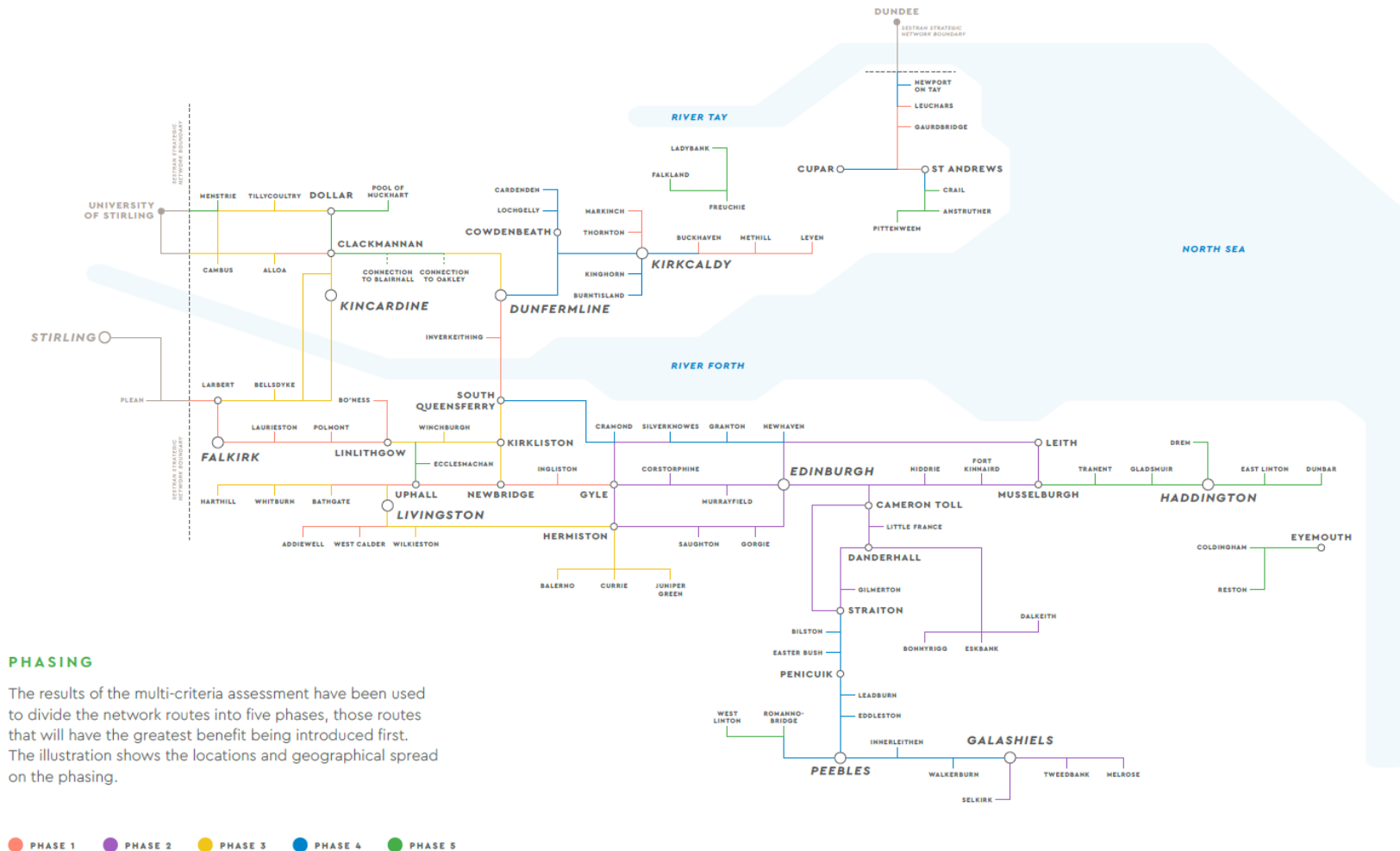


Figure 3.9 Proposed Active Travel Network

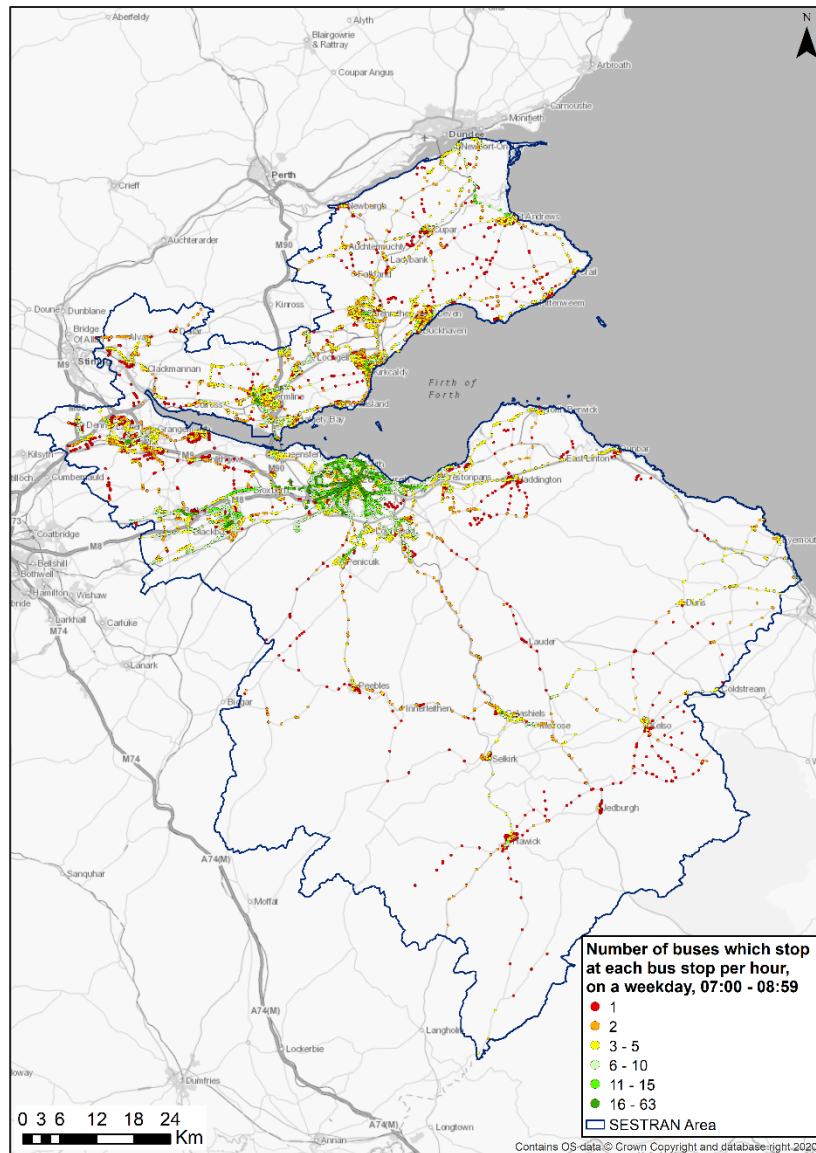


Figure 3.10 AM Bus Stop Service Frequency Per Hour

### 3.5 PUBLIC TRANSPORT

#### Bus

The bus network in the region is focused upon radial routes and urban areas as illustrated in Figure 3.10 which shows an indication of service frequencies at bus stops during the AM peak period. This highlights that the highest bus frequencies are in Edinburgh and to a lesser extent Livingston, Dunfermline, Falkirk and Kirkcaldy.

Use of local bus services varies widely across the region as shown in Figure 3.11. The greatest use of buses is in Edinburgh which is consistent with the high frequency of services shown in Figure 3.10. The lowest levels of bus usage are in Clackmannanshire which reflects its less dense bus network followed by Falkirk. This is more unexpected given Falkirk is one of the areas with a greater density of bus services in the SEStran region based upon Figure 3.10.

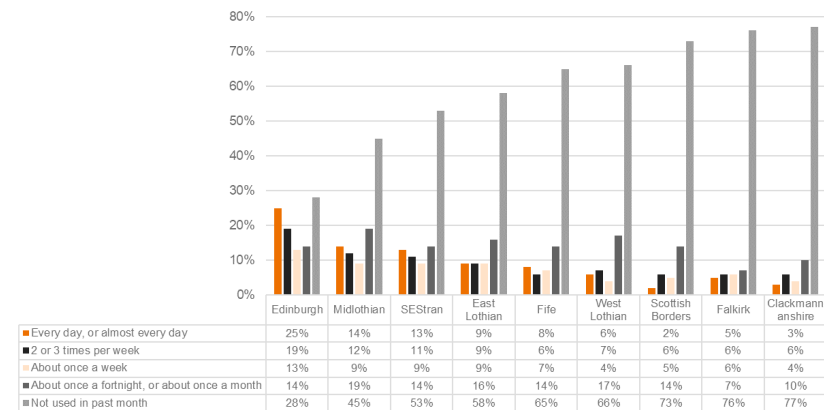
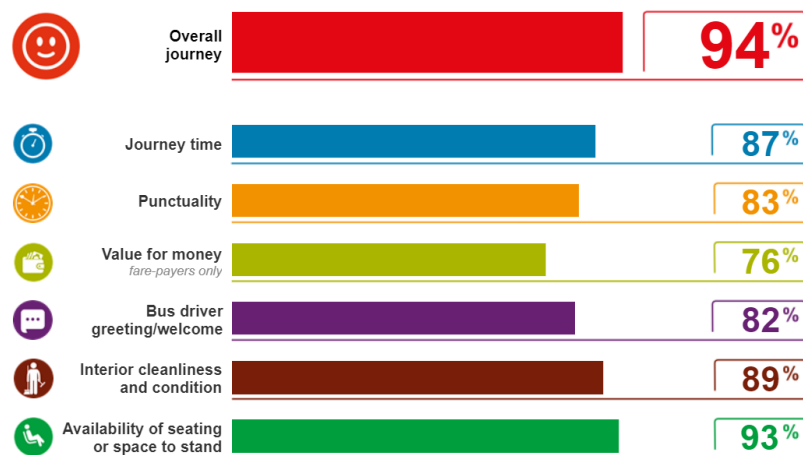


Figure 3.11 Use of Local Bus Services in the Previous Month 2019



Country Scotland Local Transport Authority area SESTRANS Year 2018

\* caution – based on 75-99 responses  
 \*\* result hidden as less than 75 responses

**Figure 3.12 Passenger Satisfaction with Bus Services 2018**

Overall, bus passengers are generally satisfied with the bus services in the SEStran region as shown in the 2018 survey by Transport Focus illustrated in Figure 3.12. The lowest levels of satisfaction are with the value for money provided by buses followed by the bus driver greeting and punctuality.

### Train

There are 63 stations in the SEStran region with the busiest stations in 2019/20 shown in Table 3.1. This shows that Edinburgh Waverley is by far the busiest station accounting for 50% of the 47.9 million passengers that passed through stations in the region in 2019/20. Growth has been variable over the past decade with some stations experiencing a doubling of demand or greater (e.g. Livingston North, Edinburgh Park, Uphall) whilst others have experienced small declines in patronage (e.g. Linlithgow, Kirkcaldy, Falkirk High, Dunfermline). The data covers the period to 31<sup>st</sup> March 2020 so is minimally affected by the COVID-19 pandemic which set in from mid-March.

**Table 3.1 Top 20 Stations in SEStran Region by 2019/20 Passenger Entries and Exits**

STATION	LOCAL AUTHORITY	2009/10 PASSENGERS	2019/20 PASSENGERS	CHANGE SINCE 2009/10
Waverley	Edinburgh	19,312,458	23,872,996	24%
Haymarket	Edinburgh	1,832,396	3,068,112	67%
Bathgate	West Lothian	607,250	1,209,782	99%
Livingston North	West Lothian	552,702	1,179,130	113%
Inverkeithing	Fife	943,400	1,137,604	21%
Linlithgow	West Lothian	1,172,548	1,131,374	-4%
Kirkcaldy	Fife	1,074,524	1,008,276	-6%
Edinburgh Park	Edinburgh	451,790	914,576	102%
Falkirk High	Falkirk	993,144	895,962	-10%
Larbert	Falkirk	658,040	889,872	35%

Polmont	Falkirk	651,690	744,638	14%
Falkirk Grahamston	Falkirk	518,514	709,004	37%
Dalmeny	Edinburgh	384,262	606,138	58%
North Berwick	East Lothian	444,276	603,788	36%
Uphall	West Lothian	226,664	577,820	155%
Dunfermline (Town)	Fife	601,120	562,038	-7%
Leuchars	Fife	423,144	562,038	33%
Dunbar	East Lothian	318,976	473,884	49%
Musselburgh	East Lothian	389,240	460,918	18%
Tweedbank	Scottish Borders	420,238	420,238	N/A

Nearly three quarters of people in the SEStran region do not use train services on a regular basis as shown in Figure 3.16. The highest levels of train usage are in West Lothian, East Lothian and Falkirk which all host heavily used commuter lines. However, it is clear that for most people rail is not a frequently used mode of transport.

Overall satisfaction with train services in Scotland was high in Spring 2020 as illustrated in by Transport Focus's findings shown in Figure 3.13. However, levels of satisfaction with value for money and how well delays were dealt with was low with only around half of people being happy.

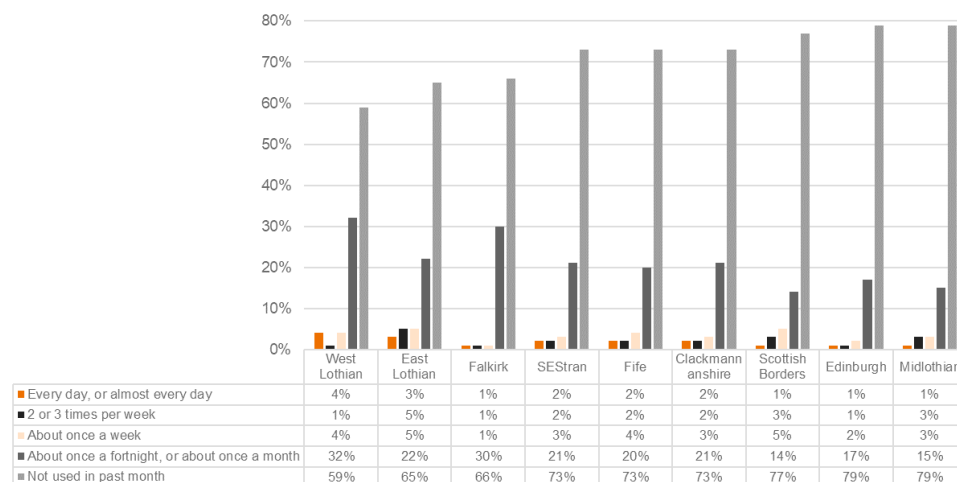
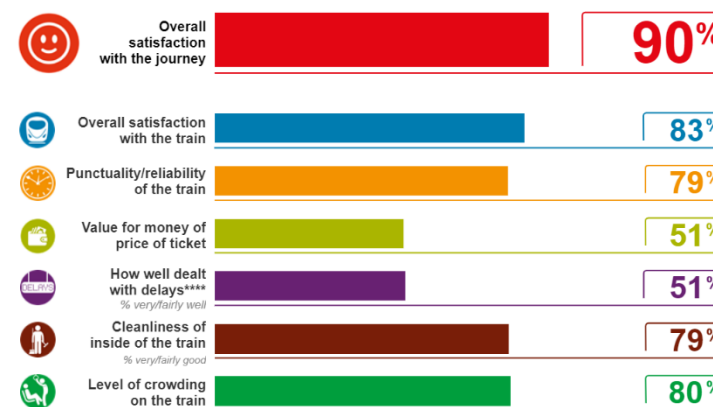


Figure 3.14 Use of Train Services in the Previous Month 2019



Wave Spring 2020 Train operating company ScotRail Franchised/other train company Franchised train companies

Figure 3.13 Passenger Satisfaction with Train Services 2020

## Public Transport Interchange

Analysis of the number of interchanges required for a public transport journey between eight of the largest settlements across each of the SEStran local authority areas is shown in Figure 3.15. This provides an indication of how difficult it is to make a journey by public transport between these locations. A lower number means fewer public transport legs so fewer interchanges for a passenger. If there is only 1 public transport leg then no interchange is required. Locations coloured dark red cannot be accessed by public transport within 2 hours. Any longer than this is considered to be an unacceptable journey time and the journey is unlikely to be made by public transport. This highlights Hawick as facing particular barriers to public transport connectivity across the region and, to a lesser extent, Alloa and Musselburgh as well. Edinburgh has the best public transport connectivity which is to be expected as it is the focal point for the regional public transport network.

AM Public Transport Legs								
	Alloa	Dalkeith	Dunfermline	Edinburgh	Falkirk	Hawick	Livingston	Musselburgh
Alloa		2	1	1	1		2	2
Dalkeith			2	1	2	1	1	1
Dunfermline	1	2		1	2		1	2
Edinburgh	1	1	1		1	2	2	1
Falkirk	2	2	2	1			2	2
Hawick		1		1				2
Livingston	3	1	2	1	2			3
Musselburgh	2	1	2	1	2	2	3	

Inter Peak Public Transport Legs								
	Alloa	Dalkeith	Dunfermline	Edinburgh	Falkirk	Hawick	Livingston	Musselburgh
Alloa		1	1	1	1		1	1
Dalkeith			2	1	2	1	1	1
Dunfermline	1	2		1	1		1	2
Edinburgh	1	1	1		1	1	1	1
Falkirk	1	2	2	1			2	2
Hawick		1		1				
Livingston	2	1	1	1	2			3
Musselburgh		1	2	1	2		3	

PM Public Transport Legs								
	Alloa	Dalkeith	Dunfermline	Edinburgh	Falkirk	Hawick	Livingston	Musselburgh
Alloa		2	1	1	1		2	2
Dalkeith			2	1	2	1	1	1
Dunfermline	1	2		1	1		1	2
Edinburgh	1	1	1		1	1	1	1
Falkirk	1	2	2	1			2	2
Hawick		1		1				2
Livingston	2	1	1	2	2			3
Musselburgh		1	2	1	2		1	

**KEY** Internal trip Inaccessible by public transport within 2 hours

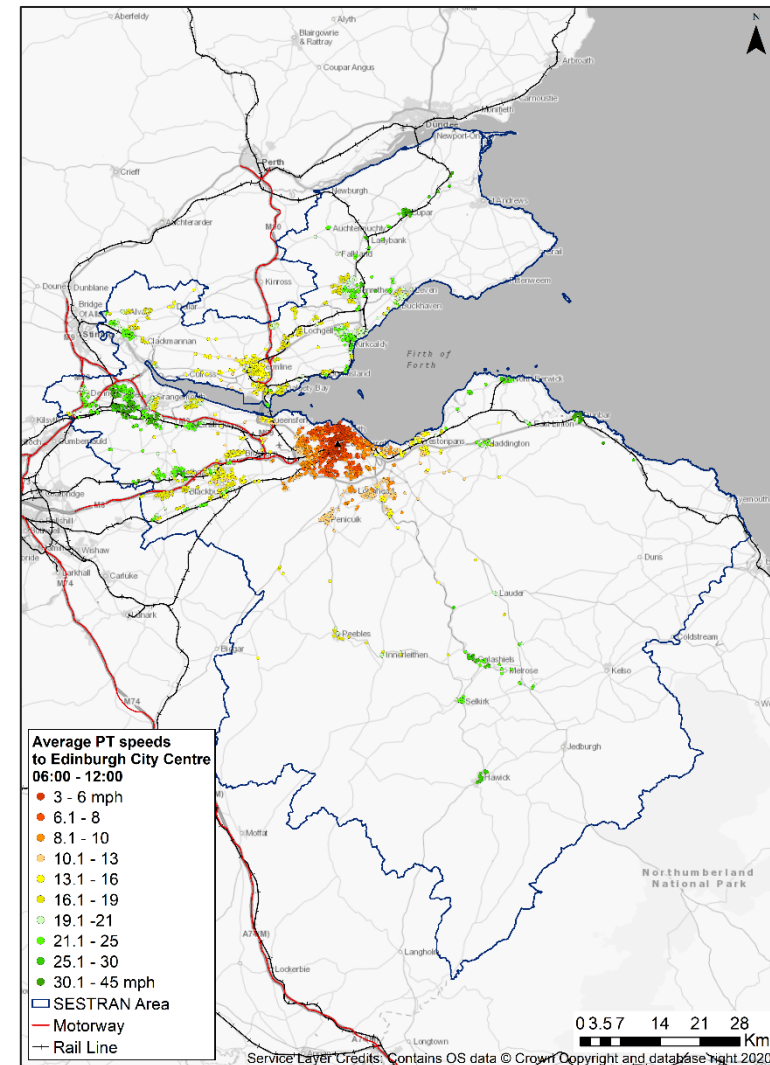
Figure 3.15 Typical Number of Interchanges between Major Settlements



## Journey Times & Speeds

Analysis of public transport journey times between 20 of the largest settlements in the SEStran region was undertaken broken down by time period. The results are shown in Figure 3.17 overleaf. The locations shown in dark red with no journey time have no connectivity by public transport within 2 and half hours. It can be seen that Alloa, Denny, Galashiels, Glenrothes, Haddington, Hawick, Kelso, North Berwick, Peebles and St Andrews all suffer from a lack of connectivity and / or long journey times to the other settlements. Edinburgh has the shortest public transport journey times which is consistent with its position at the centre of the region and the public transport network. The difference in journey times between time periods is minimal and, in some instances, the peak period journey times are quicker than the inter peak.

These have then been compared with the equivalent road journey times to see how competitive public transport is with travelling by car. The ratio of these journey times is shown in Figure 3.18 (overleaf). This shows that for the vast majority of journeys, public transport journey times are much slower than the equivalent car journey and in some instances can be two, three, four or five times longer. In particular, journeys between Livingston and Linlithgow in the AM peak by public transport are five times longer than travelling by car. There are a small number of journeys where travelling by public transport is faster than car which are mainly to or from Edinburgh. This can be attributed to congestion and delays caused by traffic in the city whilst it is also has high quality public transport links. However, average public transport speeds for journeys to Edinburgh city centre are slowest within the city itself as illustrated in Figure 3.16, reflecting the frequency of bus stops. Average speeds are higher from more peripheral locations which can be attributed to a greater proportion of the journey being undertaken in uncongested conditions, fewer stops and the presence of rail services.



**Figure 3.16 Average Public Transport Speeds to Edinburgh City Centre**



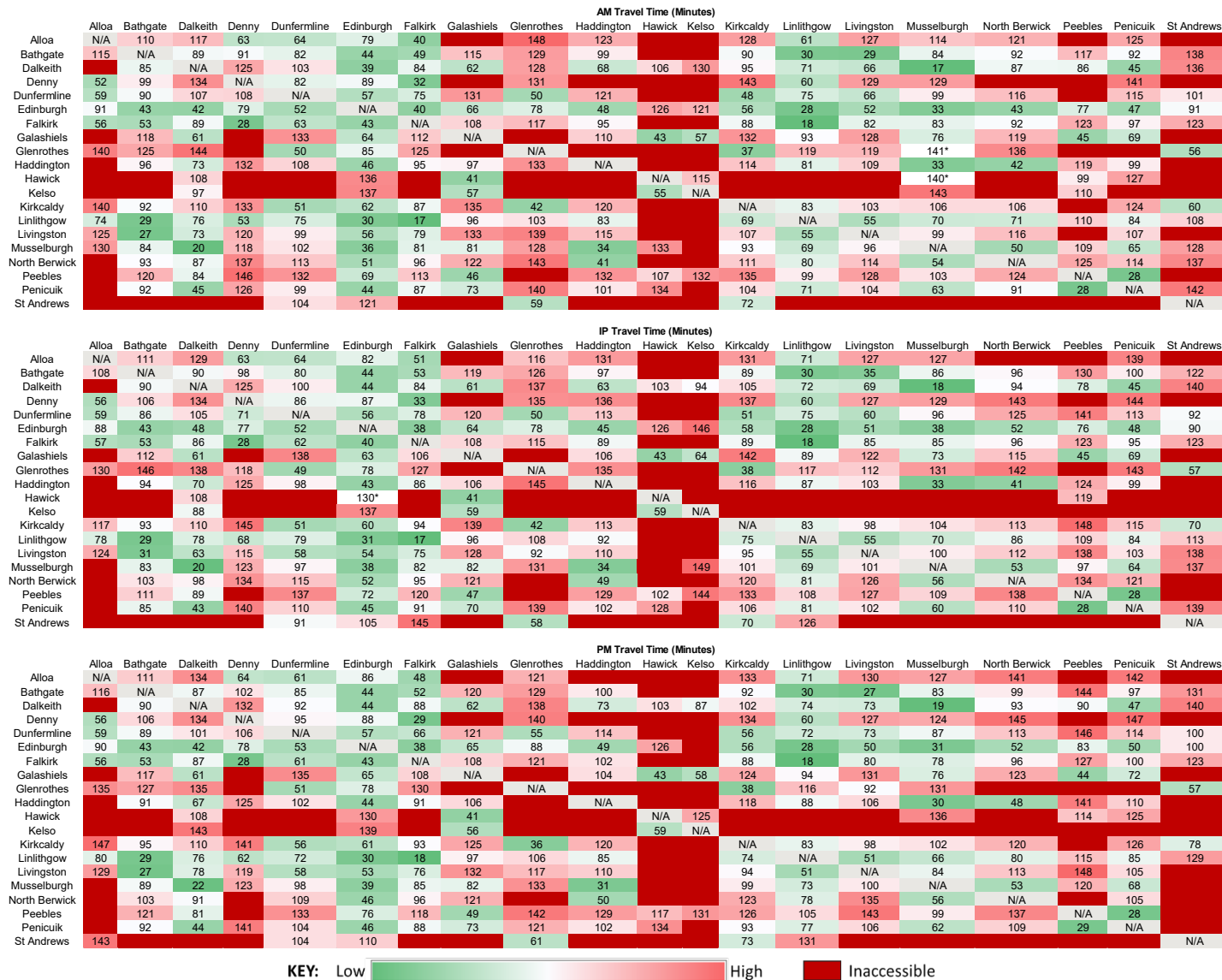


Figure 3.17 TRACC Public Transport Journey Times by Time Period (Minutes)

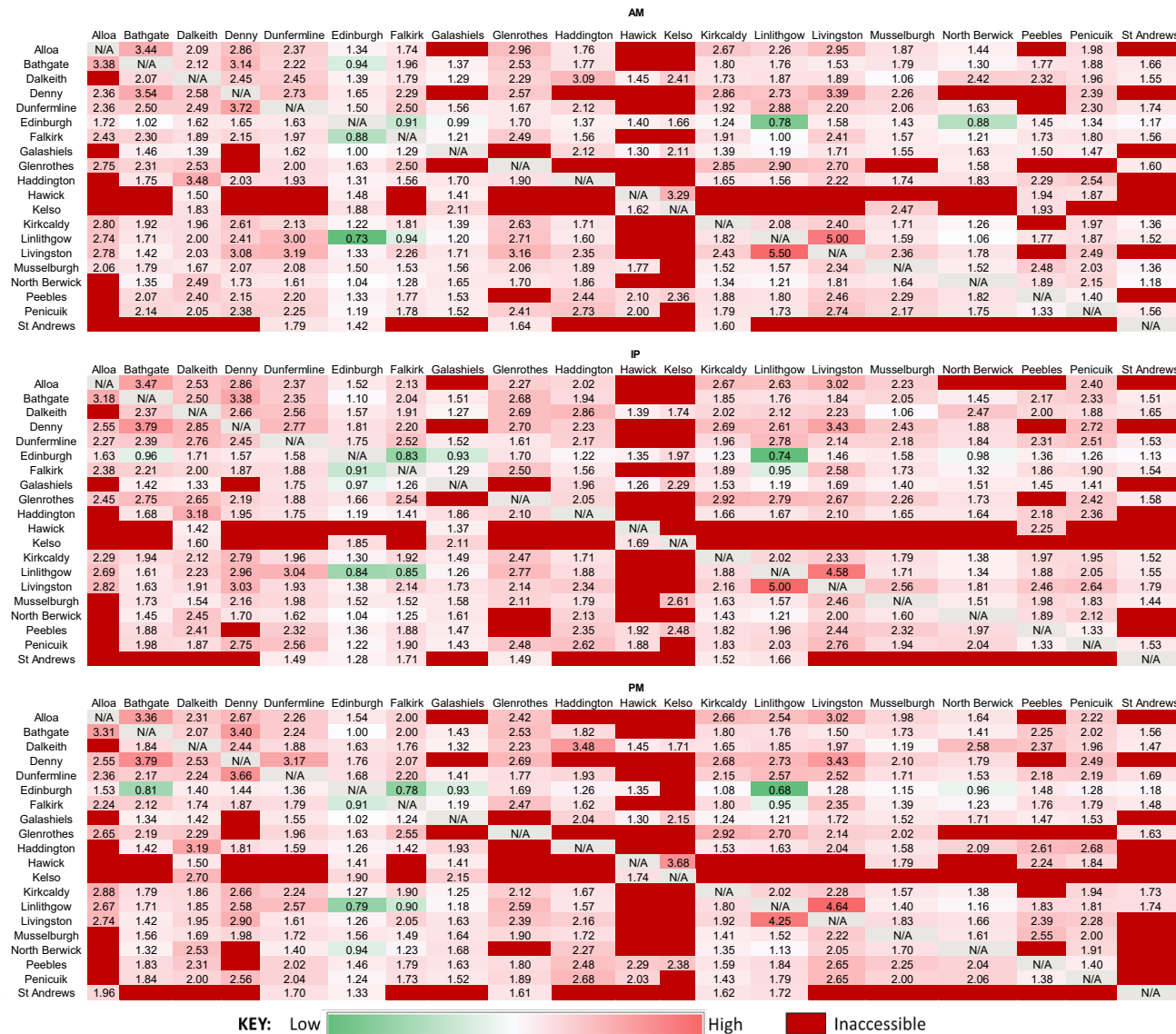
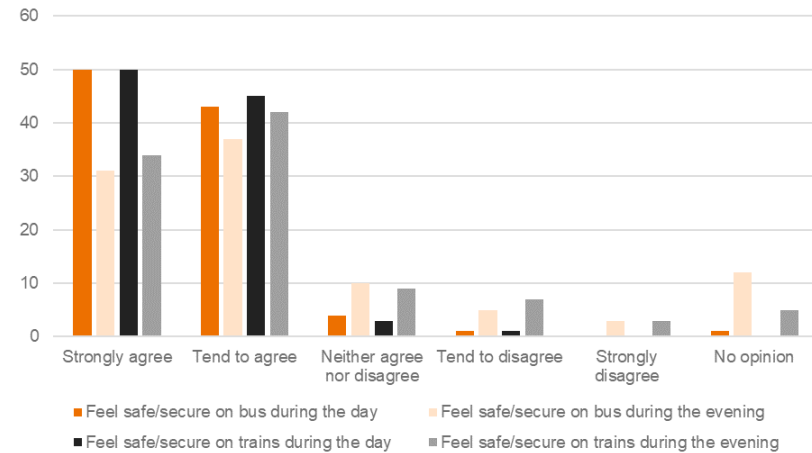


Figure 3.18 Ratio of Public Transport Journey Times to Road Journey Times by Time Period

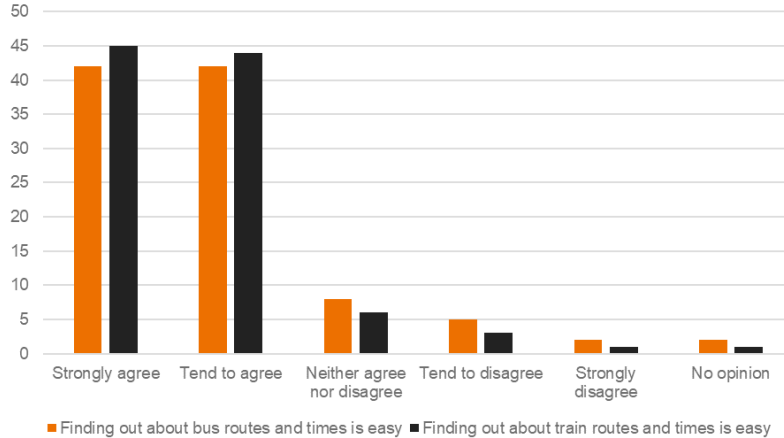
## Safety & Security

The Scottish Household Survey collects data on the perceptions of users of public transport including safety and security on buses and train services. The findings from 2019 are shown in Figure 3.19 although it should be noted that this represents the whole of Scotland and not just the SEStran region. Nonetheless it provides an indication of perceptions of safety and security.

This shows that the vast majority of bus and train users feel safe on them during the day with 95% of train users and 93% of bus users providing a positive response. However, the situation changes in the evening with only 76% of train users and 68% of bus users stating that they feel safe and secure. This highlights that between a quarter and a third of public transport users do not feel safe and secure in the evening and that buses are perceived as being less safe than trains.



**Figure 3.19 Views on Safety of Public Transport by Adults that Used it in Previous Month 2019**



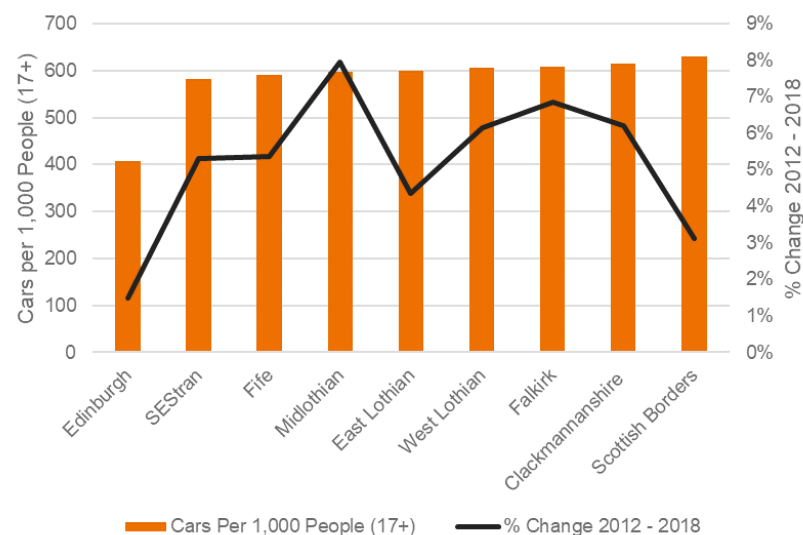
**Figure 3.20 Views on Access to Public Transport Information by Adults that Used it in Previous Month 2019**

## Awareness of Public Transport

The same survey also asks bus and train users about how easy it is to find out information about public transport routes and times. This found that 89% of train users and 84% of bus users thought accessing public transport information was easy as shown in Figure 3.20. However, this highlights that a small minority of public transport users still have difficulty in accessing public transport information and this percentage is likely to be much higher for people who do not use public transport and are therefore much less familiar with how and where to access information from.

### 3.6 ROAD TRANSPORT

#### Car Ownership & Road Traffic



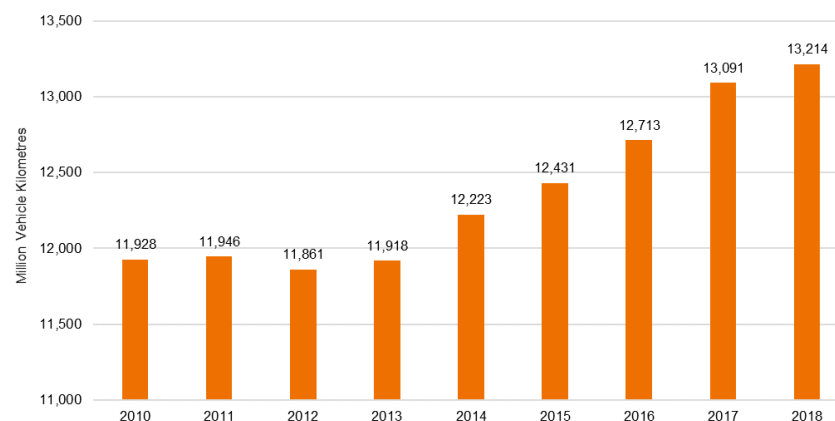
**Figure 3.22 Cars Registered Per 1,000 People Aged 17 Years Or Older 2018**

#### Journey Times

Analysis of road journey times between 20 of the main settlements in the SEStran region is shown in Figure 3.23. This replicates the analysis undertaken for public transport journey times discussed in Section 3.5. It shows that journey times vary across the region with the longest times being experienced traveling to and from the more peripheral settlements like Galashiels, Hawick, Kelso, North Berwick, Peebles and St Andrews.

The number of cars registered per capita old enough to drive is highest in the Scottish Borders as illustrated in Figure 3.21. The lowest levels of car registrations per head of population are in Edinburgh and it has also saw the slowest rate of growth in car ownership over the period between 2012 and 2018 at just 1.5%. Midlothian has experienced the highest rate of growth with car registrations increasing by 8% over the same timeframe. Despite having the highest levels of ownership the Scottish Borders has witnessed the second slowest rate of growth at just 3.1%.

Road traffic in the region has also increased in recent years rising 11% between 2010 and 2018 as illustrated in Figure 3.22. The largest increases have been in East Lothian (18%), West Lothian (13%) and Falkirk (13%). Almost a quarter of the total traffic in the region is in Edinburgh (24%) whilst a similar amount is in Fife (23%) which combined account for nearly half of all traffic in the region.



**Figure 3.21 Traffic on Roads in SEStran Region 2010-18**

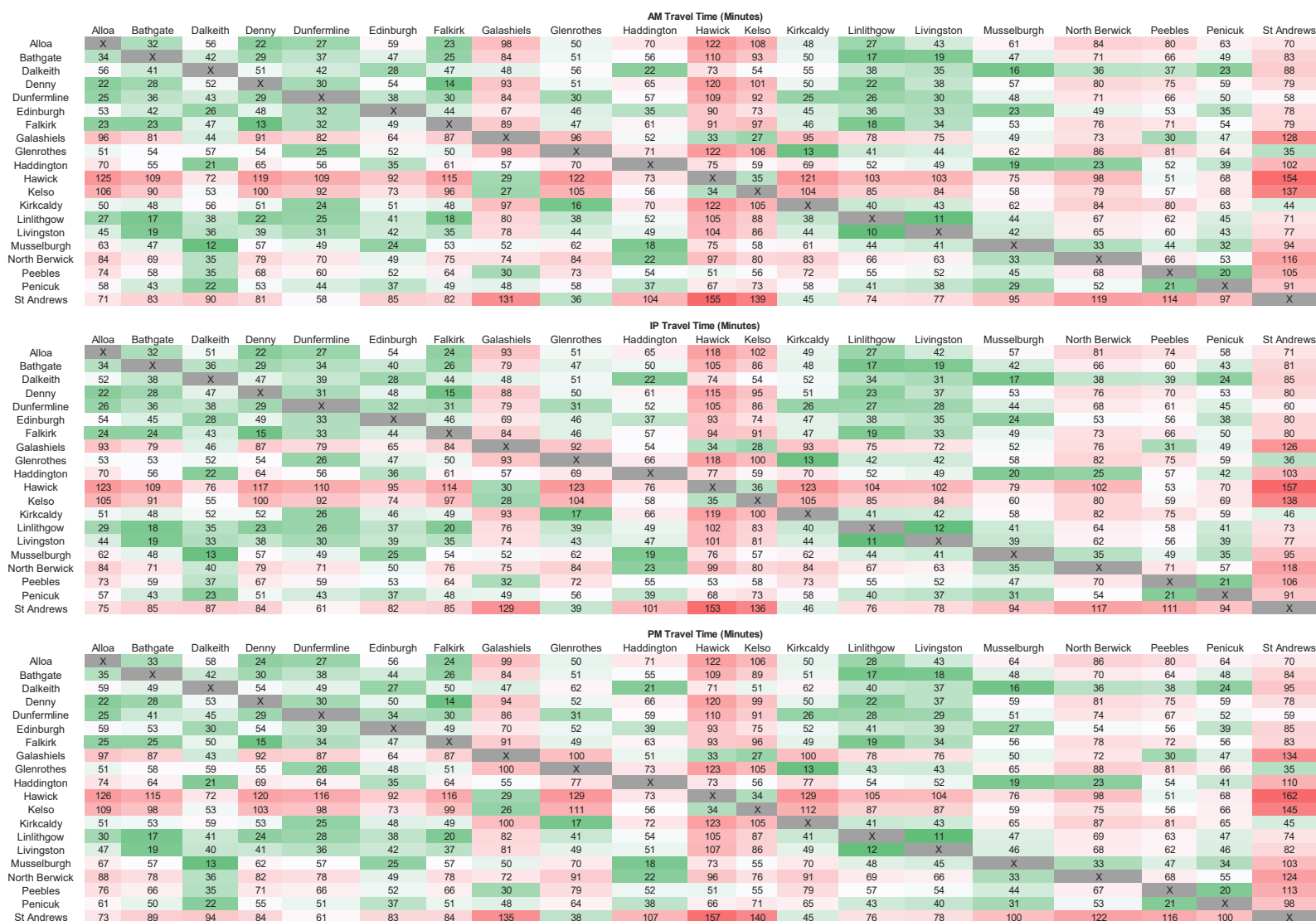


Figure 3.23 INRIX Road Journey Times by Time Period (Minutes)

Journey times are also subject to variability across the region as well. This is illustrated in Figure 3.24 which shows in turn the ratio of AM and PM peak journey time compared to the inter peak journey time. In the AM peak it can be seen that Dalkeith, Edinburgh, Galashiels, Haddington, Kelso, Musselburgh, North Berwick, Peebles and Penicuik all experience journey times in excess of the inter peak suggesting congestion and delays travelling to and from these areas. In the PM peak it is noticeable that Bathgate, Dalkeith, Dunfermline, Edinburgh, Livingston, Musselburgh and Penicuik all experience journey times which exceed the equivalent inter peak time which again suggests peak period congestion. This highlights the difference between peak and off-peak time journey times across the region.

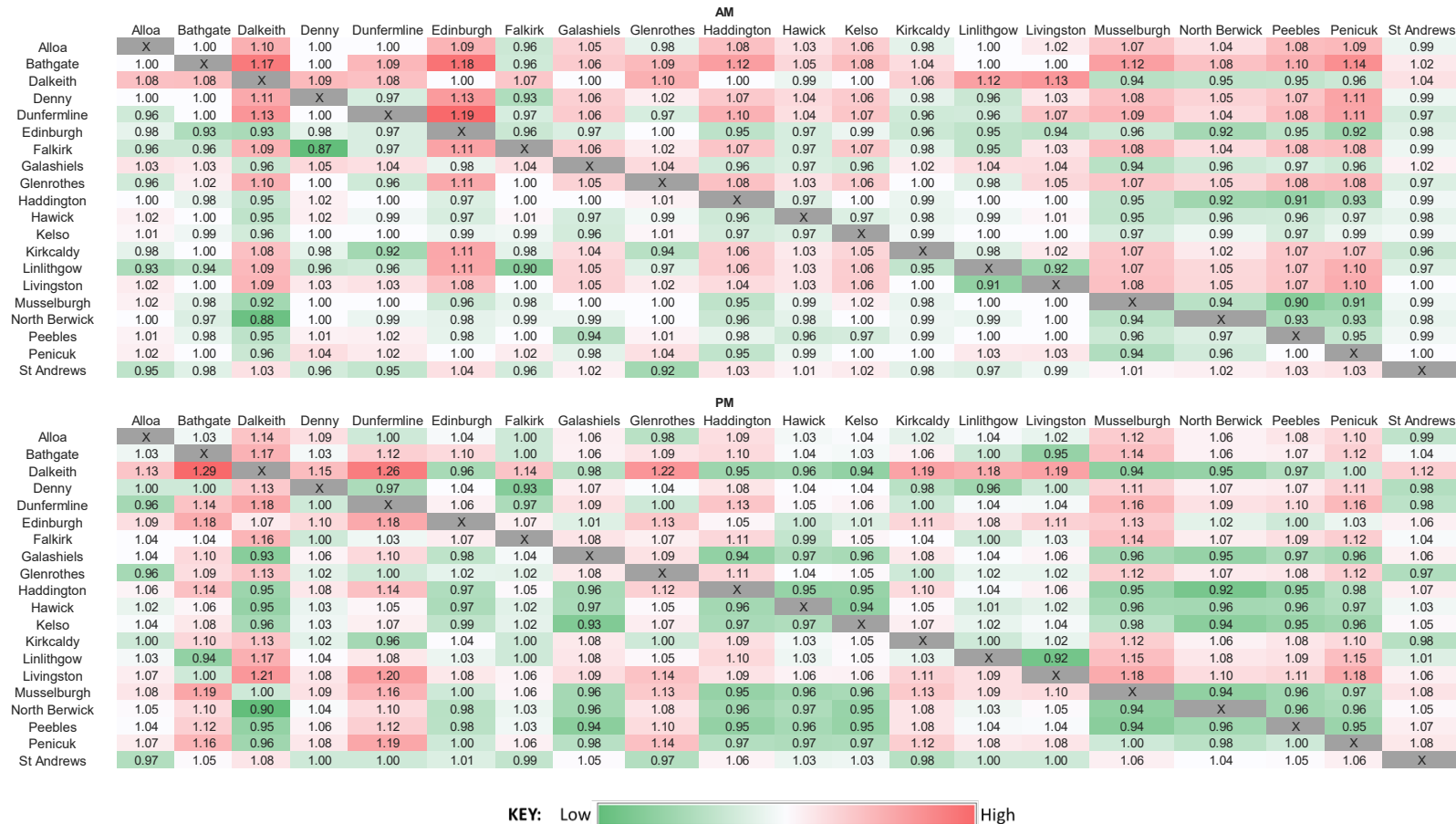


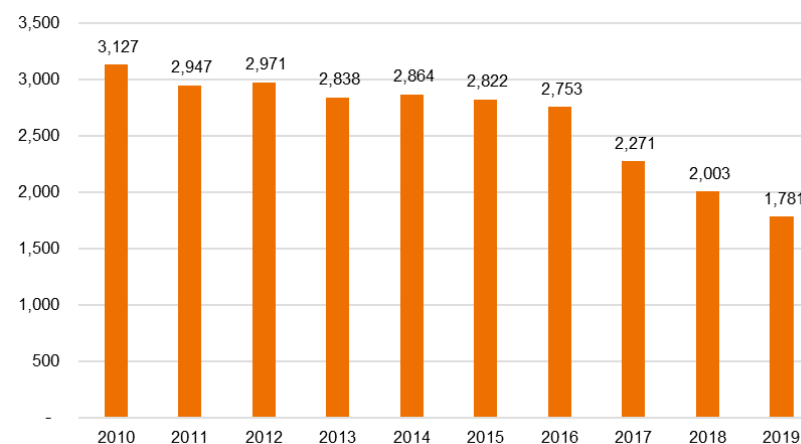
Figure 3.24 Ratio of Peak INRIX Journey Time to Inter Peak Journey Time



## Accidents

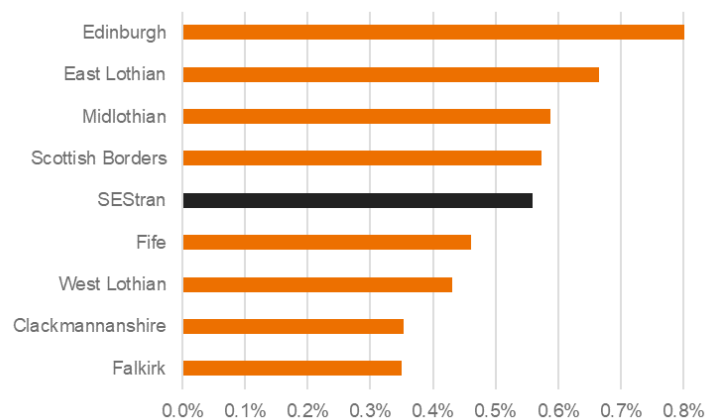
The number of reported road accidents to Police Scotland in the region has decreased by 43% between 2010 and 2019 as illustrated in Figure 3.25. This demonstrates a general trend towards improving road safety. Just under half of the accidents in the SEStran region occur in the City of Edinburgh (41%) with Fife being the next largest contributor (17%). This is consistent with the high proportion of traffic in these local authority areas outlined earlier in the section suggesting a correlation between volume of traffic and numbers of accidents.

In addition, according to Reported Road Casualties Scotland 2019 the number of pedestrian casualties in the SEStran area has reduced by 42% between the 2004 – 2008 average and 2015 – 2019 average. They are down from 807 to 468. Data for cyclists is not available.



**Figure 3.25 Reported Accidents in SEStran 2010 - 2019**

## Fleet Composition



**Figure 3.26 Proportion of Fleet which is ULEVs 2019**

At the end of 2019 the car fleet in the SEStran region was overwhelmingly composed of conventionally powered vehicles with just under 0.6% being Ultra Low Emission Vehicles (ULEVs). The highest proportion of ULEVs is in Edinburgh (0.8%) as shown in Figure 3.26. Falkirk and Clackmannanshire have the lowest proportion of ULEVs in their fleets at ~0.35%. These low levels of ULEVs highlight the scale of the fleet turnover that is required to transition to a decarbonised fleet in line with the Scottish Government's aspirations.

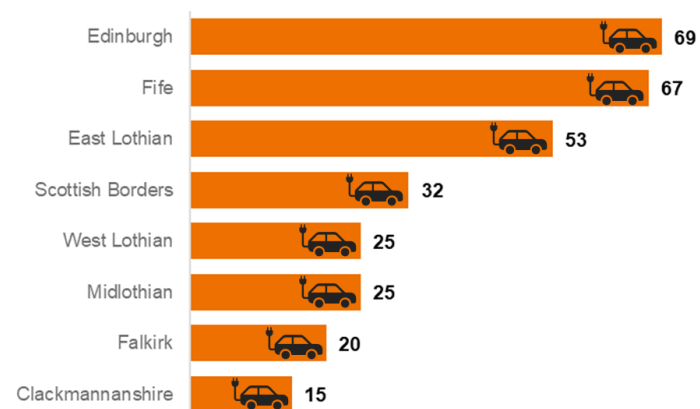
This will also require putting in place the necessary charging infrastructure to support ULEVs. Figure 3.27 shows the number of electric vehicle charging points across the region in 2019. In total there were 306 which equates to 0.03 chargers per sq km. The density is highest in Edinburgh where there are 0.27 chargers per sq km. This highlights the need for investment in the network of

charging infrastructure to support the transition of the fleet to ULEVs across the region. This is set against rising petrol and diesel consumption by road vehicles which has increased by 1.9% in the region between 2010 and 2018 based upon data in Scottish Transport Statistics.

Analysis of electric vehicle costs compared to petrol vehicles undertaken by Direct Line Insurance in 2020 is shown in Table 3.2. This shows that the total lifetime cost of an electric vehicle is actually 3% less than that of an equivalent petrol vehicle. However, the up-front cost of purchasing an electric vehicle remains substantially higher (22%) than a petrol car which is likely to remain a barrier to the wider uptake of electric vehicles by some who cannot afford the additional initial outlay or that do not consider the whole lifetime cost of owning and operating the vehicle.

**Table 3.2 Petrol v Electric Vehicle Costs**

Expenditure Type	Electric Car	Petrol Car	Difference	Comparison
Up-front purchase cost	£27,921	£22,976	+£4,945	22% more expensive
Fuel	£343	£824	-£481	58% cheaper
Tax and Maintenance	£227	£443	-£216	49% cheaper
Insurance	£1,172	£938	+£234	25% more expensive
Total Annual Running Cost	£1,742	£2,205	-£463	21% cheaper
<b>Total Lifetime Cost</b>	<b>£52,133</b>	<b>£53,625</b>	<b>-£1,492</b>	<b>3% cheaper</b>
Annualised Cost	£3,751	£3,858	-£107	3% cheaper



**Figure 3.27 Number of Electric Vehicle Charging Points by Local Authority 2019**

## Parking

The public survey identified that 45% of respondents were dissatisfied with parking charges in the region with the highest proportion being 54% in Midlothian followed by 50% in East Lothian. In addition, 38% of respondents said that they were dissatisfied with parking availability in the region. The highest proportion was again in Midlothian with 45% expressing dissatisfaction followed by 43% in East Lothian.



### 3.7 FREIGHT

#### Road Freight

Just under a quarter of all road freight in Scotland originated in the SEStran region between 2015 – 2019. The destination of this freight is shown in Table 3.3. Nearly two thirds of road freight that originates in the region is also destined for it highlighting most movements are internal to the region. The SPT area accounts for the next highest amount of road freight originated in the region. In addition, 12% of the road freight generated in the SEStran area is destined for a location outside of Scotland.

**Table 3.3 Average Freight Lifted by UK HGVs in the SEStran Region 2015 – 2019**

DESTINATION	THOUSAND TONNES	% OF TOTAL
ZetTrans	-	0%
HiTrans	472	2%
Nestrans	687	3%
Tactran	962	5%
SEStran	13,118	62%
SPT	2,934	14%
SWestrans	479	2%
Scotland	18,652	88%
Elsewhere in the UK	2,619	12%
Total	21,271	100%

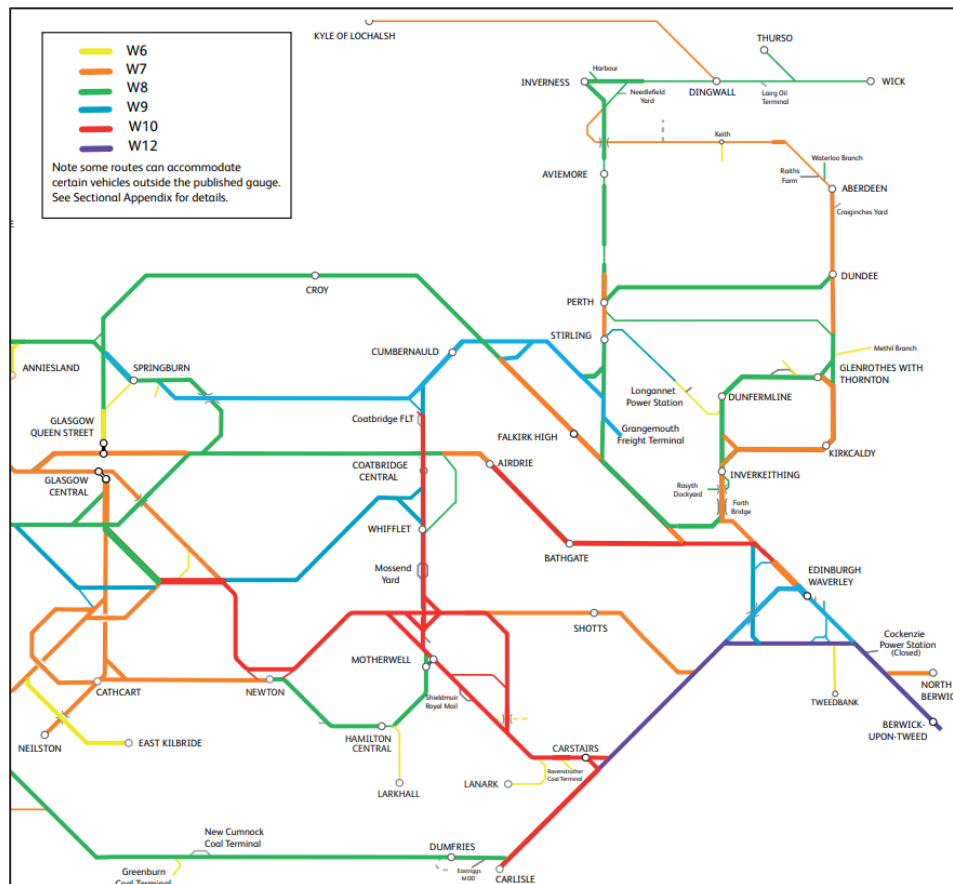
There are currently 8 driver rest areas in the region which include:

- Esplanade (D) Lorry Park (A921, Kirkcaldy)
- Halbeath Lorry Park (A92, Cowdenbeath)
- Cedar Café (A1, Grantshouse)
- Hillview Lorry Park (A698, Coldstream)
- Newtown St Boswells Lorry Park, (A68, Newtown St Boswells)
- Edinburgh Coach and Lorry Park (A199, Portobello)
- Harthill Service (M8, Whitburn)
- Alloa Lorry Park, (A907, Alloa)

These help to reduce tiredness amongst HGV drivers which has safety implications for all road users.

Analysis undertaken by SEStran and used to inform the STPR 2 Case for Change for the region identified that delays come at a significant cost to the freight sector (as well as other road users) and road congestion costs the UK nearly £8billion per year. Having a large HGV stuck in congestion costs £1 per minute to the operator. It also highlighted that four of the UK's worst traffic bottlenecks occur on the Edinburgh City Bypass and that these could cost drivers in Scotland £5.1bn in wasted time over the next decade. It was identified that the impact of Edinburgh's 455 traffic hotspots was second only to London and was likely to cost drivers £2.8bn by 2025.

The COVID-19 pandemic has also driven an increase in home deliveries which has increased the number of LGVs on the road network although it is difficult to quantify this as data is not available for the region.



**Figure 3.28 Rail Network Gauge Clearance in the SEStran Region**

The network around Leith and Edinburgh Waverley is also largely W9, whilst that in the vicinity of Rosyth and Fife ports is largely W7 / W8. Clearance of W7 enables the carriage of 2.44 m (8 ft 0 in) ISO containers and the W8 loading gauge accommodates the transport of 2.6 m (8 ft 6 in) ISO containers.

The main rail freight terminal in the SEStran area is that operated at Grangemouth. Other than the Tilbury-Grangemouth service, intermodal rail freight movements originating in the SEStran area (or destined for) will be transported by road to other terminals around Scotland.

## Rail Freight

Whilst the rail network in the region is primarily used for passenger services there are a number of rail freight movements that take place as well. These include:

- At Grangemouth the Port has a 400m rail siding for containers, which handles a weekly Tilbury train and a Monday to Friday service operated in conjunction with DRS
- Rail movements associated with the Tarmac Cement Plant near Dunbar
- Diverted West Coast Main Line freight trains using the East Coast Main Line (e.g. taking advantage of electrified routes between Mossend and Daventry)
- Movements between Teesport and Mossend associated with PD Ports

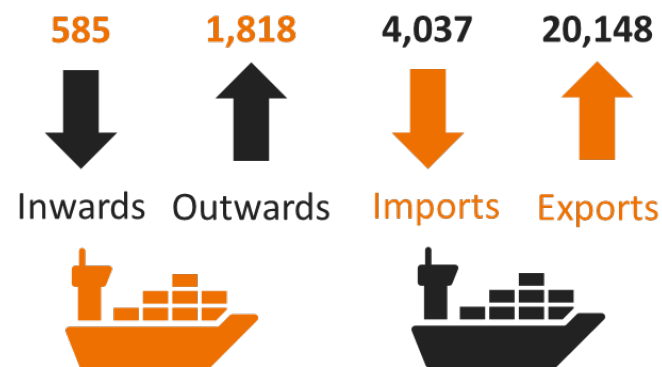
Figure 3.28 shows gauge clearance in the SEStran area and surrounding regions. As is common elsewhere on the network, clearance is mixed with the East Coast Main Line accommodating the largest freight movements on the network at W12. The port of Grangemouth has a W9 clearance which allows 2.9 m (9 ft 6 in) high *Hi-Cube* shipping containers to be carried on "Megafret" wagons that have lower deck height with reduced capacity.

## Water Freight

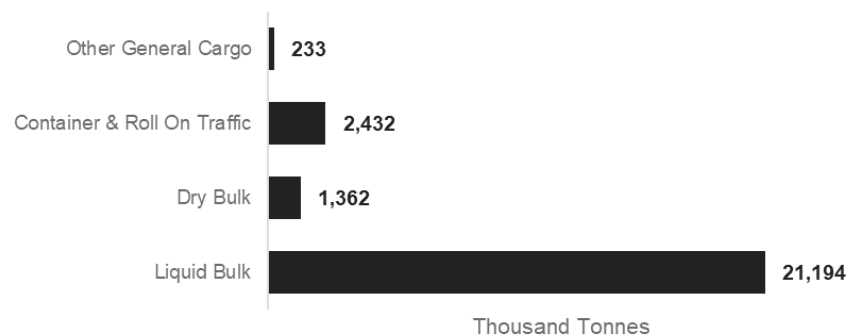
The Forth has three ports capable of handling large ships and a range of cargoes at Grangemouth, Rosyth and Leith. They also all have rail connections, although at the Leith and Rosyth locations these have been out-of-use for some time. Smaller ports in the region include Burntisland, Kirkcaldy and Methil.

Grangemouth is Scotland's largest port, handling 9 million tonnes of cargo each year through specialist container, liquid and general cargo terminals. This cargo flow represents a significant proportion of Scotland's Gross Domestic Product (GDP), highlighting the port's essential role as an economic facilitator for Scotland.

Overall, in 2018 the Forth Ports handled 26,587,000 tonnes of freight between them accounting for 43% of the total freight through Scottish ports according to data from Scottish Transport Statistics. The breakdown of this freight is shown in Figure 3.29. This highlights that the majority of freight was foreign exports equating to three quarters of the total freight through the ports.



**Figure 3.29 Foreign and Domestic Freight at Forth Ports 2018 (Thousand Tonnes)**



**Figure 3.30 Breakdown of Forth Ports Freight by Commodity 2019**

The breakdown of freight transported through Forth Ports in 2019 is shown in Figure 3.30. This shows that the majority of freight was liquid bulk accounting for 84% of the total. These figures include the ports of Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil.

## Air Freight

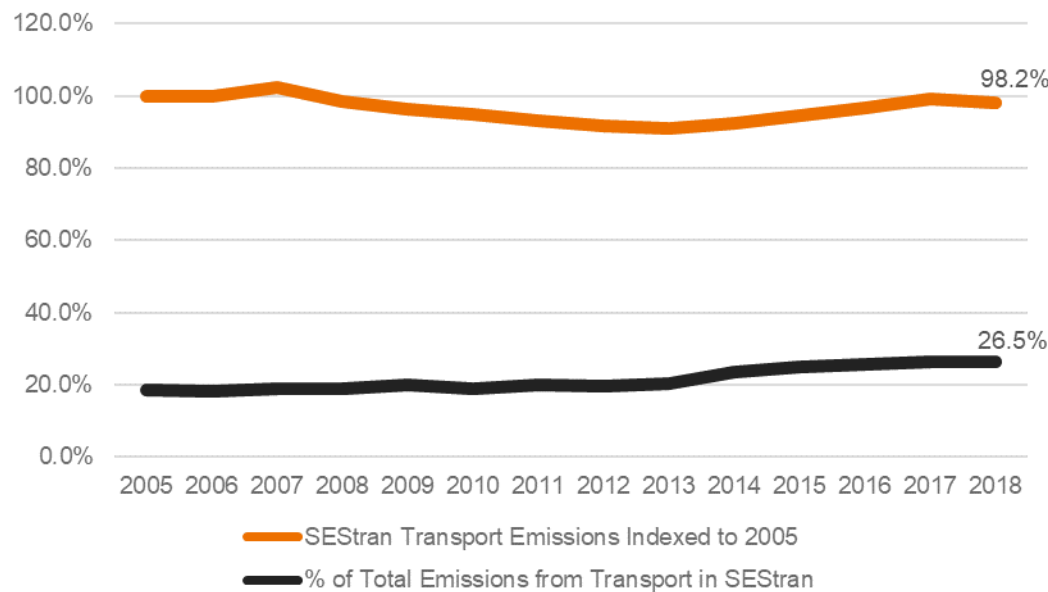
Edinburgh Airport carried the most cargo of all Scottish airports in 2019 accounting for 33% of the 58,914 tonnes lifted. There is a cargo terminal at the airport on Turnhouse Road where freight operators such as TNT have operations. Road freight accounts for the onward movement of freight to or from the airport making links to the strategic road network of crucial importance.

## Edinburgh Airport Air Freight



**19.4 tonnes (2019)**

### 3.8 EMISSIONS & AIR QUALITY



**Figure 3.31 Transport Emissions in SEStran Region 2005 – 2018**

Transport emissions in the region fell between 2005 and 2013 but have since been steadily rising again and in 2018 were sitting at 98.2% of 2005 levels as illustrated in Figure 3.31. The percentage of total emissions from transport has also been increasing from 18.5% in 2005 to 26.5% in 2018. Road transport was responsible for 97.0% of total transport emissions in 2018. This highlights the need to reduce emissions from transport, particularly road transport, to meet the Scottish Government's statutory target of net zero emissions by 2045.

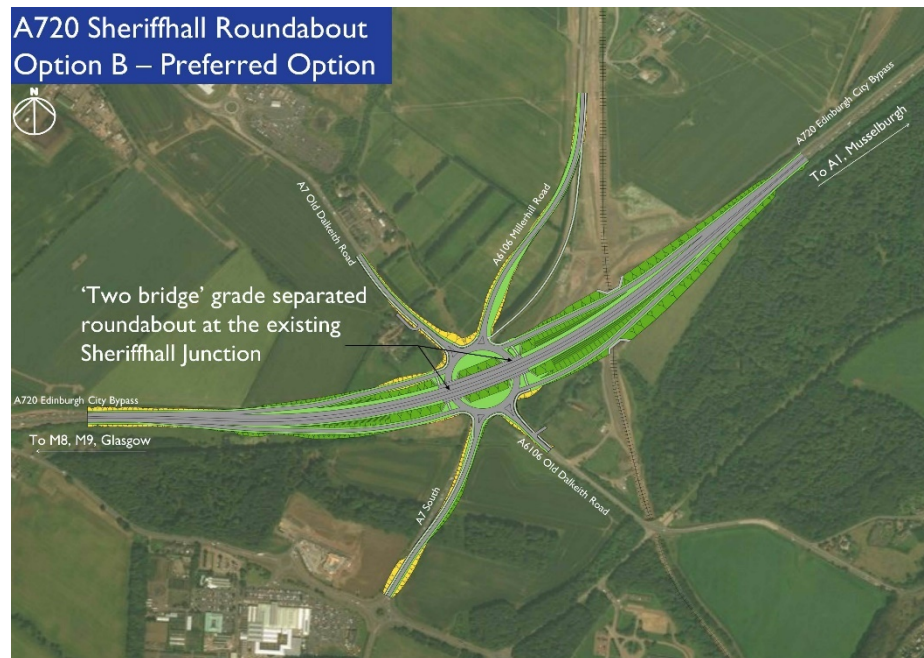
Air quality in much of the SEStran area is good, but there are 16 locations at which pollution levels exceed thresholds and Air Quality Management Areas (AQMAs) are currently in place. All but one of these AQMAs have been declared primarily because of pollution from road vehicles.

### 3.9 COMMITTED SCHEMES

There are a number of key transport schemes and interventions within the SEStran region which are already committed for implementation and therefore need considered as part of the 'Do Minimum' case for the new RTS. A number of key schemes are summarised below.

#### Edinburgh Low Emission Zone

In September 2017, the Scottish Government committed to the introduction of Low Emission Zones (LEZs) into Scotland's four biggest cities. The City of Edinburgh Council is working to develop and implement its proposals. The LEZ will restrict the vehicles that can enter the area based upon their engine classification. Non-compliant vehicles will be issued with a penalty for entering the LEZ. This will have implications for travel into Edinburgh from across the region requiring people in non-compliant vehicles to switch to public transport or active travel.



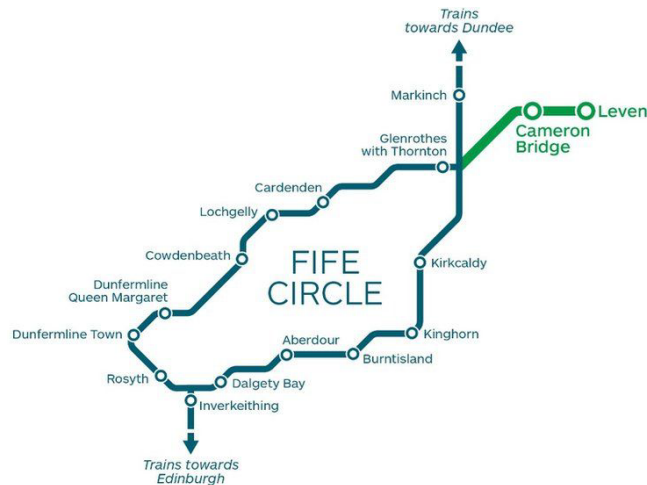
**Figure 3.32 Sheriffhall Roundabout Preferred Option**

#### Sheriffhall Roundabout

The Scottish Government is committed (subject to an ongoing review) to taking forward the design and construction of a new grade separated junction on the A720 Edinburgh City Bypass at Sheriffhall as illustrated in Figure 3.32.

The existing Sheriffhall roundabout is located in the south-east of Edinburgh and is the only at-grade junction on the A720 Edinburgh City Bypass which suffers from delays and congestion at peak periods. The need for grade-separation at Sheriffhall roundabout was consequently identified as part of the first Strategic Transport Projects Review (STPR) in 2008.

The preferred option for the scheme was identified in 2017 and has been subject to detailed development and assessment since this date. Extensive consultation with active travel stakeholders was undertaken to ensure that the scheme incorporated adequate provision for walking and cycling.



### Levenmouth Rail Line

Transport Scotland confirmed in August 2019 that the reopening of the link to Levenmouth and the rail network is to be taken forward to the next stage of development. The project has gone forward to detailed design which will see the proposed rail link provide a journey time to Edinburgh of 70 – 75 minutes with stops in Leven and Cameron Bridge.

### Edinburgh Trams Extension

In March 2019, Edinburgh City Council approved the Newhaven tram extension. This was just two years before its powers to build the extension, granted under the 2006 Edinburgh Tram Act, were due to expire. Trams to Newhaven will add 4.69 kilometres / 2.91 miles of track in both directions, connecting Leith and Newhaven to the current

end of the Edinburgh tram line at York Place with eight new stops as shown in the route map in Figure 3.33. Construction commenced in November 2019 with trams scheduled to start operating to and from Newhaven in Spring 2023.

### Rail Stations

New stations have been committed for construction on the East Coast Main Line at Reston in the Scottish Borders and East Linton in East Lothian. In addition, there is also a commitment to construct a new station at Winchburgh in West Lothian.

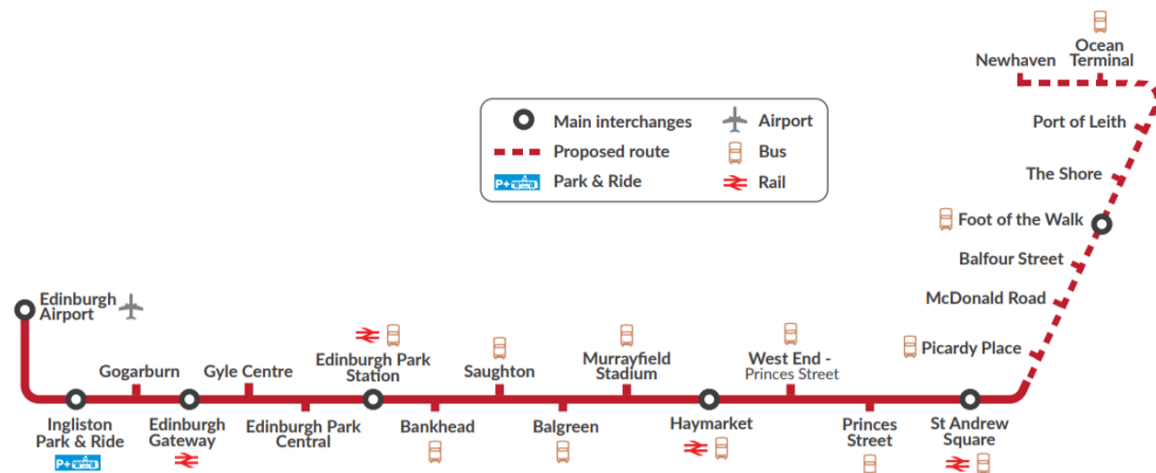


Figure 3.33 Edinburgh Tram Newhaven Extension



# The Future Context

SEStran Regional Transport Strategy

STAG Case for Change Report



## 4.0 THE FUTURE CONTEXT

### 4.1 INTRODUCTION

The RTS is being developed at a time when a range of factors are likely to influence the future demand for travel in the south east of Scotland. In particular, three factors have been identified which need to be taken into consideration in the development of the new RTS including:

- **Land-Use Development:** there is significant housing development planned for the region which will have implications for where people want to travel to and from as well as how they want to get there.
- **Transport Innovation:** new technologies are offering the potential to disrupt the traditional transport system by providing new ways of accessing and operating transport networks and services.
- **Travel Behaviour Change:** the COVID-19 pandemic has accelerated a number of long-term trends in travel behaviour that will have repercussions for how and when people want to travel.

These are each explored in detail in the remainder of this chapter.

### 4.2 LAND-USE DEVELOPMENT

Transport demand is closely related to land-use as people travel to reach services like employment, healthcare, retail, education and leisure facilities. Historically, land-use and transport planning have often not been undertaken in a wholly coordinated manner leading to developments which can be difficult to use or access for those without access to a private car. It is critical to achieving environmental targets (e.g. climate change, air quality) that land-use development and transport are integrated to plan for a future mobility system and low-carbon society.

The land-use planning context in the region is influenced by national, regional and local policy. The Scottish Government is currently in the process of preparing the National Planning Framework 4 (NPF4) which will set out a plan for Scotland in 2050. It is anticipated that this will focus on four key outcomes which include:

- Net-Zero Emissions
- A Wellbeing Economy
- Resilient Communities
- Better, Greener Places



In February 2021, the ‘Minimum All-Tenure Housing Land Requirement’ method paper was published for NPF4. This included housing land allocations for each of the SEStran local authorities for the next 10 years as shown in Table 4.1. In addition, the percentage increase on the existing housing stock that these housing allocations represent has been calculated to provide an indication of the scale of development. This shows that housing could increase by up to 20% in Midlothian whilst the smallest increase would be in Clackmannanshire at just 1.8%. Overall, housing in the region could increase by 8.4% on this basis.

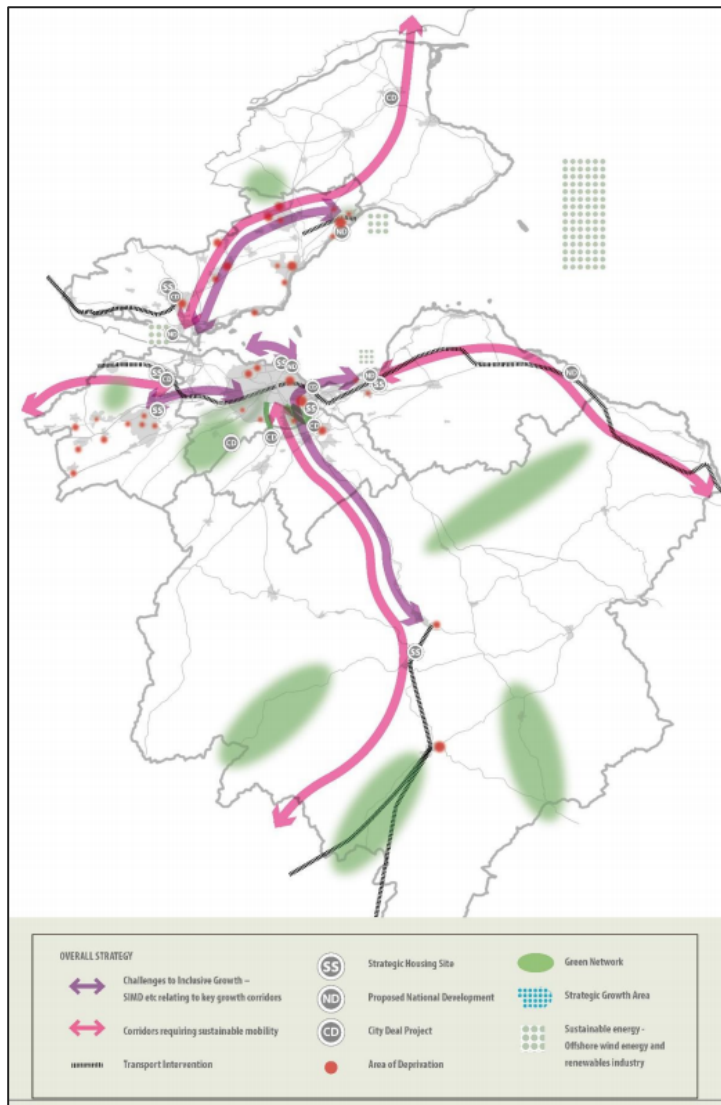
**Table 4.1 10 Year Housing Land Requirements**

AREA	HOUSING LAND REQUIREMENT	TOTAL DWELLINGS (2018)	% OF TOTAL DWELLINGS
Clackmannanshire	450	24,451	1.8%
Fife	5,250	176,500	3.0%
Scottish Borders	1,750	58,296	3.0%
Falkirk	5,250	74,594	7.0%
<b>SEStran</b>	<b>63,200</b>	<b>749,642</b>	<b>8.4%</b>
Edinburgh	27,550	248,314	11.1%
West Lothian	8,850	79,483	11.1%
East Lothian	6,050	47,731	12.7%
Midlothian	8,050	40,275	20.0%

A new duty has been introduced requiring planning authorities, acting individually or in groupings, to produce a Regional Spatial Strategy as soon as is practicable. In the short term, the Scottish Government has invited planning authorities to form regional groupings and develop indicative Regional Spatial Strategies (iRSS) to feed into the consultation on NPF4.

Through the development of the RTS and iRSSs it is imperative that there is closer integration between land-use and transport planning in the region. It is important to understand where growth opportunities will be created and how these can be delivered in a manner that ensures sustainability and inclusivity through equitable access. In addition, there is a need to join up the delivery plans and priorities for transportation to support ongoing development.

An Interim Regional Spatial Strategy has been prepared for the Edinburgh and South East Scotland City Region which covers Edinburgh, Fife, West Lothian, Midlothian, East Lothian, Scottish Borders and an overview of the spatial strategy is shown in Figure 4.1. This sets out a commitment to meeting significant levels of housing growth in the region and providing for sustainable economic development. A key element of this housing delivery focuses around seven strategic sites which include:



**Figure 4.1 Edinburgh and South East Scotland City Region iRSS Overall Strategy**

- Blindwells, East Lothian (proposed National Development)
- Shawfair, Midlothian
- Granton, Edinburgh
- Winchburgh, West Lothian
- West Edinburgh
- Dunfermline, Fife
- Longannet, Fife

The iRSS highlights the importance of connectivity to the region noting that it is both about transport infrastructure and strong connections between communities and settlements to ensure there are no barriers to participation. There are concerns that cross-boundary deficiencies in connectivity and affordable public transport options are leading to disconnection from work opportunities, including in more rural areas.

In terms of transport the iRSS strategy focus is twofold. Firstly, to improve the linkages along existing major transport corridors to enhance connectivity beyond the region and, secondly, enhance the inter-region links. For new developments connecting infrastructure needs to be identified and delivered before sites are completed to give the best opportunity for sustainable habits to develop.

The iRSS also outlines that local authorities will aim to ensure that there is a sufficient supply of housing land to meet the housing land requirements to be set out in NPF4 and indicated in Table 4.1. Development policy will promote brownfield sites and minimum levels of density appropriate to urban and edge of urban sites, to promote better public transport and active travel provision and more sustainable neighbourhoods where the density supports a level of local services, public transport and employment opportunities.

Falkirk and Clackmannanshire Councils are working with Stirling Council on the preparation of an iRSS for the Forth Valley area. This has been submitted to the Scottish Government to inform the development of NPF4.

### 4.3 TRANSPORT INNOVATION

There are four main areas of transport innovation that are of relevance to the RTS which include:

- **Alternative Fuels:** transitioning away from fossil fuels towards electric and hydrogen powered vehicles has implications for decarbonisation, supply systems, tax revenue and travel behaviour
- **Shared Mobility:** new 'on demand' models of transport where traditional models of ownership are replaced
- **Mobility as a Service (MaaS):** based on buying packages of travel and shared mobility solutions to integrated travel with potential implications for travel behaviours
- **Automation:** both in terms of public transport (conventional and on-demand) and personal transport

#### Alternative Fuels

Most transport modes contain an internal combustion engine (ICE) which is fuelled by petrol or diesel. These fuels source from petroleum, or crude oil, which is a fossil fuel, and emits high levels of CO<sub>2</sub> and other greenhouse gases when it is burned to create energy. In Scotland, the transport sector is responsible over 30% of CO<sub>2</sub> emissions, the majority of which derives from road transportation, which is highly dependent on fossil fuels.

In 2015, there were 2.9 million road vehicles licenced nationally of which 84% were cars. Within the SEStran region, there was a steady increase in the traffic on all roads between 2012 and 2018.

This high contribution to emissions has detrimental impacts on the environment, ecosystems, and the quality of air notably for those living in densely populated urban areas and near main roads. As the Scottish Government is aiming to phase out the sale of new petrol and diesel cars by 2032 and due to the diminishing supply of available fossil fuels, it is paramount to critically consider alternative fuels and environmentally friendly technologies, not only for cars, but across the transport sector.

This section considers alternative fuels such as electricity, hydrogen, and biofuels (bioethanol and biodiesel) as well technological developments which facilitate the use of these fuels, such as batteries, fuel cells, and infrastructure.

## Types of Alternative Fuels

### Electric Vehicles

Electric Vehicles (EVs) are often viewed as the future of road transport as there are various models currently on the market and on the road. Notably, in urban areas, electric drive has become popular for modes such as trams, metro, and rail alongside internal transport i.e. in warehouses and airports.

There are several types of EVs split broadly into All-Electric Vehicles (AEV) and Hybrid Electric Vehicles (HEV) which operate using different supplies of energy. These are set out in Figure 4.2 and Table 4.2. Battery Electric Vehicle (BEV) and Plug in Hybrid Electric Vehicle (PHEV) are highlighted as they are the main types of EV on the market.

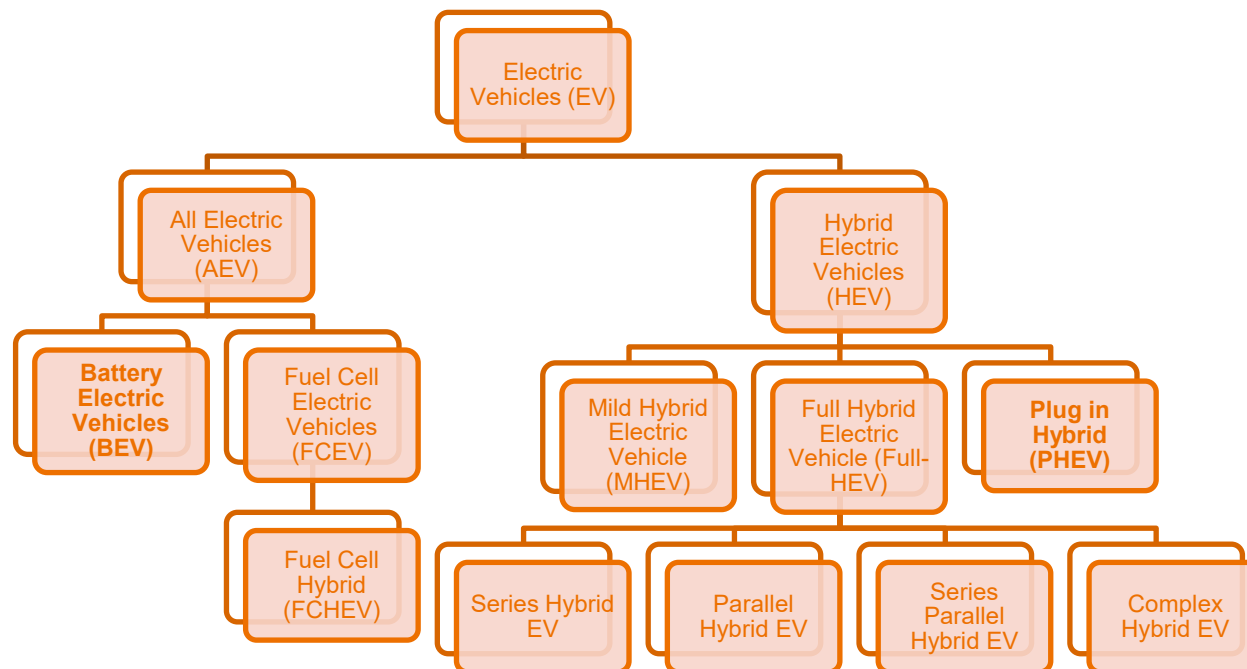


Figure 4.2 Types of Electric Vehicles

**Table 4.2 Specifications of Different Electric Vehicle Types**

<i>AEV</i>	<ul style="list-style-type: none"> <li>Only run-on electricity drawn from the electric grid which is stored in the battery and powers one or more electric motors</li> <li>Part charges through regenerative braking (whereas ICE vehicles lose energy when braking)</li> <li>Require electricity charge points</li> </ul>
<i>BEV</i>	<ul style="list-style-type: none"> <li>As above.</li> <li>Charging system can be on or off board the vehicle</li> </ul>
<i>FCEV</i>	<ul style="list-style-type: none"> <li>Fuel Cells use hydrogen and other fuel sources to cleanly and efficiently produce electricity (the products are only electricity, water and heat)</li> <li>Fuel Cells work like batteries but do not require recharging, they simply keep producing electricity if fuel (hydrogen) is supplied</li> <li>Require hydrogen refuelling stations</li> </ul>
<i>FCHEV</i>	<ul style="list-style-type: none"> <li>Consists of a Fuel Cell, battery and / or ultracapacitor (stores electricidal energy)</li> <li>Drawbacks of individual power sources are compensated by other sources in the vehicle</li> </ul>
<i>HEV</i>	<ul style="list-style-type: none"> <li>ICE engine using petroleum-based fuel in combination with electric motor or separately</li> <li>Battery is charged by the engine and is not plugged in</li> </ul>
<i>MHEV</i>	<ul style="list-style-type: none"> <li>Petroleum provides main source of power to operate ICE</li> <li>An electric motor supports the engine and is typically used for coasting, braking and assist pulling away</li> <li>Battery charged by the engine and is not plugged in</li> <li>Cannot drive on electric power alone</li> </ul>
<i>Full - HEV</i>	<ul style="list-style-type: none"> <li>ICE engine using petroleum-based fuel in combination with electric motor or separately</li> <li>Consists of 4 main types, Series, Parallel, Series Parallel and Complex full-HEV</li> </ul>
<i>PHEV</i>	<ul style="list-style-type: none"> <li>Use batteries to power an electric motor</li> <li>Larger battery than HEV allowing it to travel further using just electric power</li> <li>Plug into the electric grid to charge</li> <li>Use petroleum based or alternative fuel to power ICE</li> </ul>

Electric bikes (e-Bikes) have also now emerged as genuine alternative mode to private car for some journeys. The assistance provided by the battery lets you cover longer distances making trips that were only viable for hardcore cyclists more accessible to a wide range of people. In addition, e-cargo bikes are also becoming a potential option for last-mile freight logistics and deliveries.

*Case Study: Electric Buses*

**Scottish Ultra-Low Emissions Bus Scheme (SULEBS):** The Scottish Government are investing in the SULEBS to replace 215 diesel buses with new battery-electric buses. 172 of these buses are to be built in Falkirk, within the SEStran region, enhancing skills and green manufacturing jobs in the area. This also reduces the environmental impact of the lifecycle of the buses as they are being produced locally to where they will be used, limiting transportation emissions.

**Poland:** Various electric bus models have been developed in Poland, for example, the Ursus City Smile bus has a range of circa 240km and is a fast-charging electric vehicle. Another model is the Ursus Ekovolt which has photovoltaic cells on the roof of the vehicle which helps to power the on-board batteries.

**EVs: the future of transport?**

There are numerous benefits to electric vehicle implementation for widespread use within the transport sector:

- **Environmental benefits:** lower levels of noise and air pollution in addition to fuel sources being greener than fossil fuels. They are more efficient vehicles, i.e. electric motors have a higher tank-to-wheel efficiency than ICE vehicles meaning they have higher energy efficiency between

obtaining energy to when it is exerted via movement. They can also regain kinetic energy through regenerative braking which does not occur in traditional road vehicles.

- **Social benefits:** less noise and air pollution benefits people's health as well as plants and animal habitats in which humans can enjoy.
- **Financial benefits:** lower car registration tax, annual circulation tax, maintenance costs, energy tax and energy price by switching to an EV from an ICE.
- **Future benefits:** The technology is becoming more popular meaning the cost of car batteries are declining which could allow more people to adopt these vehicles. Technological advancements are positive thus it is anticipated that future EVs will have lower climate implications than the ones on the market today.

However, there are still many factors hindering the uptake of EVs. Despite the cost benefits above, the price of an EV remains uncompetitively high compared to a traditional car which obstructs some people from entering the market. The technology is developing; however, range anxiety is still prevalent due to battery capabilities and a developing charging infrastructure which can further dissuade potential buyers. Specifically, within rural areas, EVs are not viewed as a practical alternative for road transportation.

Though EVs can be beneficial in some cases for passenger cars and light goods vehicles, they are not suitable across all modes within the sector. Larger vehicles such as aeroplanes or ships would require incredibly large batteries and multiple stops disrupting a journey to recharging. This shows the impracticality of electrification for large carriers unless there are highly disruptive changes in battery technology.

An electric passenger plane would require batteries which weigh between 14 to 31 times its maximum take-off weight. The charge time (if using an 80 Tesla supercharger) would take over one day to fully recharge the battery equivalent of an Airbus 320 fuel tank.

## Hydrogen

Hydrogen can be used instead of fossil fuels within an ICE and only produce energy and water, not CO<sub>2</sub> emissions. Currently, hydrogen is produced from fossil fuels, but under standard pressure and temperature it can be obtained from renewable resources. However, the cost of producing hydrogen via renewables is high in comparison to fossil fuels making it less competitive.



**Figure 4.3 Toyota Mirai Fuel Cell Compartment**

Hydrogen can be used to power fuel cells and produce electricity. Fuel Cells do not produce emissions and can be an alternative to batteries in cars which have their limitations. These are compact which makes them ideal for portable application within road vehicles and they are already commercially available in some hydrogen powered vehicles, such as the Toyota Mirai as shown in Figure 4.3. Though, due to a lack of hydrogen refuelling infrastructure, they are not viewed as competitive compared to ICE vehicles or EVs.

Conversely, there is scope for hydrogen to be used within shipping and aviation as it can fuel longer distances and / or facilitate higher load capacities. Hydrogen Fuel Cells are already used in demonstration projects for trucks, buses, trains, and commercial forklifts.

### *Case Study: Aberdeen Hydrogen Double-Decker Buses*

Aberdeen City Council is leading a project to implement the world's first hydrogen double-decker buses across the city. The only bi-product of this zero-emission fleet is water during its day-to-day running which is in line with the cities 'Net Zero Vision' and national climate targets. The buses are fuel efficient, have a good range and take less than 10 minutes to refuel.

## Biofuels

Biofuels are produced from renewable organic materials and have recently been used as alternative fuels for cars. There are two main types: bioethanol and biodiesel which produce significantly fewer pollutants than fossil fuels.

Biofuels are rarely used as the sole fuel to power a car; however, they are frequently blended with other fuels like petrol and diesel to make them more environmentally friendly. For example, standard unleaded fuel across the UK contains up to 5% bioethanol. There is scope to include a higher percentage as countries like Brazil and Sweden have up to an 85% bioethanol blend. They can be used within traditional ICE in addition to heavy duty vehicles, aviation, and shipping.



<i>Bioethanol</i>	<i>Biodiesel</i>
Made from corn and sugarcane which forms an alcohol. Classed as carbon neutral fuel as emissions produced in production process are removed from the atmosphere by the crops photosynthesising.	Made up of animal fats and vegetable oils. Recycles unusable waste products like cooking oil which is the most popular choice for the cars that are solely fuelled by biodiesel.

### Electro-Fuels

These fuels are electricity-based gas or liquids which can be used within an ICE and can be produced via renewable electricity production. However, they are not considered to be a cost-effective alternative to fuel the transport sector due to the inefficient and expensive production process and would require much higher levels of electricity generation than are currently available. Despite this, there is scope to develop the technology for the purposes of the aviation sector if strict sustainability criteria are enforced during production.

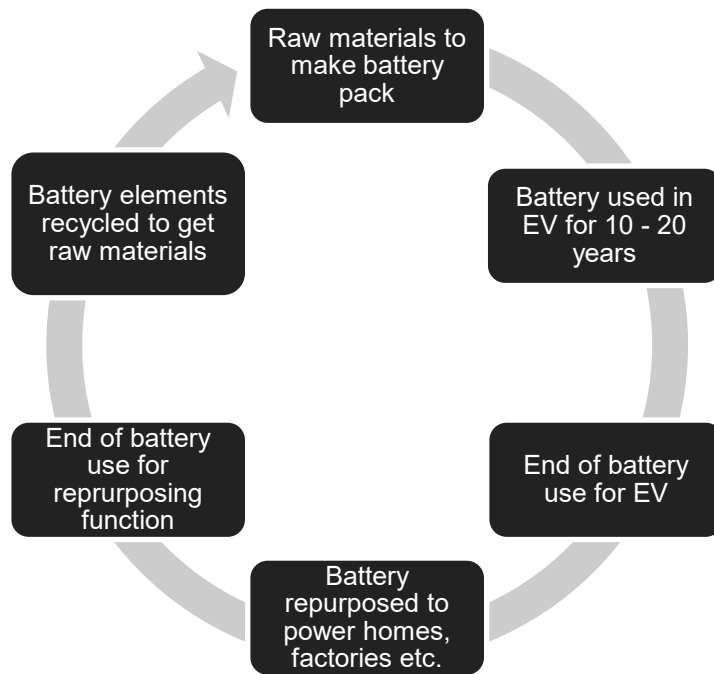
<i>Steam</i>	<i>Other Developing Alternative Fuels</i> <i>Kinetic</i>	<i>Heat</i>
Steam cars were replaced by vehicles with an ICE, however the potential for steam to be used to help lower emissions has been recognised. They use external combustion engines where the fuel is combusted away from the engine and could use anything to create the steam, even renewables. Steam cars do not reach particularly high speeds and are less efficient than IC engines.	As mentioned above, many EVs include brake energy regeneration systems which converts energy into electricity which is usually lost braking. This technology can be harnessed to help reduce future fuel use in cars.	Heat is the main biproduct of petrol and diesel combustion. Thermoelectric technology can help reduce this wastage by converting the heat into electricity which is already being undertaken by some car manufacturers.
<i>Air</i>	<i>Nitrogen</i>	<i>Liquified Petroleum Gas</i>
Utilising compressed air to replace petrol within a combustion engine can produce power and zero emissions.	Liquid nitrogen can be pressurised and then heated to produce gas which can be used in engines. This is less efficient than fossil fuels.	This can be used for various purposes, including fuelling vehicles with low carbon outputs. There is scope to expand the use of LPG as there are 1,400 LPG refuelling stations across the UK.

### EV Batteries: Lifecycles and Recycling Potential

There is scope to create a circular lifecycle of EV batteries via a closed-loop system for recycling as shown in Figure 4.4.

**Battery Replacement:** Manufacturers allow a 5-to-8-year warranty for their batteries however they are thought to last between 10 to 20 years before they need replacing.





**Figure 4.4 Potential Circular Lifecycle of EV Batteries**

**Preserving life of a battery:** Manufacturers provide additional capacity within the battery to compensate for its degradation over time, allowing the range of the vehicle to be consistent. Once the battery capacity falls below 80%, drivers may notice a fall in the range and performance.

**Repurposing:** Once batteries are no longer useful for EVs, they can be repurposed and help power and store energy for homes, buildings, factories, and the electricity network. For example, Nissan aims to utilise old batteries as a back-up power resource for the Amsterdam Arena, an entertainment venue.

**Recycling:** The materials of the battery are separated out. Currently, about 50% of the materials within a battery pack can be recycled however manufacturers are investigating how to improve this. For example, VW announced a pilot plant for battery recycling which aims to recycle up to 97% of battery components where elements will be shredded, dried, then sieved to recover raw materials. These can then be used to make new batteries.

#### *Supply Systems and Infrastructure*

To facilitate an uptake of alternative fuels, there needs to be infrastructure in place to support the transition away from ICE vehicles. Without this infrastructure, alternative fuels will remain a reality only for a small section of the population and areas.

Appropriate infrastructure should offer:

- **Coverage:** offering enough infrastructure to enable convenient travel
- **Capacity:** to meet growing demand
- **Positive cash flow:** for station owners and network-wide supply
- **Cost competitiveness:** with fossil fuel alternatives

To implement the infrastructure which meets these aims, coordinated deployment actions, geographically and over time, are needed which has implications for the RTS.

## Hydrogen Refuelling Infrastructure

The highest investment in hydrogen and Fuel Cell Vehicles are currently concentrated in a small number of countries including the USA, Japan, China, Korea and a few EU countries. Currently, worldwide there are just 376 hydrogen refuelling stations.

Hydrogen issues:

- Affordability compared to EV and ICE vehicles
- Competition with EV and high rate of penetration into the market
- Deployment of infrastructure takes time and money.

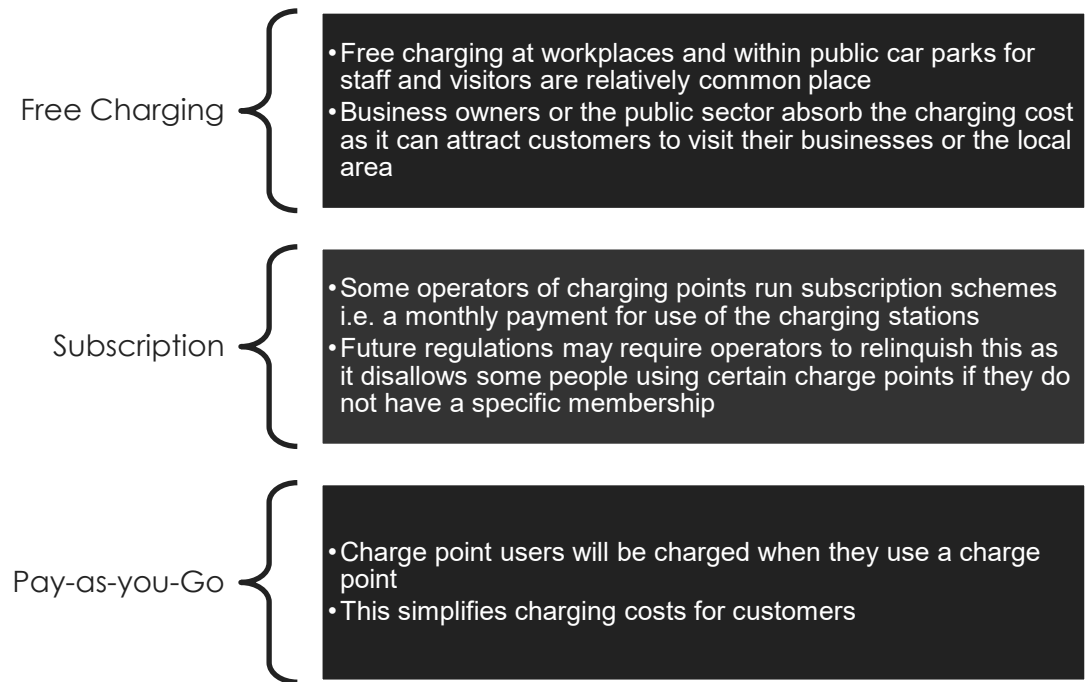
## Electric Charge Point Infrastructure

ChargePlace Scotland is the national Electric Vehicle Charging Network which incentivises people and businesses to invest in charging points around the country. It aims to offer low cost, fast and accessible charge points as well as an interactive map to help EV owners plan their journeys and find the nearest available charge point.

Charge points range from rapid, fast and slow chargers which are mainly located close to main routes and often at motorway services. Domestic charge points are often slow chargers whereas main motorway services would be faster.

More charge points will need to be implemented for wide uptake of EV.

There are different business models that can be applied to the charging infrastructure as shown in Figure 4.5.



**Figure 4.5 Potential Electric Charge Point Business Models**

#### Potential Issues:

- Reliability of system could be compromised if the network is required to increase capacity
- Transmission congestion can mean the grid may fail to deliver the necessary electricity on demand at times of peak usage
- Difficulty in providing charging points at convenient locations which is key to alleviating range anxiety for long distance trips
- Provision of appropriate charging infrastructure in dense urban areas could be challenging

#### *Tax Revenue and Implementation*

As alternative fuels offer environmental benefits, there are some incentives to help persuade their uptake by consumers. For example, switching from an ICE vehicle to a BEV can have financial benefits such as:

- Lower vehicle registration tax
- Lower annual circulation tax
- Lower maintenance costs
- Lower energy tax
- Lower cost of energy

To a consumer, this is an attractive prospect as they can save money in the long term whilst feeling like they are reducing their carbon footprint and contributing to mitigation of climate change. However, the greater the uptake of these alternative fuels means there are fewer people purchasing and being taxed on traditional fuels like petrol and diesel. Thus, there would be a significant loss of tax revenue which helps maintain the quality and upkeep of the road network.

There are alternative schemes that could subsidise the loss of fuel tax revenue, one of which is road-user charging as set in Figure 4.6.

## Road User Charging

Terms can be applied such as higher charges during peak hours or by how polluting a certain vehicle is. This has dual benefits for the environment and to increase revenue to be reinvested into the transport sector.

Road user charging schemes are also known as congestion charging or road pricing. This is where people are charged depending on their use of a road or roads within an area which is part of the scheme. The aim is to reduce congestion and its associated issues, specifically in urban areas or congestion hotspots, therefore the schemes may vary depending on the location.

Issues include:

- Drivers being disproportionately affected e.g. those who are employed in areas of charging, people on lower incomes, people who need to travel for health reasons
- The complexity of monitoring the scheme may require technology e.g. cameras, sensors, video based, manual, fully electronic, etc
- Enforcing the scheme and obtaining money from road users

Road user charging can take multiple forms;

- 1) **Area Licencing Scheme** (vehicles using roads within a specific area and time pay a fee, usually related to vehicle type)
- 2) **Cordon pricing** (toll stations at entry points to an area or city to charge people, usually higher charges for more polluting vehicles and at peak times)
- 3) **Continuous Charging System** (charge vehicles for all travel in a defined area based on distance or time spent travelling)

**Figure 4.6 Overview of Road User Charging**

### *Implications for Decarbonisation*

Due to the abundance of alternatives discussed above, the future decarbonisation of the transport sector looks promising. However, potential issues can arise if we only consider how 'green' these fuels are during the day-to-day running of a vehicle, and not the entire lifespan of a vehicle or production process of a fuel. If this is not acknowledged, then there is potential to miscalculate the progress to meet national climate targets or determine the actual impact of alternative fuels on the environment. By critically engaging with the introduction of alternative fuels, potential issues that that may materialise upon their adoption may be avoided.

Some issues which need to be critically engaged with are as follows:

- The raw materials for EV batteries require mining for minerals and metals, namely lithium, manganese, copper, and nickel which can result in high levels of resource extraction and depletion in comparison to what is required for ICE vehicles.

- The manufacturing process of EVs can emit more CO2 than ICE vehicle production. The global warming potential of BEVs is almost twice the impact of that of ICE vehicles due to battery-related and electronic component manufacturing.
- Some batteries in EVs have become a safety concern in terms of battery fires or become faulty, for example, if they are damaged during a traffic collision
- The 'end of life' of an EV battery can also have negative environmental impacts
- Some alternative fuels require the production of electricity which can be via renewable or non-renewable sources.

### *Travel Behaviour and Decarbonisation*

There are several factors which are hindering the widespread adoption of alternatively fuelled vehicles, such as:

- Lack of cost competitiveness and availability in comparison with ICE vehicles
- Range anxiety
- Requirement for infrastructure development to cater for alternative fuel use
- Safety and legal liability of features within EVs
- Charging issues and battery service life and cost of replacement

Transpiring technological advancements are attempting to combat these issues. However, by making alternative fuels readily available to replace fossil fuels, there will be no requirement for people to alter their travel behaviour, or attitude towards how they travel. For example, consumers may replace their current vehicle with an alternatively fuelled car without actually adjusting their lifestyle or travel habits. The user may rationalise travelling more frequently or for lengthier journeys as the vehicle is considered to be 'green'. In turn, if all road users adopted this attitude, then alternative fuels could actually induce more road traffic and counteract any environmental benefits that it had offered in the first place.

To add, people who have adopted an EV for environmental reasons are likely to be more conscious of their travel behaviours and reflect on their personal impact on the environment. However, some consumers may adopt EVs for the long-term financial benefits such as lower energy taxation. This consumer group are less likely to be thoughtful of how they use their EV.

Therefore, it is paramount that alongside the adoption of alternative fuels, there is an effort to adjust our travel behaviours to walking and cycling for short journeys and use public transport where possible.

### Summary

Overall, the shift to alternative fuels presents a number of uncertainties which will need to be taken into consideration through the development of the new RTS. Whilst EVs appear to be emerging as the dominant technology they will not necessarily be appropriate for all modes of transport and decarbonisation may require alternative fuels such as hydrogen in some instances. There are also issues around provision of the necessary infrastructure to support alternative fuels. In particular, who takes the lead and who bears the cost of this as well as ensuring adequate network coverage. A shift to alternative fuels will also have implications for tax revenues which may require consideration of how we pay to use the road network. Finally, there is a risk that the transition to alternative fuel sources is seen as a panacea to transport emissions and that people choose to use their car more often on this basis which would lead to other negative impacts such as congestion, delays and unreliable journey times. As such, a range of policy measures which include encouraging modal shift to public transport and active travel will still need to be pursued to achieve both decarbonisation aspirations and an efficient and sustainable transport system.

### Shared Mobility

Shared Mobility is based upon providing people with short-term access to shared vehicles like cars, bikes, scooters, etc. on an on-demand basis. This removes the need for vehicle ownership and provides people with a wider range of sustainable transport options than they would have available under the traditional ownership-based approach. It is facilitated through a range of services and mechanisms like those in Figure 4.7.

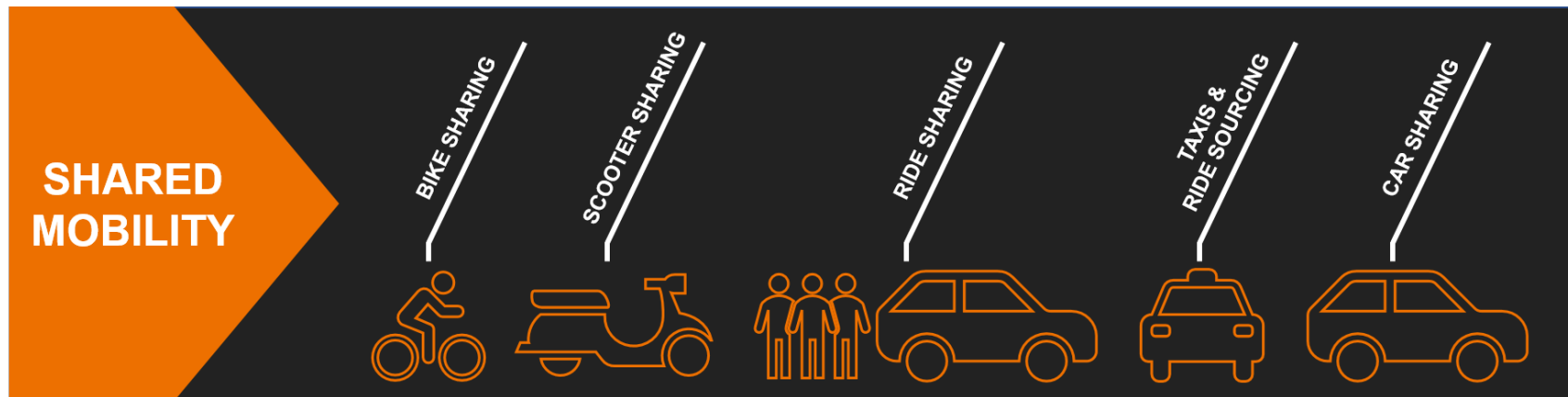


Figure 4.7 Shared Mobility Services

### *Bike Sharing*

People are able to access pools of communal bikes as required from a network of bike sharing stations like that shown below. These are typically unattended and located around towns and urban areas although there is also potential to place them in rural locations for leisure purposes.

The majority of bike sharing operators cover the costs of maintenance, storage and parking of bicycles and users can pay on an annual, monthly, daily or per-journey basis. In general, trips of less than 30 minutes are included within the membership fees. In addition to traditional bikes, schemes can also include e-bikes and cargo bikes as well.

There are three main types of bike share network which include:

- **Station-Based One-Way Access:** Bicycle can be returned to any station. The most common form of Bike Sharing.
- **Station-Based Round-Trip Access:** Bicycles must be returned to the same station where they were picked up.
- **Free-Floating One-Way Bike Share:** Offers users the ability to check-out a bicycle and return it to any location within a predefined area.

#### *Case Study: Go e-Bike, SEStran Region*

The Go e-Bike project was developed by SEStran. The project has involved setting up a series of hubs across the region. The hubs are developed with a mix of local community organisations, charities and academic institutions. Each hub is unique and tailored to its community to support long term sustainability.

E-Bikes and support infrastructure are provided based on an assessment of the requirements of the proposed hub in partnership with local stakeholders. There are currently 5 hubs across the region in Buckhaven, Tweeddale, Edinburgh, St Andrews and Livingston with 68 e-bikes available across these sites. To date over 1,000 journeys have been made using the scheme.







### *Scooter Sharing*

It is currently illegal to ride an electric scooter on a footway or road in the UK although they are subject to trials within four Future Transport Zones in England. It is anticipated that these will establish the foundations for regulations that will enable use of electric scooters and open up opportunities to introduce scooter sharing schemes across the country.

This would enable provision of short-term access to electric, two-wheeled scooters similar to those available in cities across Europe. These are usually dockless and can either be station based or distributed throughout a specified urban area. They are normally only used for one-way trips. Typically, users can track, reserve and

unlock scooters via their smartphone with payment on an annual, monthly, daily or per-trip basis.

Nonetheless, there remains legislative and safety issues surrounding electric scooters at this time and these will need to be taken into consideration before any decisions are taken to introduce scooter sharing schemes in the region.

### *Ride Sharing*

One of the most well-known forms of shared mobility is ride sharing where people with similar travel requirements share one vehicle rather than make separate trips. Carpooling is the most common form of ride sharing which can take three forms:

- **Informal:** organised independently of any carpooling system through friends, family or colleagues. In addition, some informal carpooling schemes are community-based initiatives.
- **Organisational:** coordinated by an employer, university or other large organisation for their members.
- **Formal Non-Organisational:** formally coordinated through an online platform or app that seeks to match people who have no other connection other than similar travel requirements.

Carpoolers will typically contribute to the running costs of the driver's vehicle and may share driving responsibilities. However, the COVID-19 pandemic is likely to reduce the willingness for people to ride share with strangers whilst the virus remains a threat.



### Case Study: SEStran Tripshare

Liftshare is an online platform which facilitates ridesharing between strangers via an online app. SEStran Tripshare utilises this platform to provide ridesharing within the region with 13 individual communities making up the scheme.

Users looking to ride share register online and add their journey to the Liftshare matching database. They can then filter their search to find the most suitable ride share option for them and use the messaging system to arrange their potential Liftshare before confirming their request.

Payment between driver and passenger(s) is up to each member, with Liftshare recommending the cost per mile as a suggested contribution.



### Taxis, Ride Sourcing and Community Transport

Taxis are the most well-established form of shared mobility and are now being incorporated into online ride sourcing platforms which enable journeys to be booked online or through an app. The most well-known example of a ride sourcing provider is Uber which, like other similar operators, coordinates a fleet of private vehicles that offer users services that are uninterrupted, personalised, highly flexible and provide a door-to-door service which covers individual requests from place of origin to destination.

In ride sourcing systems like these, a service charge covers fuel costs and vehicle depreciation, the driver's fee, remuneration for the company that linked the service provider and final consumer and any taxes associated with the regulation of the service. They often use a dynamic pricing mechanism in which fares increase when demand is high and then efficiently adjust to the fluctuating demand throughout the day.

Community Transport services also provide vital links for people who are elderly, require special assistance or, for mobility or other reasons, cannot access public or other private transport. These are often provided by volunteers with minimal charge and, in some instances, are free. These are often lifeline services for people who have no other access to public or private transport providing key links to healthcare, shops and social events.



### Car Sharing

This differs from ride sharing in that people share access to a vehicle, like bike sharing, rather than sharing a journey with someone. This means people can enjoy the freedom and benefits of the car without the responsibilities and costs of owning one.

Customers typically access vehicles by joining a car sharing organisation that provides a fleet of vehicles in the local area. Vehicles can then be booked online or via a smartphone app. The operator provides fuel, parking and maintenance with users paying a fee each time they use the vehicle.

Like bike share schemes, there are three main types of car share network which include:

- **Station-Based Round-Trip Car Sharing:** Customers pick up a vehicle at a designated station and return it to the same place with fees normally being paid on an hourly basis.
- **Station-Based One-Way Car Sharing:** Like the above except vehicles do not need returned to the same station but can instead be dropped off at designated parking places across a city or region. These are harder to manage as operators must guarantee a level of vehicle availability and imbalance in demand between stations could lead to an oversized fleet and underused vehicles.
- **Free-Floating One-Way Car Share:** Enables vehicles to be picked up and dropped off anywhere within a designated operating area. There are no specific stations and while users can drive outside the operating zone they still have to drop off cars inside the operating area.

### Case Study: Co-wheels, Midlothian and East Lothian

Co-wheels are the UK's biggest car sharing company providing car sharing facilities in East Lothian at Musselburgh and Dunbar and Midlothian at Dalkeith. Cars are available 24 hours a day, seven days a week and can be booked by the hour, day or as long as you want.

Vehicles were also previously available in Haddington and North Berwick but were removed in June 2019 due to low usage.

Increasing usage of car sharing will be dependent upon provision of a comprehensive network of vehicles across the SEStran region.



Alongside traditional car sharing schemes like these, an emerging alternative is personal vehicle sharing where car owners rent their vehicle to other drivers on a short-term basis. Generally, a company will broker transactions between car-owners and renters by providing the resources necessary to make the exchange possible (e.g. online platforms, customer support, insurance, etc.).

There are two main types of personal vehicle sharing which are:

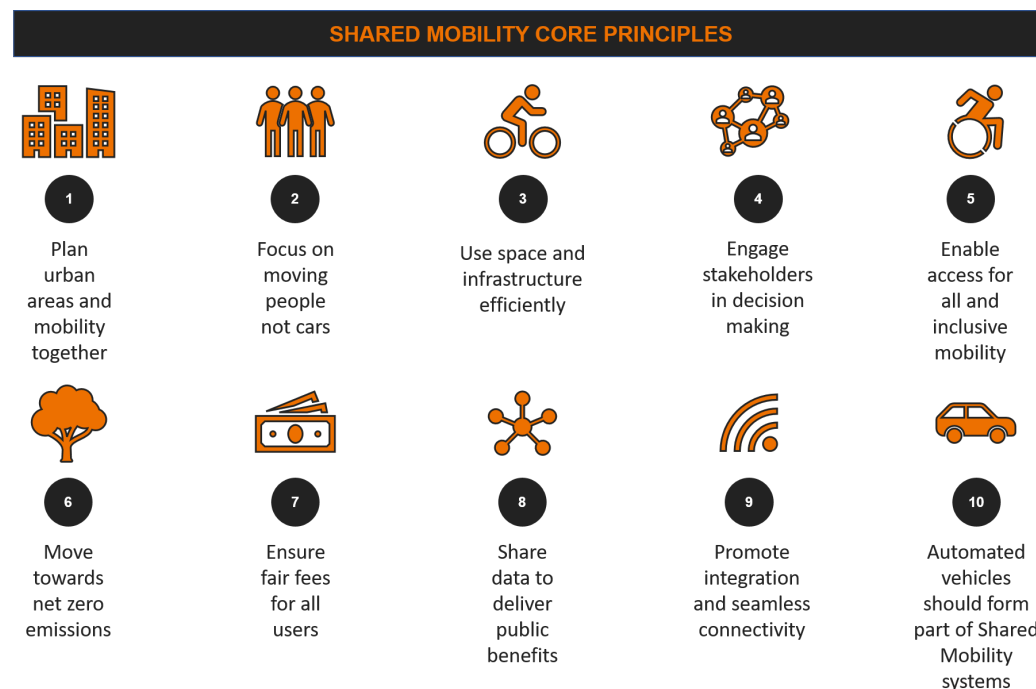
- **Peer to Peer Car Sharing:** privately owned vehicles that are temporarily made available for shared use by an individual or members of a peer-to-peer car sharing company. The operator facilitates the rental and retains a portion of the fee to cover operating costs.
- **Fractional Ownership:** Involves the ownership of a vehicle amongst a small number of people, with each of these individuals taking up a portion of the expense for access to the shared service.

### *Delivering Shared Mobility*

Shared Mobility trends are already emerging and there is an opportunity to influence their development to ensure they deliver mobility lifestyles that are more inclusive and have less environmental impact than traditional travel systems. This will be essential to ensure Shared Mobility develops in a manner consistent with policy aspirations to reduce carbon emissions and deliver inclusive economic growth through sustainable access to essential services.

To facilitate this, it is essential that Shared Mobility is developed in line with the principles set out in Figure 4.8 and that solutions are used in an integrated manner through the creation of Mobility Hubs.

It will also need to be responsive to changing travel demand patterns and personal requirements resulting from the COVID-19 pandemic. This may necessitate further measures to ensure that shared vehicles and services are thoroughly cleaned between uses.



**Figure 4.8 Shared Mobility Core Principles**

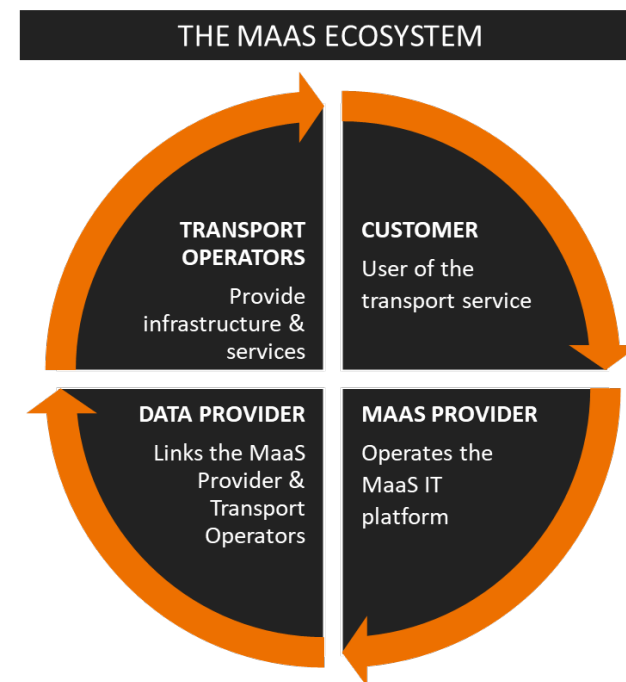
## Mobility as a Service (MaaS)

MaaS envisages users buying transport services (including public transport, car usage, access to active travel, taxi, demand responsive transport, etc.) as packages based on their needs instead of buying the means of transport itself or in a series of distinct packages. It is being driven by digital innovation which presents the opportunity to combine transport provision through a single platform. It is still an emerging concept which has yet to be widely implemented.

### Core Characteristics

Whilst MaaS is still in its embryonic stage the fundamental components have been largely agreed which are:

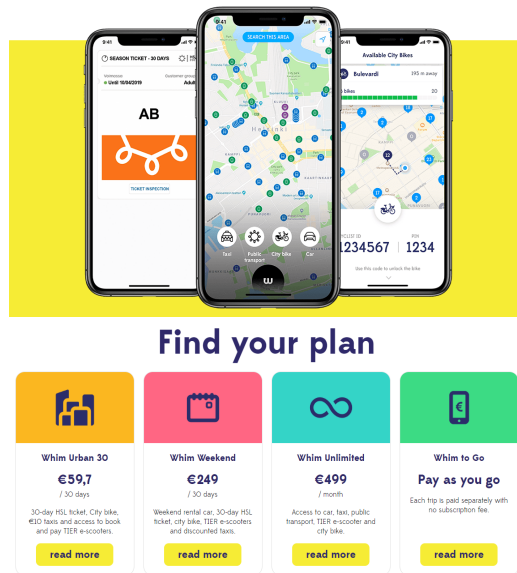
- **MULTI-MODAL:** integration between multiple modes of transport including public transport, active travel and shared mobility solutions
- **PAYMENT SOLUTIONS:** users are able to pay for their travel across a range of modes directly through the MaaS platform with integrated multi-modal ticketing solutions in built
- **ONE PLATFORM:** for everything including travel information, booking, ticketing and payments
- **INTEGRATION:** bringing together customers, transport providers, public sector, payment processors, telecommunication companies and the platform owners
- **DIGITAL:** an online platform supported by telecommunications technology
- **USER FOCUSED:** centred around demand from customers and personalised to their needs



There are two types of payment model anticipated for MaaS which are:

- **Subscription Based:** Customer would purchase a 'bundle' of services proportionate to their budget and mobility needs e.g. 'fortnightly' subscription which provides unlimited trips on public transport, 11 hours of car sharing, 10% discount on ride-hailing services and unlimited bike rental

- **Pay as You Go:** Customer would be provided with the range of available transport services and choose their mode(s) for that journey then pay a single, one-time transaction price for the whole journey. This could include a pricing cap which would be applied at a variety of timescales (i.e. daily, weekly or monthly) to encourage increased usage of MaaS services (e.g. Transport for London has a daily pricing cap on their Oyster Card).



### Case Study: Whim, Helsinki

In Helsinki, MaaS Global is the first commercial start-up to develop a MaaS subscription service. This was created in October 2016 through the launch of its Whim app. It offers several levels of service, ranging from a pay-as-you-go option to an unlimited use package which includes public transport, taxis, bike and car-sharing.

Whim was enabled by Finnish Ministry of Transportation legislation, which itself was informed by the deregulation of their telecoms market, making it mandatory for public transportation to allow access to their Application Programming Interfaces (APIs) and ticketing systems on vendor platforms. Phase one of the legislation came into effect in January 2018, with phase two implemented in January 2019.

Whim now has 13,000 active users per month in Helsinki and has expanded its service to several other European cities, including Antwerp and Birmingham. Within Helsinki, Whim currently has less than 1.5% of the total mobility market but aims to shift the market from ownership to usership, with its unlimited package costing less than car ownership.

### Delivering MaaS

The implementation of MaaS presents an opportunity to create a seamlessly integrated sustainable travel system that meets the needs of users as effectively and efficiently as possible. However, given the uncertainty at this time around the ways that MaaS will develop there is a need for Government and bodies like MaaS Scotland to guide and shape MaaS provision to ensure its successful delivery by supporting a broad, collaborative and multi-modal approach which provides a framework for:

- achieving beneficial social, economic and environmental outcomes
- developing a healthy ecosystem that encourages operators and users to engage with it as well as facilitating an open data environment
- co-ordination and scaling of infrastructure and services to meet growth in demand
- equality of access and meeting the needs of all passengers

- performance, monitoring, evaluation and ongoing improvement
- future proofing to accommodate innovations like autonomous vehicles

Current uncertainties and barriers around the delivery of MaaS include:

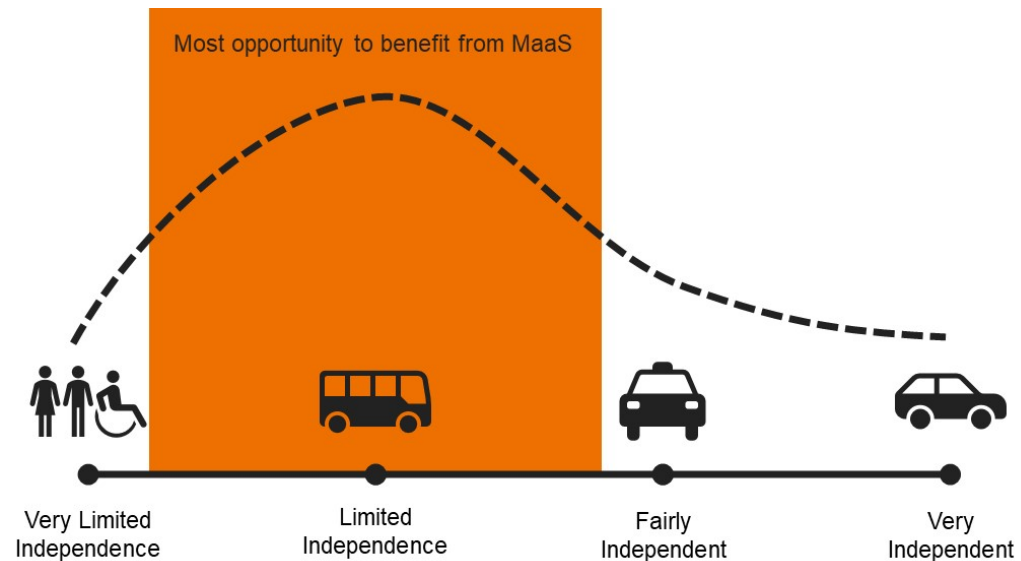
- data sharing and the extent to which an open data environment can be achieved
- whether a top down or bottom-up approach should be taken to delivering MaaS
- the most appropriate Governance models (e.g. public / private partnership, etc.)
- whether white label MaaS platforms should be the preferred approach

Any MaaS scheme in the SEStran region would need to be capable of meeting the differing needs of both urban and rural areas which must be considered when planning the ecosystem. In urban areas, MaaS will predominantly provide a more comprehensive sustainable mobility package that provides an attractive alternative to the private car leading to a reduced need for ownership and usage.

In rural areas, MaaS needs to ensure that people are provided with effective and affordable links to essential services particularly for those that do not own a car. Rural residents with lower levels of independence are likely to be the users who have the greatest potential to benefit from MaaS as shown in Figure 4.9. <sup>viii</sup>

Within this group, planned journeys, where the person knows in advance where they want to go, are likely to be those with the greatest opportunity to be delivered by new transport methods through MaaS. Here, users typically have more notice to consider their journey method ahead of time. They also have a greater degree of flexibility over their journey compared to commuting or spontaneous trips.

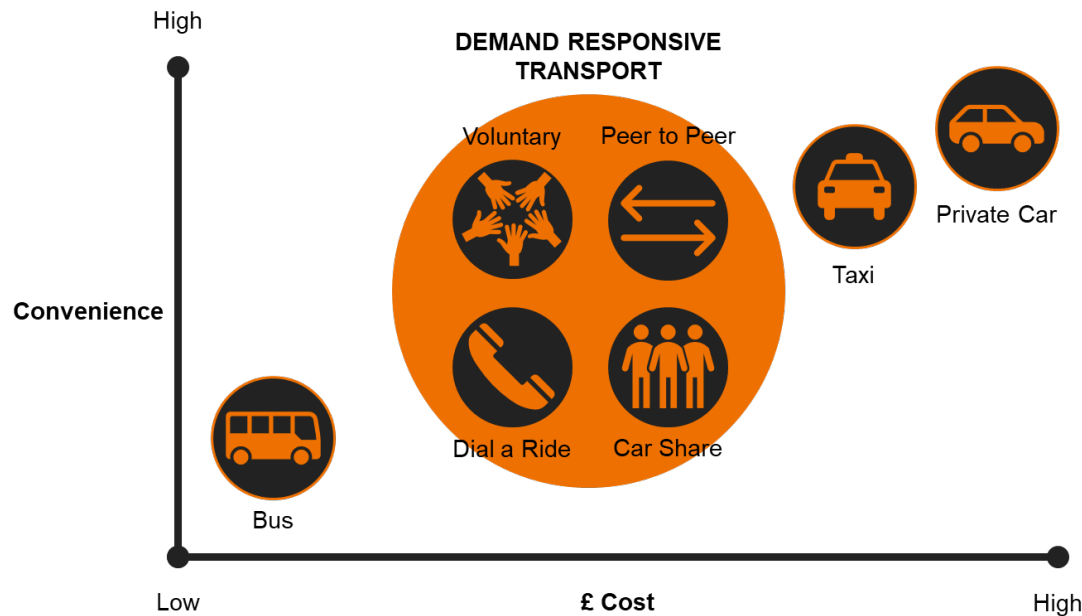
In rural areas, MaaS Providers and Transport Operators should be seeking to increase convenience, decrease cost or ideally do both in order to help create



**Figure 4.9 Rural Independence and Opportunity for MaaS Adoption**



a desirable proposition for passengers. The greatest opportunity lies in the field of Demand Responsive Transit (DRT) as illustrated in Figure 4.10.<sup>viii</sup>



**Figure 4.10 Convenience v Cost of Rural Transport Modes**

this basis, a regional scheme may be most effective.

### Automation

The automation of the transportation system refers to a myriad of technologies which range from automated car features to modifications across a transport network which integrates information and communication for different modes. Automation ultimately aims to complement the existing transport network by applying technological advancements to enhance the efficiency and safety for network users, reduce congestion, which has scope to reduce emissions, specifically in urban areas.

Whilst DRT is not a new concept and is already widely operating across rural areas in the region, there are opportunities to deliver DRT services to a wider user base at a lower cost to users. The opportunity for transport suppliers is to make more use of existing spare capacity on their services. This capacity comes in the form of spare seats, empty running and vehicle downtime. Innovation can help to tackle these inefficiencies by increasing visibility of services, making booking services easier and smarter routing. The benefit to customers would be optimised services providing better accessibility and meeting their needs more effectively.

The geographical scale at which a MaaS scheme operates also needs to be considered as artificial boundaries could be created which limits its effectiveness. On

Though it is a vast topic, automation can generally be split up into automated features and automated capabilities. Automated features are already present in cars available on the market today, such as automatically regulating a safe distance to the vehicle ahead, lane assist technologies, blind spot detection or cameras and sensors when cars are reversing. The capability of an automated vehicle refers to several systems or automated features which collectively work together to conduct an overall task with little or no human intervention. This is an attractive concept as it has the potential to revolutionise the way people can be transported, i.e., driving time could be spend productively engaging in other activities. There is also scope for freight transport to shift with automation enhancements via truck platooning or drones being utilised for last-mile deliveries. The various levels of automation are at different stages of development and deployment into the transport system.

### *Different Levels of Automation*

There are six levels of automation which range from a vehicle with no automation (a human is in complete control of the vehicle or device) to a fully automated vehicle (where the automated technological system performs the entire movement of the vehicle). This is detailed in terms of driving road vehicles in Figure 4.11.

The technology which is currently available on the market mainly belongs to the category shown as *Driver performs part of the driving tasks*.

These include partially automated vehicles which include Tesla developing an autopilot feature where the system takes control of most driving actions, but the driver is expected to remain alert and intervene where necessary. In addition, intelligent speed assistance is starting to be introduced which aids the driver in maintaining the appropriate speed for the road environment by providing dedicated and appropriate feedback. Further examples of existing semi-automated cars are provided in Figure 4.12.

DRIVER PERFORMS PART OF THE DRIVING TASKS		
NO AUTOMATION	DRIVER ASSISTANCE	PARTIAL AUTOMATION
The driver performs all tasks even if aided by enhanced warning or intervention systems	Some automation, such as steering or acceleration / deceleration features, are in place. These features use information about the surrounding environment to act and warn the driver. There is an expectation the driver will be engaged and perform the remaining tasks.	One or more automated features are in place such as steering and acceleration / deceleration, again using features from the surrounding environment. There is an expectation the driver will be engaged and perform the remaining tasks.
SYSTEM PERFORMS THE ENTIRE DRIVING TASK		
CONDITIONAL AUTOMATION	HIGH AUTOMATION	FULL AUTOMATION
The automated vehicle system will undertake all the dynamic driving tasks with the expectation that the driver will be engaged and intervene where required.	The automated vehicle system will undertake all the dynamic driving tasks with no expectation that the driver will need to respond or intervene.	The automated vehicle system will fully undertake all the dynamic driving tasks with no expectation that the driver will need to respond or intervene.

**Figure 4.11 Six Levels of Vehicle Automation**



The other category *System performs the entire driving task* involves technology which is being developed. Higher levels of automation have been developed though many are undergoing testing and pilot studies, thus they have not been successfully implemented into mainstream transportation to date.

However, technological advancements in this sector are market driven by organisations such as Tesla, Google and other major stakeholders within the technology sector who are who are competing to develop fully automated or ‘driverless’ vehicles. Similarly, driverless trucks have been operating within areas like ports and airports, however they are not fully operational on the road network. As such, it is plausible that vehicles which fall into the *System performs the entire driving task* category will move from pilot projects to operational within the lifetime of the RTS.

#### *Intelligent Transport Systems (ITS)*

ITS manage the transport network via the utilisation of ‘big data’ and artificial intelligence (AI) to implement the most effective solutions to improve network efficiency and safety. ITS involves integrating various technologies including sensors, computers, electronics, communication devices, and other automated technologies within transport infrastructure and individual vehicles. The aim is to improve efficiency, safety, sustainability, increasing travel time reliability and reducing the cost of the transport network on the economy and environment by distributing the information across all modes to benefit all network users. Users of the transport network would be able to access real time travel information and be presented with smart alternatives at identified areas of high congestion or disruption to inform their travel choices.

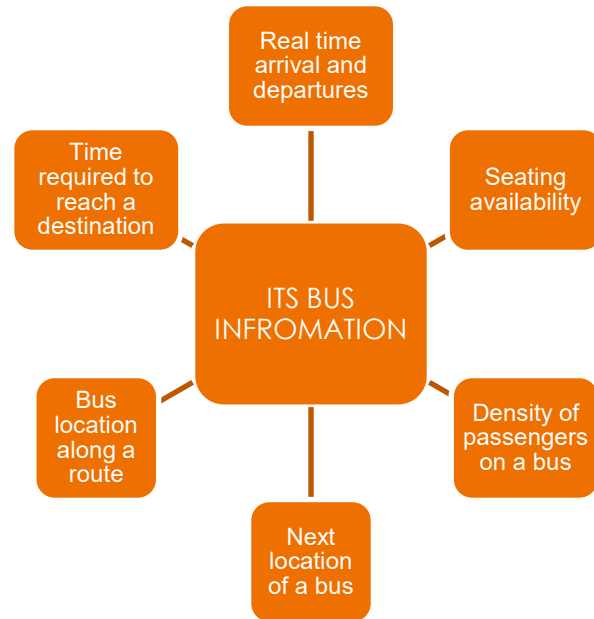
To counteract or limit the intensification of congestion or disruption, the ITS can manipulate the transport network by;

- Predicting traffic conditions via data from the surrounding environment and infrastructure;
- Providing information to network users to best inform travel choice;
- Car communication via signal controllers in the road infrastructure relaying information to individual vehicles to modify speed / act accordingly;
- Smart intersections which collect data and relay information;

AVAILABLE SEMI-AUTOMATIC CARS	
Tesla Autopilot	Enhanced autopilot which can autosteer, lane keep assist, break, and accelerate as long as the driver has their hands on the wheel.
Volvo Pilot Assist	Steering, lane keep assist and maintain a safe distance from the car in front as long as the driver has their hands on the wheel. If their hands come off the wheel, then an alarm will sound.
BMW Intelligent Driving	Steering, lane keep assist as long as the driver has their hands on the wheel. The ‘stop and go’ feature which warns the driver of a vehicle ahead which is sharply breaking. The vehicle can depress breaks if no action is taken by the driver.
Nissan Pro-pilot	Adjust speed to suit surrounding traffic conditions, lane keep assist, auto parking and stops the car if necessary.
Audi A8	This model is the first production car to reach conditional automation (vehicle is able to cover nearly all aspects of driving). This includes monitoring surroundings, braking, and controlling steering in certain conditions. The driver is not required to monitor the situation and can remove their hands from the wheel for long periods of time but must be able to intervene if needed or if the vehicle reaches a speed over 37mph.

**Figure 4.12 Examples of Currently Available Semi-Automated Cars**

- Redirecting road traffic; and
- Altering signal timings.



**Figure 4.13 ITS Bus Information Provision**

ITS are being actively introduced into traffic control systems, vehicle designs and interactive systems for informing transport network users. There is also some cross over with ITS and ‘smart cities’, a concept which strives for urban areas to function in a sustainable and intelligent way through the cohesive integration of infrastructure and services by using technology. The aim is to generate a better quality of life for inhabitants of these urban areas. The main issue within the UK is the lack of investment, state of readiness and the awareness of the smart road transport concept. Though, ‘smart motorways’ have been developing in the UK since 2006 and some cities have implemented ITS features within their transport network. An example of how ITS is applied to bus information provision is shown in Figure 4.13.

### *Platooning*

Platooning involves a lead vehicle, which is generally driven by a human driver who can navigate the road traffic and route, followed by other vehicles which are potentially driverless. The subsequent vehicles do so via automated communication technologies such as longitudinal and lateral control which involves integrating cooperative adaptive cruise control and lane keeping assist systems. Coupling and de-coupling technologies can also be implemented to allow other road users to cross and come between different vehicles within a platoon.

Platooning can help to reduce energy consumption as vehicles are usually driving within a tightly packed “platoon”, reducing the aerodynamic drag. To add, technologies such as vehicle detection, anti-collision and lateral control technologies can benefit road safety for the driver of the platoon and other road users. Freight capacity can be enhanced as multiple vehicles containing cargo could be led by one driver which saves time and cost.

This technology has not been implemented as a viable commercial product; however, there are some active pilots which show potential. The European Truck Platooning Challenge (2016) involved European truck manufactures which trialled platoons of trucks with automation technologies on public roads across Europe. In 2016, the first cross-border truck platooning trial was successful in reaching its destination in the

Port of Rotterdam. This form of automation could also therefore begin to emerge as a viable means of transportation during the lifetime of the new RTS.

### *Other Areas of Automation*

Automation does not always apply to solely road vehicles as there have been some technological developments for how automation can benefit the operation of rail, air and sea transport operations for both pedestrian travel and freight movements as well. These are summarised in Table 4.3 below.

**Table 4.3 Automation of Rail, Sea and Air**

Rail	Sea	Air
Automated train operations (ATO) offer predictable running times, higher capacity, energy optimisation, automated and computerised failure detection and response, enhanced safety as well as the potential for driverless train operation. ATO is expected to considerably alter the interaction between infrastructure and the day to day running of rail operations. Some automated and driverless rail systems are already in operation such as the Docklands Light Railway (DLR) in London.	There is scope for sea vessels to operate without the need to have a large crew as they could be automated or operate via remote controls. This has many safety benefits as less workers would be exposed to harsh sea conditions as people could operate vessels movements from land. Whilst this is unlikely to be adopted immediately, there may be a phasing of implementation resulting in a mix of traditionally crewed vessels and autonomous vessels sailing at the same time.	Unmanned aircraft systems, i.e., drones, are discussed below, however, ultra-short haul commercial flights are also being explored as potential future developments for aviation. Automation can also be used to enhance safety checks of aircrafts prior to take off which aids workers and pilots in managing the flight by replaying certain manual tasks, and air traffic control to monitor the status of all flights. Airports have also implemented automated baggage handling and screening systems which helps to improve safety and remove human error.

### *Implementation of Automation*

The implementation of automation into mainstream transportation is dependent on the market and industry stakeholders. Economic benefits, demographic trends and safety factors are catalysts for automation and companies such as Tesla, Uber and Google are competing to eventually develop cars which completely remove the need for a driver. Some of the technologies described above have been implemented or are undergoing pilot studies. For example, drones and automated features are already operating within the mainstream transport network but it

is uncertain about when more advanced automation will be formally integrated. However, it is anticipated that within the next two decades there will be a gradual but significant deployment and uptake of this technology which means this needs to be taken into account in the development of the new RTS.

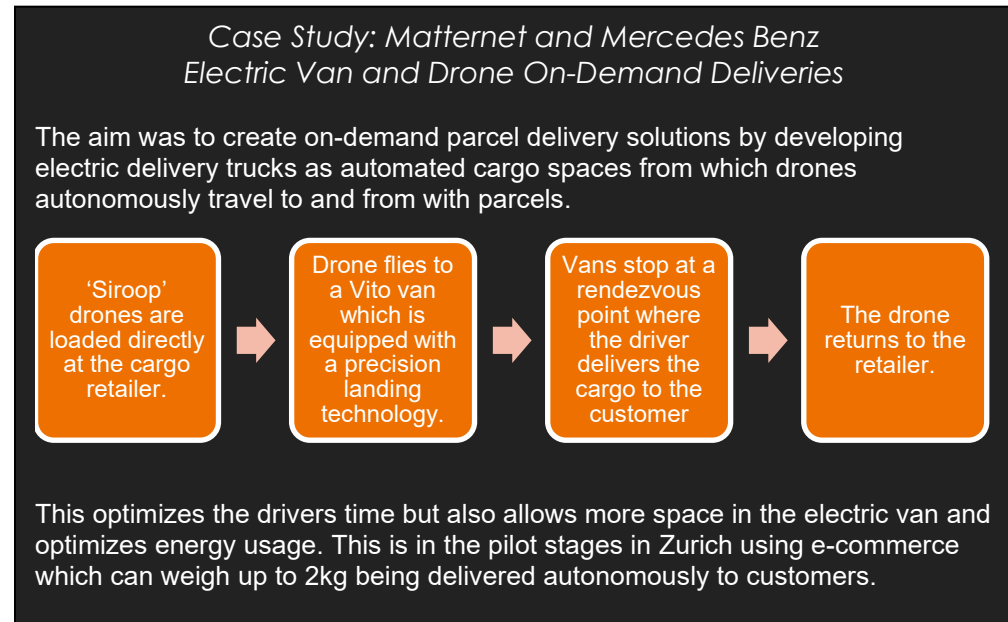
There are clear benefits to the implementation of automation within the transport sector, however this needs to be managed carefully through policy. Automation does not automatically result in reductions in energy consumption and emissions, but it indirectly supports changes in vehicle operations, vehicle design, choice of energy, policy intervention, or transportation system design that may or may not be more sustainable. To add, automated vehicles could increase network efficiency, making driving more attractive to people who may have otherwise opted for an alternative mode. Thus, there is scope for vehicle kilometers travelled to increase alongside the implementation of automation.

There would also be a reduction in jobs, specifically for truck drivers and people manually operating trucks, trains, ships as they will be replaced by machine led automated devices. This will disproportionately impact jobs which are low-skilled and low-paid, whereas there will be an increase in demand for jobs which are more highly-paid such as engineers and researchers.

There are also concerns about how automated vehicles will replicate human actions, specifically in situations such as traffic collisions. As automation is market led, it is paramount that there is policy intervention to ensure that automation is implemented into the transport network at a gradual and sustainable rate and in a manner that seeks to deliver overarching policy objectives.

### Drones and Robots

Unmanned aircraft systems, i.e. drones, are regularly used for numerous purposes, however there is scope for them to be utilised in the future to become integral to different aspects of the transport network. Drones can act as an airborne inspection agent to observe vehicles prior to trips taking place to ensure there are no safety issues before it embarks. This can assist workers at airports, ports and stations to carry out manual checks even if they are in a different location. There has been some development of drone technology to aid delivery services, such as Amazon, with last-mile freight for parcels which are under a certain weight. There is scope to develop automated battery swapping systems within drones which would enable them to operate for longer or deliver a parcel to a destination further away i.e. to more remote or rural locations.



Automated people movers or ground vehicles are integrated in small scale transport networks in confined areas to shuttle people on mass between locations to reduce travel time, increase network efficiency, decrease delay, and help to reduce emissions. These may operate within airports, for example at Heathrow Airport where 'Westfield Pods' have been adapted to transport people from the airport car park to Terminal 5 in only 6 minutes, whereas a bus would take 27 minutes. These pods have also been adapted to be used for cargo and mobilise baggage containers and unit loading device containers from the same self-powered platform.

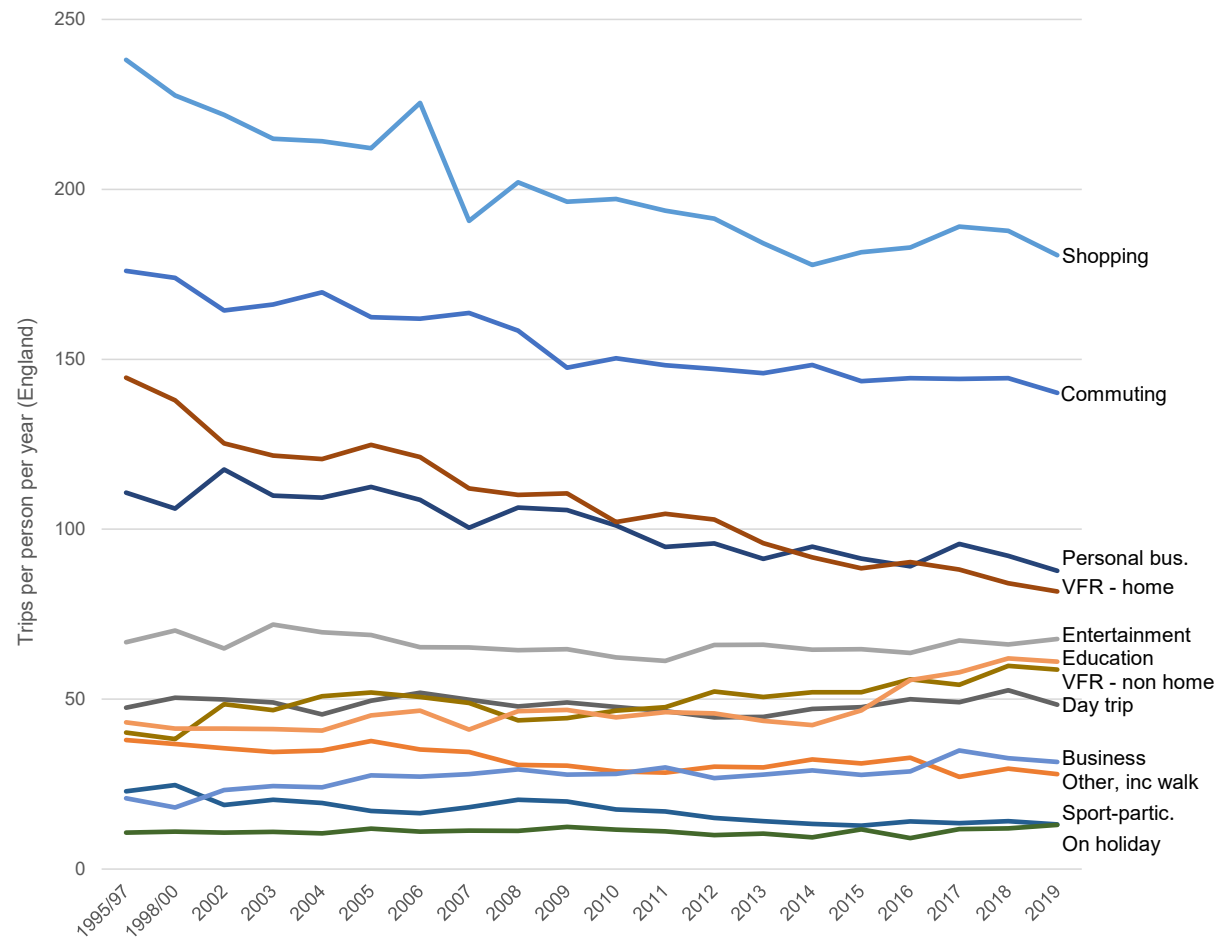
Westfield are also developing pod platooning technology which will require high-speed inter-pod data connectivity and use of advanced sensor technologies; however, this technology is still developing, but there is scope to utilise this for transport and freight.

Automated chatbots or robots can assist users of the transport system by offering real time information or directions to transport services such as bus stops, stations, or cycle routes etc. These can also be adapted to assist non-English speakers or tourists to determine the best option for their transport needs. These do not have to be static as some robots have been used to autonomously deliver parcels. An example of this is the Amazon Scout, robots which autonomously navigate residential neighbourhood routes for last mile parcel delivery services. They operate at a walking speed and can navigate around pedestrians, pets and other things that cross their paths. These robots are currently undergoing a pilot within Washington in the US. An example is shown adjacent.



#### 4.4 TRAVEL BEHAVIOUR CHANGE

In addition to technology-based supply side changes, there are long-term trends surrounding the amount and way that people travel, which if continued will affect future travel patterns. It is important to understand these as this will inform the development of the RTS. Firstly, there is a long-term trend of people making fewer trips, as reflected in the DfT's long-running National Travel Survey as shown in Figure 4.14.



**Figure 4.14 DfT Trips Per Person Per Year**

high degree of uncertainty into all aspects of transport planning. Whilst the short-term picture (during the pandemic and the various levels of restriction) is well understood, there is significant uncertainty regarding the structural (permanent) changes in peoples' behaviour once the pandemic is behind us.

On average people are making 13% fewer trips per annum compared to the mid-1990s. All of the main travel purposes have seen a decline, with only education and some of the less frequent leisure trip categories seeing an increase. The average distance travelled has declined at a lower rate (7%) meaning that the average trip length has increased over this period. Reflecting this, average trip duration has also increased from 20 to 23 minutes. At the UK level, this reduction in travel per person has been offset by growth in population of 15% over this period. Population growth has therefore been the main driver of growth in travel, offsetting the reductions in travel at the individual level. Population projections are therefore a key element of thinking in the RTS development process and are discussed further in Section 2.2.

#### COVID-19

The COVID-19 pandemic and its potential aftermath has introduced a



There are a wide range of surveys (with businesses and the public) and other data which provide an indication of what the post-pandemic world might look like. However, SEStran has been running a Travel Attitudes Survey throughout the pandemic with Wave 2 being reported in March 2021, and this provides a useful summary of what is now something of an emerging consensus. The key findings are shown in Figure 4.15.

In general terms, these stated intentions represent an acceleration of many of the trends which were already underway. The unknown here is the extent to which these stated intentions become reality as and when the pandemic is behind us, and all restrictions are lifted. It is likely that there will be a degree of oscillation in peoples' behaviour before a new equilibrium is reached. The level of behavioural change that this new equilibrium represents relative to 2019 is however impossible to estimate at this stage.

The main components which will determine this change will be:

First and foremost is **reduced commuting**. This will be focussed on 'location independent' jobs, i.e., the jobs which can most easily be done without being at the workplace. As an example, the analysis presented in Figure 4.16 shows the number of jobs in the Information & Communication, Professional, Scientific & Technical and Financial and Insurance Services industries in the City of Edinburgh, by datazone.

## Looking to the future

### Challenges..



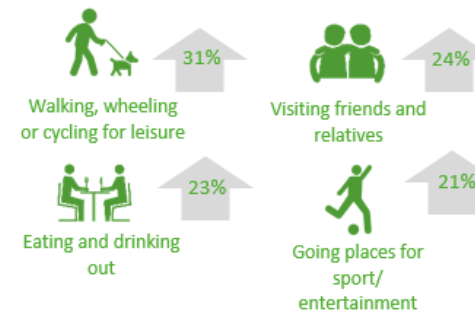
Expectations for the future (% of eligible population who agree):	
I'd prefer my children to avoid public transport for the foreseeable future	67%
I'd prefer to avoid public transport for the foreseeable future	63%

### Opportunities...

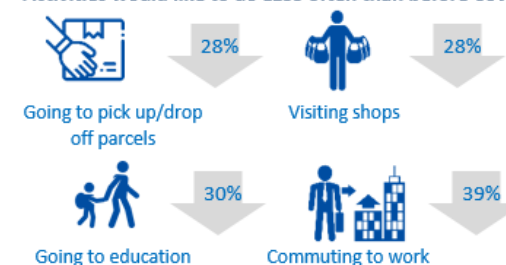


Expectations for the future (% of eligible population who agree):	
I would like to use local shops and businesses more often	62%
Longer term I would like to make fewer non-essential journeys	54%
Longer term I would like to work from home more often	49%

### Activities would like to do MORE often than before Covid-19

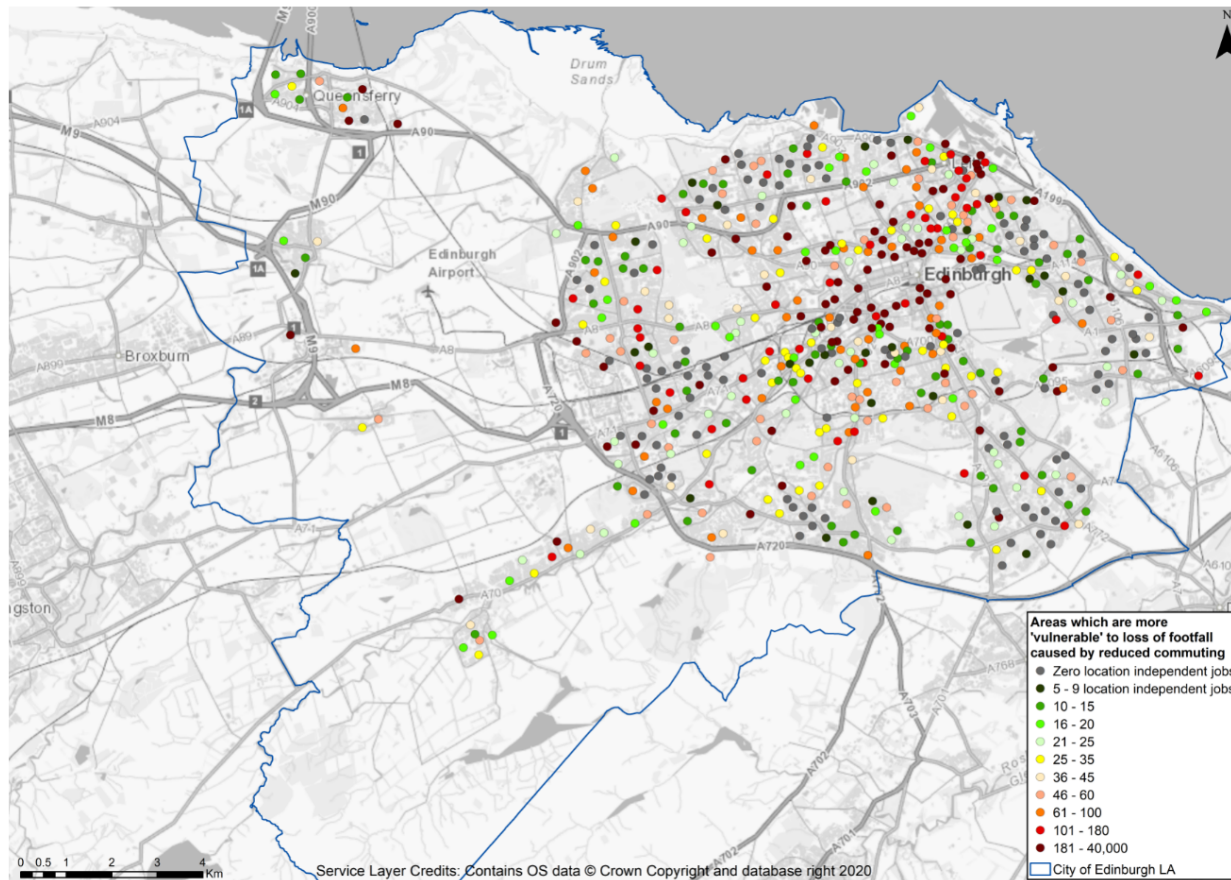


### Activities would like to do LESS often than before Covid-19



**Figure 4.15 Anticipated Travel Behaviour Changes Post COVID-19 Pandemic**





**Figure 4.16 Location Independent Jobs in Edinburgh**

It can be seen that the darkest dots are concentrated in the city centre and along public transport corridors. Fewer people travelling to these jobs would therefore disproportionately affect the demand for public transport and the fact that many of these jobs will be based on the conventional working day means that peak hour demand for public transport could be significantly reduced. This could have implications for high-capacity public transport provision both now and with respect to future investments.

These areas with high numbers of location independent jobs are therefore at risk of much **reduced footfall** with all the implications for businesses which rely on this footfall for their trade. If this happens at scale, there may be a need to re-purpose office buildings and more generally the areas

affected by a loss of their main purpose for being. A substantial policy response may be required to revitalise these areas.

The impact of reduced commuter footfall would be amplified by the more general shift away from high-street shopping to **online shopping**. Town and city centres may have to innovate and develop a new style of retail, hospitality, cultural and leisure offer if they are to retain their role as focal points.

Allied to this, there will be a redistribution of footfall to neighbourhoods where people are now working from home more often. Assuming people do leave their homes, there will be opportunities in retail and hospitality in these areas, as well as providers of other services. This would of course be beneficial in terms of aspirations for more 'local' living, working and shopping as represented by the 20-minute neighbourhood concept.

As noted above, **business travel** has been declining for some time. With the widespread adoption of platforms such as Zoom and MS Teams, the move to remote meetings has been rapidly accelerated by the pandemic. Whilst there will undoubtedly be some return of business travel, all the evidence suggests it will be at a lower level than before.

The SEStran survey has indicated however that **leisure travel** will increase, again reflecting medium term trends. In part this may reflect less time spent commuting and shopping freeing up time for more leisure-based activities.

The surveys also suggest a residual **reluctance to use public transport** due to lasting concerns about the virus and perhaps a greater awareness of the risk of infectious diseases more generally. This allied to reduced commuting trips could have major implications for the finances of public transport delivery. Commercial services may now require subsidy and subsidised services may now require more subsidy. In response to reduced fares revenue, frequencies may be reduced and / or services may be withdrawn, diminishing public transport connectivity and potentially adding to car use. Public transport operators may therefore have to review the nature of the services they provide (or are specified to provide) in response to a new, more leisure-focussed and cautious public. Current models of season tickets may also need to be revised to account for the more flexible travel patterns likely to be adopted by many who previously commuted five days per week.

In the longer term, as the **link between the workplace and the home** is reduced or broken completely for some types of jobs, some may reconsider where they wish to live. This is likely to lead to a more dispersed population which may bring pressures to the communities affected by in-migration and a mix of environmental and travel impacts.

More generally, structural changes resulting from the pandemic may bring significant **changes to the economy** and the types of activity undertaken at different locations, with retail perhaps being the sector most 'at risk' from permanent changes in behaviour.

This section has highlighted some of the uncertainties surrounding the post-pandemic world. As noted above, the key issue here is the scale of these impacts and the implications could range from transformative to marginal. This uncertainty will be captured in the development of forecast scenarios within which the RTS measures will be considered.



# Literature Review

SEStran Regional Transport Strategy

STAG Case for Change Report

## 5.0 LITERATURE REVIEW

### 5.1 OVERVIEW

The evidence base for the Case for Change has been informed by a comprehensive literature review of over 90 local, regional and national policy documents. These covered a range of relevant topic areas including transport, land-use planning, economic development, health, energy, digital connectivity and the environment. A full list of documents included in Appendix A.

The purpose of the literature review was to inform the identification of problems, issues, constraints and opportunities as well as assisting in the process of option generation. A summary of the problems identified from the literature review is provided in Table 5.1.

Separate literature reviews were undertaken to inform the development of the Strategic Environment Assessment and Equalities Impact Assessment scoping processes. These are presented in these stand alone notes which have been used to inform the development of the Case for Change. Therefore, this evidence base should also be referred to when considering equalities and environmental issues discussed in the Case for Change.

**Table 5.1 Summary of Literature Review Problems**

Category	Sub-Category	No.	Problem	Source
Environment	Noise	1	Noise pollution from traffic impacts health, wellbeing and discourages active travel	Edinburgh City Mobility Plan 2021
	Emissions	2	Transport, especially road transport, is a key contributor to CO2 emissions and global warming	Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
				The Future of Energy in Scotland: Scottish Energy Strategy 2017
				Edinburgh City Mobility Plan 2021
				Scottish Government Climate Change Plan Update 2020
	Biodiversity	3	Transport features disrupting biodiversity / natural corridors / green areas	Edinburgh City Mobility Plan 2021
				East Lothian Main Issues Report 2014

Category	Sub-Category	No.	Problem	Source
	Air Quality	4	Local areas of poor air quality created by high traffic flows	Granton Waterfront Development Framework 2020
				Cleaner Air for Scotland National Modelling Framework 2018
				East Lothian Main Issues Report 2014
				Edinburgh City Mobility Plan 2021
				Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
Public Transport	Rail	5	Overcrowding on rail services particularly around Edinburgh. Passengers may not be able to get on the first train	Regional Transport Strategy Main Issues Report 2020 Fife Local Transport Strategy 2006 – 2026
		6	Platform Crowding	East Lothian Local Transport Strategy 2018 - 2024
		7	Some settlements have no direct connection to the rail network	SEStran Regional Park and Ride Strategic Study 2020
		8	Poor links between rail and wider public transport network leading to excessive interchange	Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
		9	Difficult interchanging between modes at Waverley Station	Edinburgh City Mobility Plan 2021
		10	Rail journey times uncompetitive with car	Regional Transport Strategy 2015 - 2025 Refresh 2015
		11	Rail station access is not always suitable for all users	National Transport Strategy 2 2020
	Bus	12	Lack of bus services outside main transport corridors	Regional Transport Strategy Main Issues Report 2020
		13	Difficulty making orbital movements around Edinburgh and neighbouring areas by public transport	Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
				Regional Transport Strategy Main Issues Report 2020

Category	Sub-Category	No.	Problem	Source
		14	High bus demand in City Centre to BioQuater / Royal Infirmary corridor in Edinburgh	Edinburgh Strategic Sustainable Transport Study 2019
		15	The provision of a good bus service which still has poor uptake (e.g., St John's Hospital)	Extract Main Issues Report Technical Note 2020
		16	High demand for buses in Edinburgh city centre	Edinburgh Strategic Sustainable Transport Study 2019
		17	Inconsistent bus stop infrastructure like many bus stops / stations do not have step-free access.	Extract Main Issues Report Technical Note 2020
				City Region Deal Edinburgh & South East Scotland Deal Document 2018
		18	Lack of buggy and wheelchair space on buses	Edinburgh City Mobility Plan 2021
		19	Bus services contributing to congestion at peak times leading to slow and unreliable journey times	Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region
		20	Urban bus speeds have been falling in recent years	Regional Transport Strategy Main Issues Report 2020
		21	Delayed services undermine the competitiveness and attractiveness of public transport	Regional Transport Strategy Main Issues Report 2020
		22	Incorrect use of bus lanes causing buses to be delayed	Regional Transport Strategy 2015 - 2025 Refresh 2015
	General	23	Vulnerable people are concerned about their safety on public transport	Edinburgh City Mobility Plan 2021
		24	Difficulties accessing services and opportunities at off peak periods	Regional Transport Strategy 2015 - 2025 Refresh 2015
		25	Difficulty travelling between West Edinburgh and North Edinburgh by public transport	Edinburgh Strategic Sustainable Transport Study 2019

Category	Sub-Category	No.	Problem	Source
Shared Transport and Multi-Modal	Park and Ride	26	Limited uptake of P&R services in some locations e.g., bus P&R facilities operating at 50-100% capacity	SEStran Regional Park and Ride Strategic Study 2020
		27	Rail based P&R sites operating at or above capacity leading to overspill parking	SEStran Regional Park and Ride Strategic Study 2020
		28	Difficulty interchanging between modes at some P&R sites	SEStran Regional Park and Ride Strategic Study 2020
		29	Difficulty accessing popular P&R sites after AM peak period	East Lothian Local Transport Strategy 2018 - 2024
		30	Lack of integration between bus P&R and modes other than active travel	SEStran Regional Park and Ride Strategic Study 2020
	Airport	31	Lack of surface access to Edinburgh Airport to people other than those accessing by car / taxi	Regional Transport Strategy Main Issues Report 2020
		32	Projections of air travel in 2030 show there is a lack of bus services in West Edinburgh to cater for growth	West Edinburgh Transport Appraisal Refresh 2016
		33	Lack of cross border access to Newcastle and Carlisle Airports	Local Access and Transport Strategy Scottish Borders Council 2015
		34	Growth in visitors to Edinburgh in the future leading to increased demand on transport network	Edinburgh City Mobility Plan 2021
	Multi-Modal	35	Edinburgh centre lacks cross city transport links and there is limited integration between modes	SEStran Regional Park and Ride Strategic Study 2020
		36	Lack of cohesion between drivers, pedestrians, and cyclists: drivers don't want cyclists on roads, pedestrians don't want cyclists on footways	Clackmannanshire Local Transport Strategy 2015 - 2019 Survey Findings
		37	Poor links to North Berwick	East Lothian Main Issues Report 2014

Category	Sub-Category	No.	Problem	Source
	DRT	38	Good links east and west in Edinburgh, but north to south have poor links	West Edinburgh Transport Appraisal Refresh 2016
		39	Difficulties booking DRT services	SEStran Strategic Demand Responsive Transport Study 2021
		40	Difficulty interchanging between DRT and other public transport services	SEStran Strategic Demand Responsive Transport Study 2020
Fares and Ticketing	Fares	41	Lack of affordable public transport. Particularly notable for those that do not have access to a car and vulnerable groups like the young, elderly, ethnic minorities, mobility impaired, etc.	Regional Transport Strategy Main Issues Report 2020
				Edinburgh City Mobility Plan 2021
				Free Bus Travel for Under 19s Consultation Analysis Final Report 2020
	Fares	42	Inconsistent acceptance of National Concessionary Travel Scheme on DRT services.	SEStran Strategic Demand Responsive Transport Study 2020
		43	Increasing demand for concessionary travel	Regional Transport Strategy Main Issues Report 2020
	Ticketing	44	Lack of affordable, convenient, and streamlined ticketing system	Regional Transport Strategy 2015 - 2025 Refresh 2015
		45	Difficulties in buying tickets for vulnerable groups	National Transport Strategy 2 2020
Connectivity	Connectivity to Services	46	Difficulties accessing travel information	Regional Transport Strategy 2015 - 2025 Refresh 2015
				Falkirk Local Transport Strategy 2014
		47	Difficulty accessing services and employment	Regional Spatial Strategy for Edinburgh and South East Scotland City Region 2020
	Connectivity to Services	48	Lack of accessible bus stops	Edinburgh Strategic Sustainable Transport Study 2019
		49	High demand for transport in New Town to Granton (via Newhaven) corridor within Edinburgh	Edinburgh Strategic Sustainable Transport Study 2019



Category	Sub-Category	No.	Problem	Source
		50	Severance between communities	Edinburgh Strategic Sustainable Transport Study 2019
		51	Difficulties accessing services and opportunities from rural areas and isolated communities	SEStran Regional Park and Ride Strategic Study 2020
				Regional Transport Strategy Main Issues Report 2020
				SEStran Strategic Demand Responsive Transport Study 2020
				Scottish Borders Local Development Plan 2016
		52	Lack of connectivity in Scottish Borders	SESplan Main Issues Report 2015
		53	Duns in Scottish borders loses economic activity in the area to Berwick and Edinburgh due to the ease of access	Scottish Borders Local Development Plan 2016
		54	Poor cross-border connections between Scotland and England	East Lothian Local Development Plan 2018
		55	Poor surface access to key gateways	Regional Transport Strategy 2015 - 2025 Refresh 2015
		56	Delays at key access points to the city for people and goods	Edinburgh City Mobility Plan 2021
		57	Increasing commuting distances and longer journeys to work	Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
				East Lothian Local Transport Strategy 2018 – 2024
		58	People want to live in neighbourhoods where services and amenities are nearby	Regional Transport Strategy Main Issues Report 2020
				Sustrans: Reducing car use: Views and behaviours of people who live and drive in towns and cities in Scotland 2019
	Vulnerable Groups	59	Aging population causing a shift in transport demand. More people require access to healthcare, more carers travelling, more emergency services	Regional Transport Strategy Main Issues Report 2020
				Edinburgh City Mobility Plan 2021

Category	Sub-Category	No.	Problem	Source
		60	Lack of access to employment, training, services and leisure for people without a car	Mobility Hubs Strategic Study for the SEStran Region 2021
		61	Women feel less safe on public transport, more likely to use a car or taxi	Edinburgh City Mobility Plan 2021
				National Transport Strategy 2 2020
		62	Transport poverty making accessing employment and services prohibitively expensive or difficult	Sustrans: Transport poverty in Scotland 2016
				Edinburgh Strategic Sustainable Transport Study 2019
		63	Difficulties accessing transport services for those who are mobility impaired	Regional Transport Strategy 2015 - 2025 Refresh 2015
				National Transport Strategy 2 2020
		64	Difficulty of travelling on public transport for families, people with children	Edinburgh City Mobility Plan 2021
		65	Lack of access to transport contributing to inequality of opportunity for young people	Free Bus Travel for Under 19s Consultation Analysis Final Report 2020
		66	COVID-19 exacerbating existing inequalities in access to public transport	National Transport Strategy 2 2020
Active Travel	Network	67	Gaps in Active Travel Network discourage people from utilising it	Midlothian Active Travel Strategy
				Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
				West Edinburgh Transport Appraisal Refresh 2016
				Strategic Cross Boundary Cycle Development 2017
				Edinburgh City Mobility Plan 2021
				East Lothian Local Transport Strategy 2018 - 2024
		68		Granton Waterfront Development Framework 2020

Category	Sub-Category	No.	Problem	Source
Freight			Strategic transport routes not always appropriately catering for active travel, just car / motorised transport	Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
				Strategic Cross Boundary Cycle Development 2017
		69	Lack of interchange from active travel to public transport outside main travel hubs	Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
	Lifestyle	70	Journeys not attractive to be undertaken by active travel	SEStran Strategic Network 2020
				Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region 2020
				Cycling Action Plan for Scotland 2017 - 2020
				West Edinburgh Transport Appraisal Refresh 2016
				Road Safety Plan for Edinburgh to 2020
				West Lothian Active Travel Plan 2016
				Sustrans: Safety in numbers: Scottish cycling collision hotspots 2017
				Edinburgh Active Travel Action Plan 2016
				Let's get Scotland Walking: The National Walking Strategy 2014
				Clackmannanshire Local Transport Strategy 2015 - 2019 Survey Findings
		71	Growth in walking and cycling to work has mostly occurred in Edinburgh, limited growth in other areas	SESplan Main Issues Report 2015
		72	Health disbenefits of lack of active travel and sedentary travel choices	Regional Transport Strategy Main Issues Report 2020
Freight	Road	73	Congestion delays road freight and deliveries	Draft Forth Freight Study: Case for Change in SEStran Area 2020

Category	Sub-Category	No.	Problem	Source
				National Transport Strategy 2 2020
		74	Empty freight vehicles creates unnecessary traffic	Draft Forth Freight Study: Case for Change in SEStran Area 2020
		75	Disruption to freight and logistics networks due to network resilience	Draft Forth Freight Study: Case for Change in SEStran Area 2020
		76	Increase in freight demand largely driven by more home deliveries	Regional Transport Strategy Main Issues Report 2020
	Rail and Sea	77	Declining demand for rail freight causing disused rail terminals. Limits scope for growth in the area and modal shift for freight.  Lack of rail and sea freight leading to high dependence on road freight	Draft Forth Freight Study: Case for Change in SEStran Area 2020
				Regional Transport Strategy 2015 - 2025 Refresh 2015
Road	Network	78	Competing demands for road space create congestion with roads reaching capacity at peak times leading to long and unreliable journey times	Edinburgh City Mobility Plan 2020
				Edinburgh Strategic Sustainable Transport Study 2019
				East Lothian Local Development Plan 2018
				East Lothian Main Issues Report 2014
				West Lothian Main Issues Report 2014
		79	Roads are susceptible to impacts of flooding and landslides causing delays to drivers	West Lothian Main Issues Report 2014
		80	High vehicle speeds are risk to safety of all road users but especially cyclists and pedestrians	The Good Practice Guide to 20mph speed restrictions 2016
				Road Safety Plan for Edinburgh to 2020
		81	Lack of road maintenance creates potholes which are dangerous for all road users but particularly cyclists and motorcyclists	Falkirk Local Transport Strategy
				Draft Forth Freight Study: Case for Change in SEStran Area 2020
				Extract Main Issues Report Technical Note 2020

Category	Sub-Category	No.	Problem	Source
	Car Usage / Ownership	82	Some roads and footways not being gritted appropriately during winter	Clackmannanshire Local Transport Strategy 2015 - 2019 Survey Findings
		83	Car is more convenient mode than public transport and active travel even for short local journeys	Regional Transport Strategy Main Issues Report 2020
				Sustrans: Reducing car use: Views and behaviours of people who live and drive in towns and cities in Scotland 2019
				National Transport Strategy 2 2020
Parking	Demand	84	High demand for town and city parking	Extract MIR Technical Note 2020
				Regional Transport Strategy 2015 - 2025 Refresh 2015
				East Lothian Local Transport Strategy 2018 - 2024
				West Edinburgh Transport Appraisal Refresh 2016
				Edinburgh City Mobility Plan 2020
				National Transport Strategy 2 2020
	Overspill Parking	85	High levels of on street overspill parking creates safety problems	Climate Change Plan Update 2020
				Edinburgh Local Development Plan 2016
				Granton Waterfront Development Framework 2020
		86	Parking on footway causes issues for pedestrians, particularly those who are disabled, have mobility issues, have small children, pushchairs or luggage.	West Edinburgh Transport Appraisal Refresh 2016
				Edinburgh City Mobility Plan 2021
				Edinburgh Active Travel Action Plan 2016
				East Lothian Local Transport Strategy 2018 - 2024

Category	Sub-Category	No.	Problem	Source
	Freight	87	Insufficient lorry parking facilities meaning drivers can't rest	Draft Forth Freight Study: Case for Change in SEStran Area 2020
	Cycle	88	Cycle parking not conveniently located next to associated building / service	Edinburgh Local Development Plan 2016
Future Mobility	Technological Innovation	89	Increase in demand for digitally connected vehicles and Intelligent Transport Systems	SESplan Main Issues Report 2015
				Regional Spatial Strategy for Edinburgh and South East Scotland City Region 2020
		90	Uncertainty of the future due to emerging technological changes	Regional Transport Strategy Main Issues Report 2020
		91	Barriers to uptake of electric vehicles	National Transport Strategy 2 2020
				Extract MIR Technical Note 2020
				Rail Services Decarbonisation Action Plan Pathway to 2035, 2020
	Travel Behaviour Change	92	Reduced demand for public transport in wake of the COVID-19 pandemic leading to less services and more car dependency	Climate Change Plan Update 2020
				SEStran Strategic Demand Responsive Transport Study 2020
		93	Less demand for commuting particularly at peak times	National Planning Framework 4 Position Statement 2020
				Extract Main Issues Report Technical Note 2020
	94	Shift in the use of town centres and less retail trips	Regional Transport Strategy Main Issues Report 2020	
Land Use Integration	New Developments	95	Significant proposals for new developments which are often built without convenient access to public transport leading to car dependency	Regional Transport Strategy Main Issues Report 2020
				Extract Main Issues Report Technical Note 2020
				East Lothian Local Development Plan 2018

These findings were subsequently used to inform the problems defined in Chapter 0 which are then cross-referenced back to the relevant evidence from the literature review as appropriate.



# Consultation

**SEStran Regional Transport Strategy**

STAG Case for Change Report

## 6.0 CONSULTATION

### 6.1 INTRODUCTION

The development of the Case for Change has been informed by an extensive consultation process. The detailed findings from this are set out in a stand alone Consultation Report and summarised in this chapter. The consultation included the following elements:

- **Stakeholder Engagement:** Over 130 stakeholders were invited to participate in consultation either through workshops, individual meetings or by responding to briefing notes. In total 9 workshops and 21 meetings took place and 62 written responses were received. A full list of the organisations which participated in the stakeholder engagement along with the approach that was undertaken is included in Appendix B.
- **Public Consultation:** A public survey was undertaken online over a six week period between Monday 8<sup>th</sup> March 2021 and Monday 19<sup>th</sup> April 2021. This explored pre-pandemic travel patterns, anticipated post-pandemic travel behaviour along with the reasons for these travel choices. In total 998 responses were received.

The problems and issues identified from the stakeholder and public consultation reflect those identified through the preceding chapters and have also informed the development of the Problems Framework set out in Chapter 7.0.

### 6.2 STAKEHOLDER CONSULTATION

The following section provides a high-level summary of the consultee responses in a collective capacity. These have been disaggregated into the following overarching headings:

- Role of the RTS
- COVID19 Implications
- Modes and Operational Issues
- Cross Boundary Issues
- Technology

#### Role and Purpose of the RTS

It was felt that there is currently a real opportunity to prepare a forward thinking, ambitious RTS which can work alongside national and local transport and planning policies to help shape the delivery of transport across Scotland. It was noted there is currently an alignment on policies



which should be leveraged and used to drive forward ambitions within Scotland. Stakeholders noted the recent National Transport Strategy 2 (NTS2) and forthcoming Strategic Transport Projects Review (STPR2) provide overarching guidance at a national level, alongside the Scottish Governments Climate Change Plan and emerging National Planning Framework 4 (NPF4). It was felt that these strategic policies should be used to guide development of the RTS, which itself should seek to align and deliver at a regional level.

These views were closely tied to responses to the climate emergency and routes to net zero, both of which have significant transport implications. Stakeholders tended to believe that the RTS should act as the link between the National and Local policies, helping to facilitate national policies at a regional level whilst working with local authorities where appropriate to shape local delivery, and crucially being the conduit to improved cross border transport schemes between local authorities.

Essentially, stakeholders felt that the RTS should be ambitious in formation, both in terms of setting targets and outcomes.

Behavioural change was raised by a number of stakeholders and again linked to the climate emergency and current transport situation. These stakeholders felt that SEStran, through the RTS, has a significant role to play in influencing behavioural change with regards transport choices across the region.

The final point which was made was that transport does not and should not operate in a bubble. The next RTS has to work hand in hand with the planning industry to ensure developments and how they are served are properly considered early in the process. These links should not be confined to the National Planning Framework and it is important to recognise the role that Community Planning plays in society along with the benefits to residents across the region that it offers.

### COVID-19 Implications

The majority of consultees highlighted that there is a large amount of uncertainty regarding how the transport network will operate once COVID-19 restrictions have been lifted.

One of the major concerns stakeholders raised was the feasibility of commercial public transport services once restrictions have been lifted and their recovery. The messaging from both the UK and Scottish Government through the pandemic has been to avoid using public transport unless journeys are necessary. As a result, patronage has significantly declined. Lothian Buses – the dominant bus operator in Edinburgh – reported 9% of pre pandemic patronage during the first lockdown with demand peaking at 45% before Christmas. Reversing this messaging and encouraging people back onto public transport is the Confederation of Passenger Transport's key concern at present. Stakeholders, particularly those within public transport, warned that undertaking a promotional campaign encouraging travel without a change in Government messaging is unlikely to make any real positive changes.

To date, the Scottish Government have been subsidising bus services throughout the pandemic. This has allowed services to continue to operate and provide transport to key workers. Several consultees noted that when the focus turns to transitioning from this support, unless managed properly, it is likely that the number of services on the network will reduce significantly. As such, it was felt important the transition is planned with all relevant parties in a way to least impact customers. First Buses noted that they have a plan to return to 90% of pre-pandemic capacity but advised that even at that level, some services will have to be cut.

Bus operators across the SEStran area believe that it is likely bus patronage in the area will fall relatively more than in other regions of Scotland. The reasons for this were three-fold. Firstly, the baseline bus patronage is significantly higher than other areas in Scotland, and therefore the percentage decrease will be higher. Secondly, a large proportion of workplaces in Edinburgh have now widely adopted home working. It is likely that home working will continue, in one way or another, which reduces travel demand and patronage. Finally, some of the bus operators noted that there appears to be greater compliance with government guidelines in the SEStran area than in other areas of Scotland.

With organisations across the country adapting to home working, many stakeholders noted travel demand is unlikely to return to pre-pandemic levels. While many offices in city and town centres sitting empty, it is likely that there will be an impact on the surrounding areas. For example, various stakeholders highlighted that local shops could have a reduction in footfall as a result.

Whilst the majority of the above has focused on the effects of the pandemic on bus operators, ScotRail has also suffered a huge drop in passenger numbers. Again, Scottish Government messaging has been clear that people should only travel for essential purposes. As restrictions are relaxed, ScotRail will be in a similar position to bus operators, reliant upon the public being happy to travel on public transport.

## Modes & Operational Issues

This section explores mode-specific and operational issues raised by stakeholders.

### *Road & Vehicular*

Several stakeholders recognised the strategic importance of the Queensferry Crossing. Although the Confederation of Passenger Transport noted that the opening of the Queensferry Crossing has reduced journey times crossing the Forth itself, all this time is lost when vehicles arrive at Queensferry Road. Being the main link from the bridges into Edinburgh, it is heavily congested. Lothian Buses also highlighted this to be a key transport problem impacting their services.

Another major pinch point on the road network is Sheriffhall Roundabout. Midlothian Council noted that this severely impacts public transport travelling north from Midlothian into Edinburgh. It was suggested that, around 70% of people making this journey are doing so by car.

It was noted that the councils within the SEStran region are at varying stages in terms of rolling out electric charging infrastructure and supporting the transition to decarbonisation. The majority of the councils noted that there is very little regional or national guidance on charging and infrastructure. Some councils felt that they do not have the resources to develop and implement an electric infrastructure strategy. For example, Clackmannanshire Council highlighted that they are unsure if they are placing chargers in the best places for the community. On the other hand, East Lothian Council noted that they have pushed forward and implemented a wide range of charging infrastructure across the local authority area and have begun charging a fee for use. Overall, it was suggested that better guidance and support for councils in terms of a strategy for the roll-out of charging and other infrastructure would be useful.

Several of the local authorities raised concerns regarding equality issues around electric vehicles. Although the vehicles are relatively inexpensive to run compared with conventional vehicles, the upfront cost is significant and therefore not an option for many people. Additionally, not everyone has a house with a private driveway or area suitable for an electric charging point. It was recognised that while it is not necessary to charge vehicles at home locations, it is highly desirable and was thought to be a barrier to owning an electric vehicle.

Concerns were also raised regarding the capacity of the grid network and whether it will be able to cope with the mass transition to electric vehicles. Clackmannanshire and the Scottish Borders councils specifically noted that Scottish Power Energy Networks had raised concerns about the local grid and at present it was not suitable for the number of charging points which would be required. Lothian Buses also noted that charging their fleet every night would require a huge amount of electricity, which again will draw power from the grid.

A number of stakeholders raised the question of introducing some form of Road User Charging (RUC) within the area and across the country in general. Some believed that RUC will be inevitable as the vehicle fleet becomes electric, which will have ramifications for the UK Treasury with the loss of fuel duty. Others noted that RUC could be used as part of a carrot and stick approach to force modal shift to greener modes and assist with net zero aspirations. Whilst most stakeholders felt that RUC was inevitable at some point, they did warn that any introduction needs to be carefully considered and phased, so as not to stifle the COVID-19 recovery.

The Freight Transport Association, Road Haulage Association and the bus operators raised serious concerns regarding the implications of Edinburgh's Low Emission Zone. Although the boundaries have not been confirmed yet, the Freight Transport Association noted that it would make deliveries in and out of Edinburgh significantly more complicated and difficult to carry out. Several stakeholders felt that of the four cities implementing low emission zones – Aberdeen, Edinburgh, Glasgow and Perth – Edinburgh had carried out the least consultation with the industry.

Concerns were raised about pressures on Local Authority budgets, and each Councils ability to maintain their road infrastructure to a high standard.

## Rail

Several of the councils noted that there are capacity issues on the railway which encourages private car use. The specific lines highlighted were:

- East Coast Main Line (ECML)
- Borders Railway
- Fife Circle

Capacity issues on these lines lead to a lack of available seating and in some instances, passengers unable to board the train. ScotRail and Network Rail noted that they are aware of the capacity issues on the network and they were carrying out work to resolve these issues. However, these capacity related projects have been put on hold due to the pandemic and the uncertainty surrounding future travel demand.

Network Rail have carried out some analysis looking at key drivers of demand in Glasgow and hope to carry this over to Edinburgh. This analysis will be important when considering COVID-19 recovery. As previously mentioned, the Government message to avoid public transport, unless for necessary journeys, has resulted in significant patronage decline.

In terms of future investment, the Levenmouth Reconnected project is committed. This includes the reinstatement of Levenmouth Rail link with two stations at Cameron Bridge and at Leven. Fife Council, along with other stakeholders, noted that this project will significantly improve access to key services.

It was noted that there are other rail projects in the region that are being considered or promoted by various bodies and groups including Blindwells in East Lothian, St Andrews in Fife and the Borders Extension. At present, these are being taken forward independently with funding from Transport Scotland's Local Rail Development Fund. Each of these projects are working through the system but no decisions have yet been made and, as yet, neither ScotRail nor Network Rail have direct involvement.

Parking capacity issues at train stations were cited by many stakeholders as a major problem. It should be acknowledged that, similar to capacity issues on services, this was a pre-pandemic problem, and it is unknown whether travel demand will return once restrictions are lifted. As is the case across the country, when rail station car parks become full, then problems manifest in residential areas as people try to park close to the station.

Accessing stations was also highlighted by stakeholders as a major problem across the region. This included Fife Council noting that several stations in the area are not Disability Discrimination Act compliant. Drem Station was also highlighted during consultations as being particularly

difficult to access. Stakeholders noted that there can be land ownership issues with areas surrounding stations which limits what can be done. However, it was highlighted that this needs to be considered in the future.

### *Bus*

Local authorities and bus operators alike noted the decline in bus use that has been seen across Scotland in the last decade. Although Edinburgh itself has not been affected to the same extent, it is still a concern for the surrounding areas and the future of the industry. First Bus noted that there are many reasons for the decline in patronage, noting that an 11-year freeze on fuel duty, investment in roads and rail have all combined to make travel by these modes cheaper. By contrast, there has been limited investment and support for the bus industry and it is therefore unsurprising that patronage drops. As a result, fares have increased and bus travel becomes relatively more expensive.

However, in Edinburgh, Lothian Buses have seen success in recent years which opposes the trend across the country. They noted that there is no suburban rail network in Edinburgh to compete with and they have invested heavily into their fleet to ensure they have the highest quality of vehicles on the network.

In terms of decarbonisation, it was noted that the bus operators in the region are going to struggle to meet the net-zero target. It was felt that it is currently not feasible to have electric buses on the network. Stakeholders advised that these vehicles do not have the range required for the services in the region. Lothian Buses noted that they have recently invested to ensure their fleet was Euro 6 standard but noted that they may struggle to meet more stringent requirements. Operators also raised concerns whether, even if the infrastructure was in place, would the grid be able to cope with the large number of buses requiring charging.

First Bus believed that there should be more direction and guidance for bus operators in terms of transitioning to electric vehicles. First have been involved in pilot schemes for hydrogen buses in Aberdeen and note that these vehicles have the range which electric vehicles can not match however the capital cost is prohibitive.

Congestion was cited as the main problem impacting the bus industry in the area, especially on the main arterial routes into Edinburgh. The reliability and frequency suffer as a result of congestion. The Confederation of Passenger Transport (CPT) noted that during lockdown their members experienced journey times of 15%-25% faster. It is important to try lock in some of these time savings going forward, offering fast bus services that offer better competition to the private car.

The Bus Partnership Fund is seen as a big opportunity for the industry. CPT had concerns that some of the smaller local authorities may not have the resources to put forward bids for this fund. The majority of local authorities in the region noted that they are working with operators and various other groups to put forward a bid. The majority of the bids seek to address some of the congestion issues with bus priority and road reallocation.

Bus Operators noted that Spaces for People temporary cycle infrastructure was introduced without adequate consultation with the industry. Operators understand the need for new infrastructure however road space reallocation without discussion has serious effects on their business.

Within rural areas, the bus industry faces significant struggles with declining patronage, low population density and expectations that they should still be able to serve people's needs. Stakeholders noted that more must be done to support and embrace Community Transport, particularly within rural areas.

### *Tram*

In general, there was very little commentary provided by stakeholders on Tram services, potentially due to the discussions being framed along the lines of problem identification. Those who did mention the Tram noted its greener credentials, and in terms of improvements, looked for line extensions to create more of a network than currently available. Indeed, a number of local authorities felt that the Tram should run further out with Edinburgh city boundary and become a core part of the regional network rather than an Edinburgh centric service.

Others felt that as and when the Tram network is extended, there is an opportunity to re-cast buses to act as feeder services for the Tram. Properly aligned, this would cut the numbers of vehicles entering Edinburgh City Centre.

### *Walking & Cycling*

Walking, cycling and active travel was viewed positively across most stakeholders with a recognition of the benefits in terms of congestion, air quality and, crucially, health which can be accrued from investment and promotion of these modes of travel. Local Authorities noted that funding for these types of modes has significantly increased in recent years through Sustrans and Cycling Scotland. The majority of infrastructure funding is available through Sustrans and local authorities now have better developed relationships with Sustrans as well as understanding the process better. This has led to more ambitious projects being realised and a greater spend on active travel infrastructure being achieved. Local authorities do however still note issues in requirements to match fund and believe that criteria to achieve funding awards can be very challenging which can lead to schemes being abandoned or in some cases not being attempted.

Whilst local authorities are grateful that there are funding pots which they can access to deliver schemes, they note that these are all to be used for capital investment. Once new infrastructure is introduced, there is the requirement for the local authority to maintain the asset. Whilst most recognised that this is a reasonable situation, they all noted shrinking budgets which severely affected their ability to undertake developments as they struggle to pay for future upkeep.

Whilst the majority of issues raised with walking and cycling centred around perceived safety and lack of segregated routes, specific commentary was provided on issues of severance caused by the Edinburgh bypass and lack of safe crossing points.

A number of bus operators and the freight industry commented on the introduction of ‘pop up’ cycling infrastructure which was introduced during the pandemic. Whilst most seemed to have no issues with provisions for active travel, a number noted a lack of consultation with their industry in the development of these routes. Both bus and freight stakeholders noted that whilst reallocation of road space may be a worthy goal, it does affect their respective industry and they found that many of these temporary schemes were introduced without notice.

### *Freight*

The Freight Transport Association (FTA) noted that the biggest issue for them right now is the UK’s exit from the EU. They reported that Brexit is fundamentally making exporting out of Britain much more difficult now than it used to be. One consequence is that some companies are looking at their business models and making decisions whether to remain in Britain or move to Europe.

Several stakeholders highlighted that modal shift must be supported where appropriate, but it is important to acknowledge that rail freight is only relevant for certain goods. The FTA said that they have been trying for years to get whisky transported via rail, but this has never happened. It is important that this is fully understood and rail is not seen to be the one answer.

Decarbonisation is really important for all modes of transport including trucks. Stakeholders noted that electric is realistic for vans, provided that the infrastructure is in place to support the industry. Scotland have pinned themselves to hydrogen being the future for HGVs but they are very expensive. It is important to note that there is not one single solution that will solve all problems. Additionally, it was highlighted that the truck fleet in Scotland has never been cleaner with about 70% of the vehicles being at Euro 6 standard.

Throughout the pandemic, home deliveries have dramatically increased. This has resulted in large numbers of additional jobs in the industry being created although the delivery mode has shifted from large haulage vehicles to small vans and often cars. Flexibility has been a positive for the industry and has been aided by technology through real time tracking app’s and scheduling systems. There are however concerns on the sustainability of this offshoot, as and when more people go back to work at offices / premises, etc. It should be noted that the localised delivery has no doubt been assisted by lack of traffic on roads through lockdown periods.

### Cross Boundary Movements

Several stakeholders noted that providing cross boundary active travel routes is important to facilitate both commute and leisure journeys. However, it was highlighted that there can be problems joining up active travel links at the boundaries of local authority areas. It can be difficult for neighbouring councils to coordinate funding and desire for specific paths at the same time. Often this results in significant gaps in the network. It was suggested that there is role Sustrans to coordinate with authorities and ease this process.

Fife Council specifically noted that there are plans to improve transport provision at the Tay Bridge, facilitating movements from the SEStran area into Dundee. It is anticipated that there will be a park and ride facility south of the river, linking with the existing bus services. Additionally, improvements will be made to the active travel provision across the bridge.

During discussions with the neighbouring authorities, it was highlighted by South Lanarkshire Council that there is demand to travel east into the SEStran area. It was noted that generally, east to west travel movements are alright, despite the M8 being heavily congested.

### Technology Implications

Across a range of stakeholders, it was noted that there is an aspiration for an integrated public transport ticketing model across the region. Stakeholders felt that integrated ticketing would make journeys easier and encourage people onto public transport. However, Lothian Buses did note that they have removed their previously very successful RidaCard because customers want to simply use contactless payment with their bankcard and not have to carry an additional travel card. This is something that will have to be considered if integrated ticketing is explored.

Many stakeholders felt that in the future Mobility as a Service (MaaS) will be important across the region. It was suggested that if the government is serious about meeting their climate targets, alternative options to the private car would have to be offered. MaaS would meet customers direct requests, likely via an app, across a range of transport options and therefore ensure people are able to travel to where they need to get to.

It was highlighted by a few stakeholders that car sharing and car clubs have the potential to aid a reduction in car ownership, especially in densely populated areas. These clubs would rely on technology to facilitate the booking, picking up and dropping off of the vehicle.

Several stakeholders highlighted that improving digital connectivity could reduce the need to travel for many people. It was noted that during the pandemic it has been shown that people are able to work at home, reducing travel demand. Improving digital connectivity further will give people the option of staying at home.

## 6.3 PUBLIC SURVEY

The public survey was open from Monday 8<sup>th</sup> March 2021 and Monday 19<sup>th</sup> April 2021. Initially there were 1055 responses however a data cleaning process was undertaken to remove any respondents who answered less than four questions and to account for potential duplications from the same person. After this process, there were 998 responses remaining.

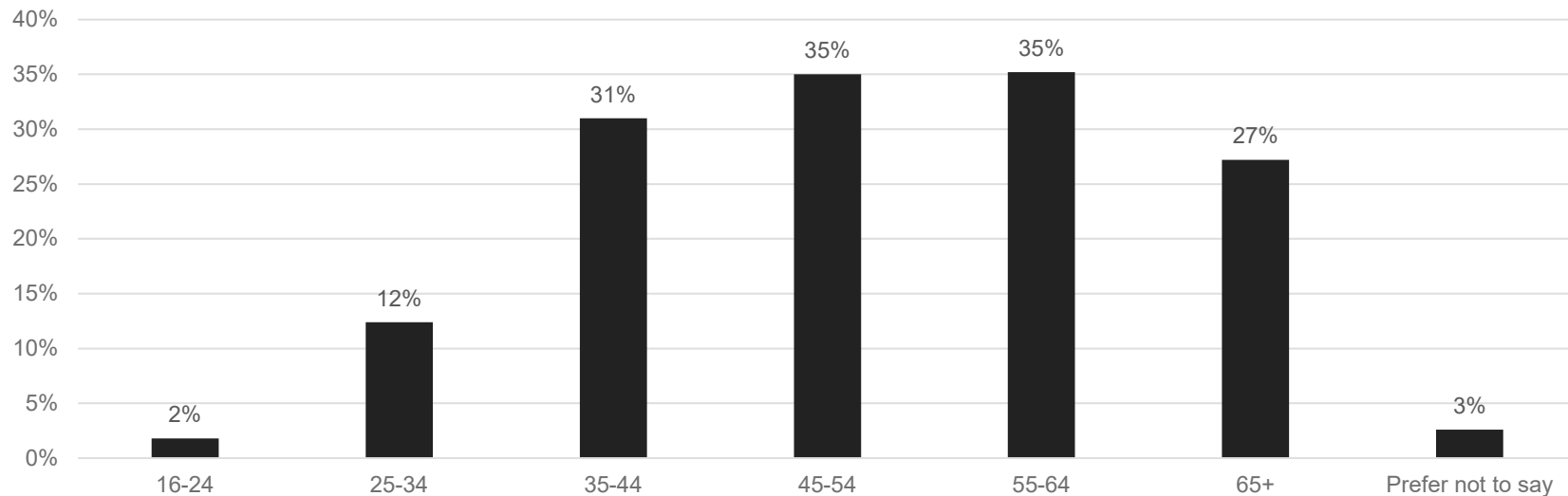
The following section summarises some of the key findings. For the purposes of the Case for Change Report, this section has been reported across the SEStran area however individual local authority reporting has been provided within the full Consultation Report.



## Demographics

73% (n=727) of respondents indicated which gender they identify as. 53% were female, 45% were male and 3% either preferred not to say or specified other.

50% (n=500) of the respondents indicated their age, this is shown in Figure 6.1. The majority of respondents, 70% fall evenly between the 45-54 and 55-64 age categories.

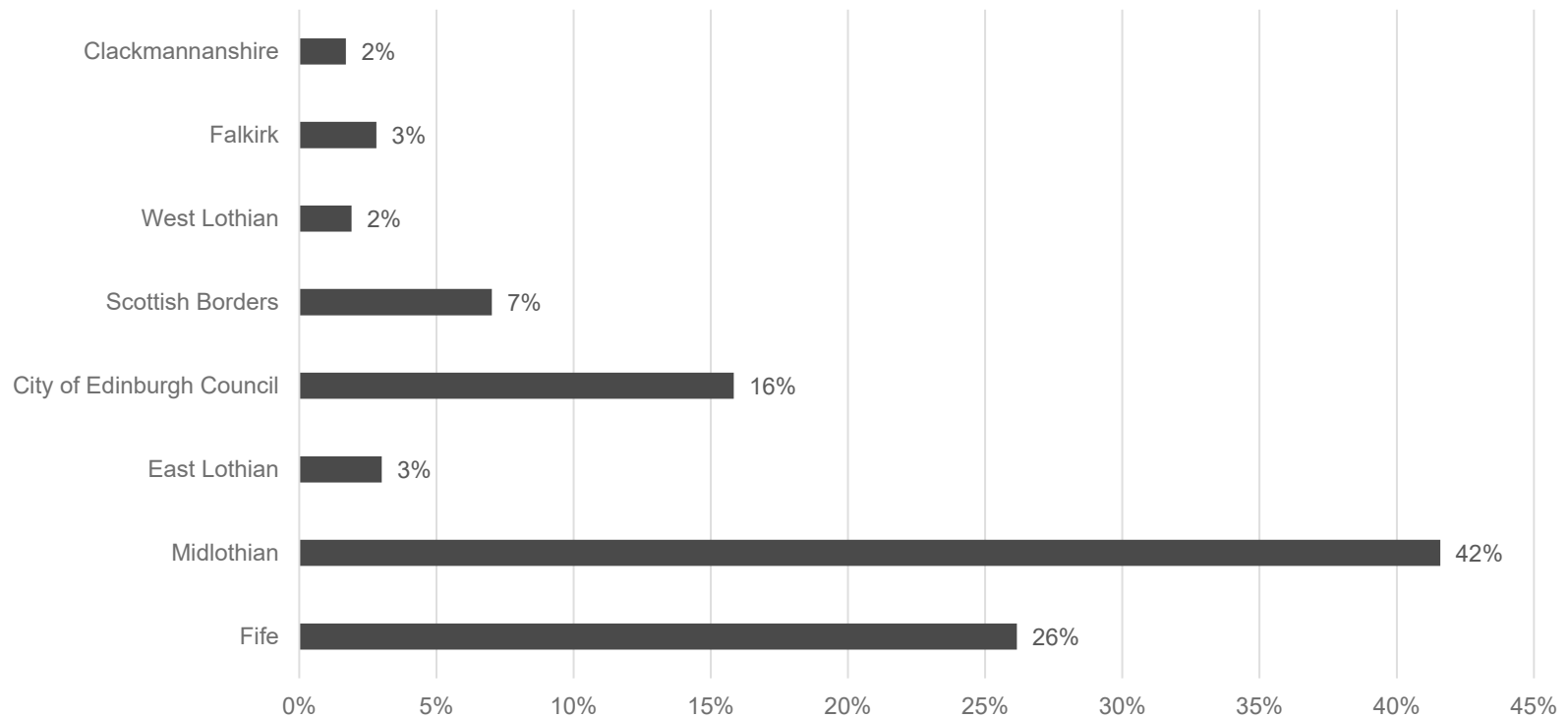


**Figure 6.1 Respondents Age**

## Local Authority Breakdown

All 998 respondents were asked in which SEStran local authority they lived. 42% (n=415) of respondents were from Midlothian. Only 2% of respondents were from Clackmannanshire and West Lothian respectively, while only 3% were from both Falkirk and East Lothian. This is shown in Figure 6.2.

Due to the imbalance of respondents across the local authorities and the need to understand problems with regional issues, the full analysis has also been undertaken by local authority.

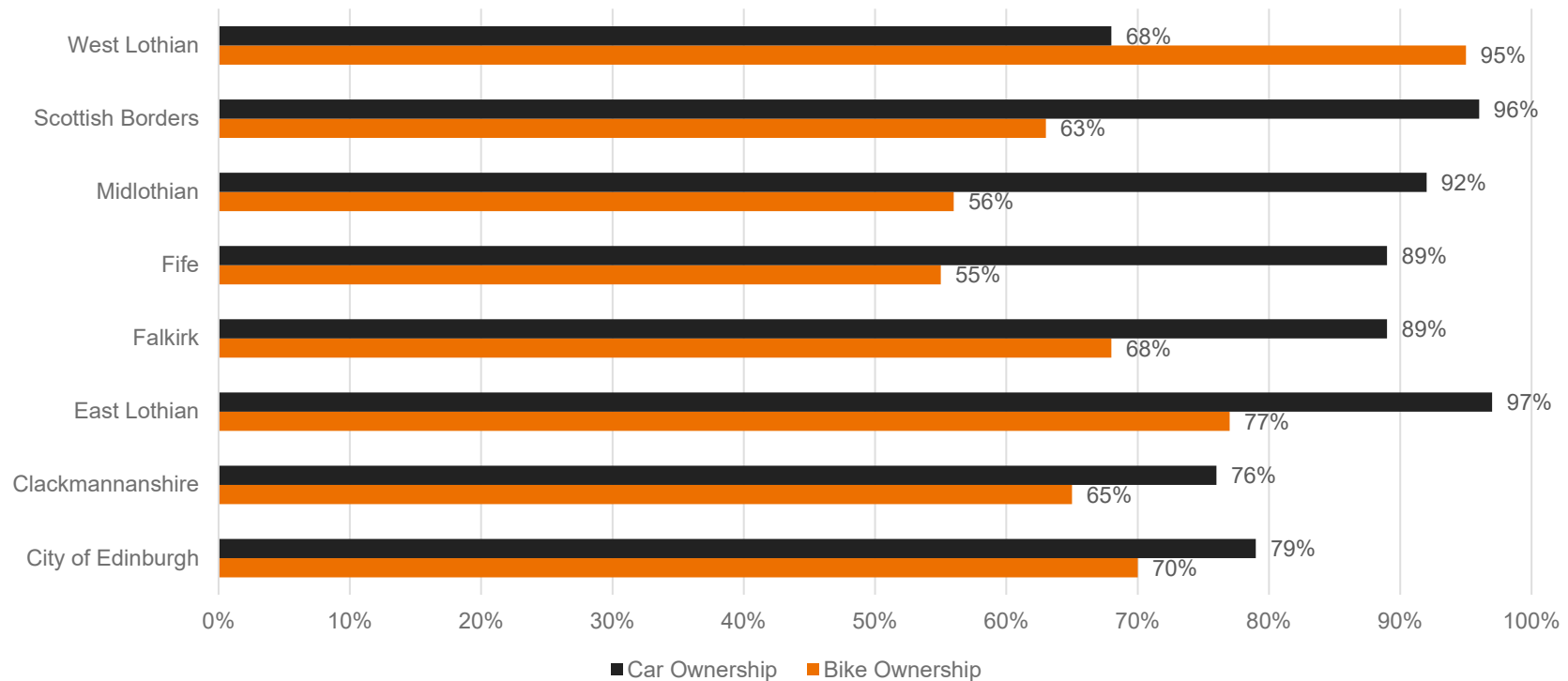


**Figure 6.2 Local Authority Breakdown**

#### Car / Van and Bicycle Ownership or Access

Respondents were asked whether they own or have regular access to both a car / van and a bicycle. Among the respondents, those who live in East Lothian had the highest car ownership at 97%. This was closely followed by 96% of those living in the Scottish Borders. West Lothian had the lowest car ownership at 68%.

West Lothian had the highest bike ownership at 95%. The lowest bike ownership was among respondents living in Fife at 55%, closely followed by Midlothian at 56% as illustrated in Figure 6.3.

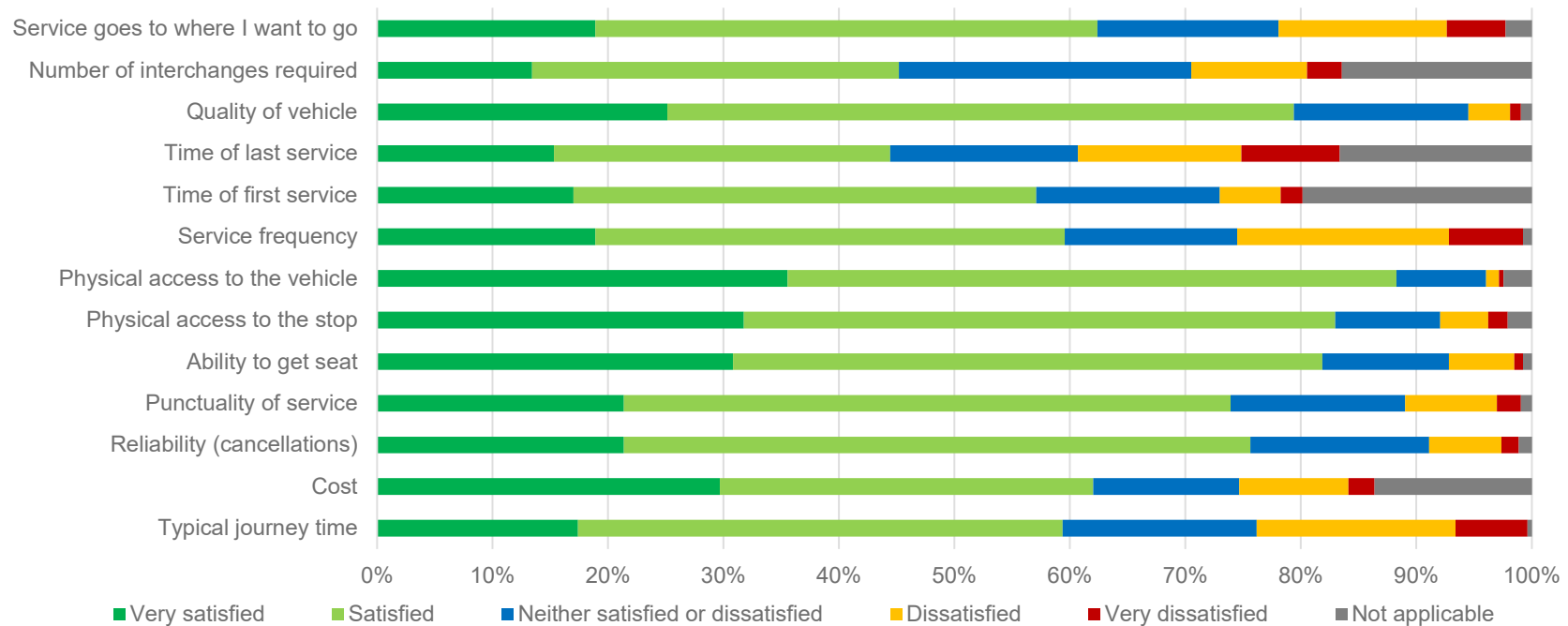


**Figure 6.3 Car and Bike Ownership**

#### Bus Travel Prior to Pandemic

Respondents were asked, prior to the pandemic, did they travel by bus in a typical month. **62% (n=545) respondents indicated that they had.**

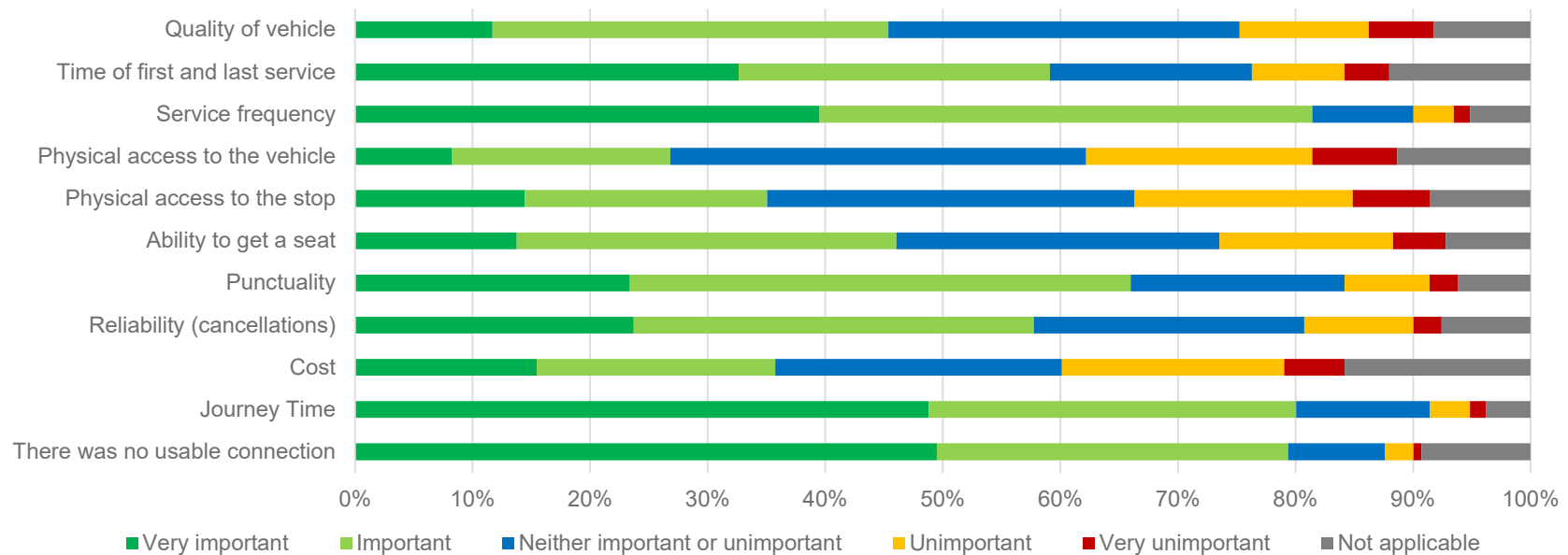
Overall, respondents were more satisfied than dissatisfied with the bus services across the SEStran region. Respondents were most satisfied with physical access to the vehicle, followed by physical access to the stop. Meanwhile, respondents were least satisfied with the time of their last service with 9% (n=45) respondents choosing very dissatisfied. This is likely an issue in the more rural areas of the SEStran region. The full results are shown in Figure 6.4.



**Figure 6.4 Satisfaction with Bus Services**

Respondents were asked to indicate which factors were the most important for them in choosing not to travel by bus. As shown in Figure 6.5, **lack of useable connections, journey times and service frequency were the most important factors** for the respondents choosing not to travel by bus.

Respondents indicated that the least important factors were physical access to both the vehicle and the stop.



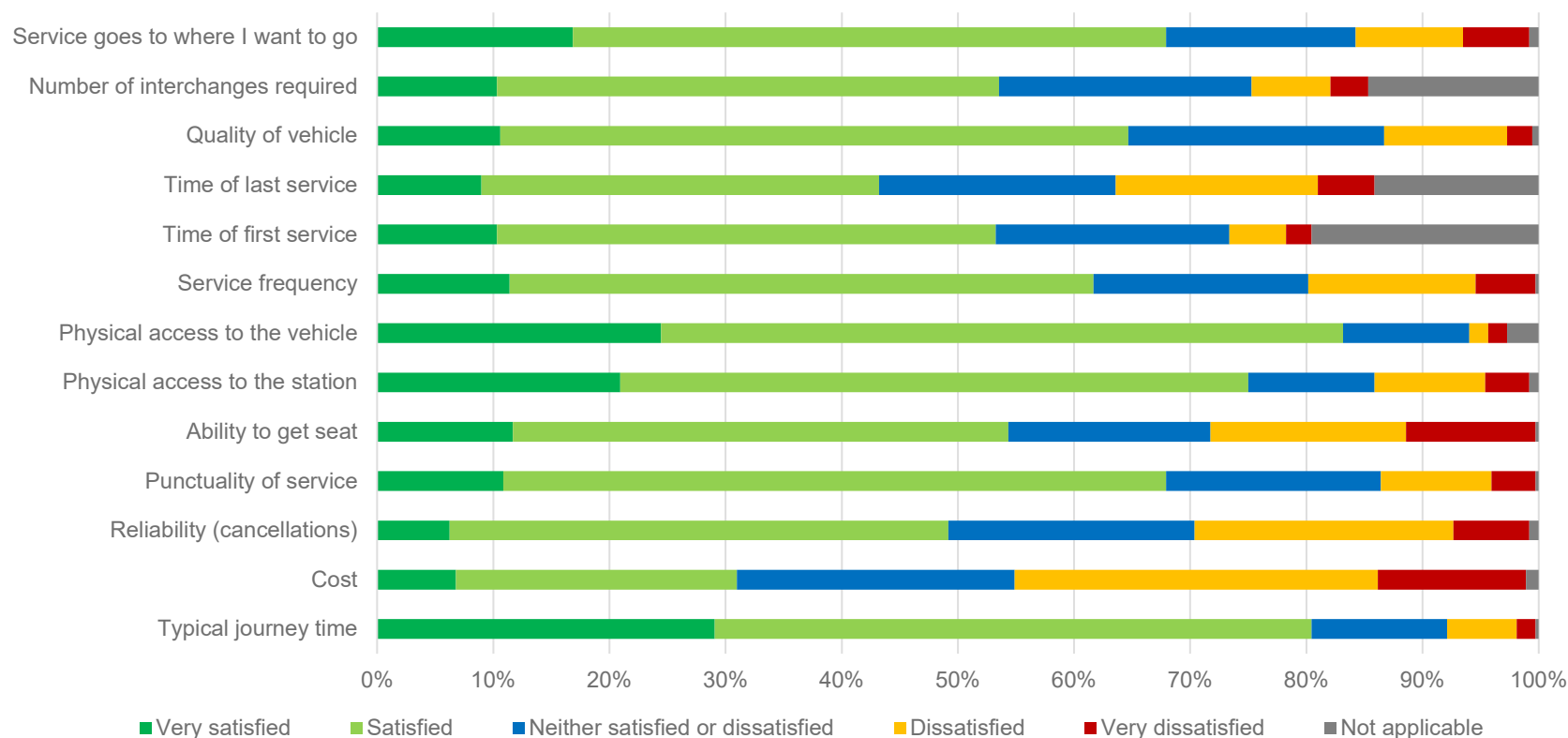
**Figure 6.5 Factors Influencing Decision on Whether to Travel by Bus**

#### Rail Travel Prior to Pandemic

Respondents were asked, prior to the pandemic, did they travel by train in a typical month. **44% (n=378)** respondents indicated that they had.

Respondents were most satisfied with typical journey times with 80% (n=296) of respondents choosing either satisfied or very satisfied. They were also satisfied with physical access to the station and vehicle.

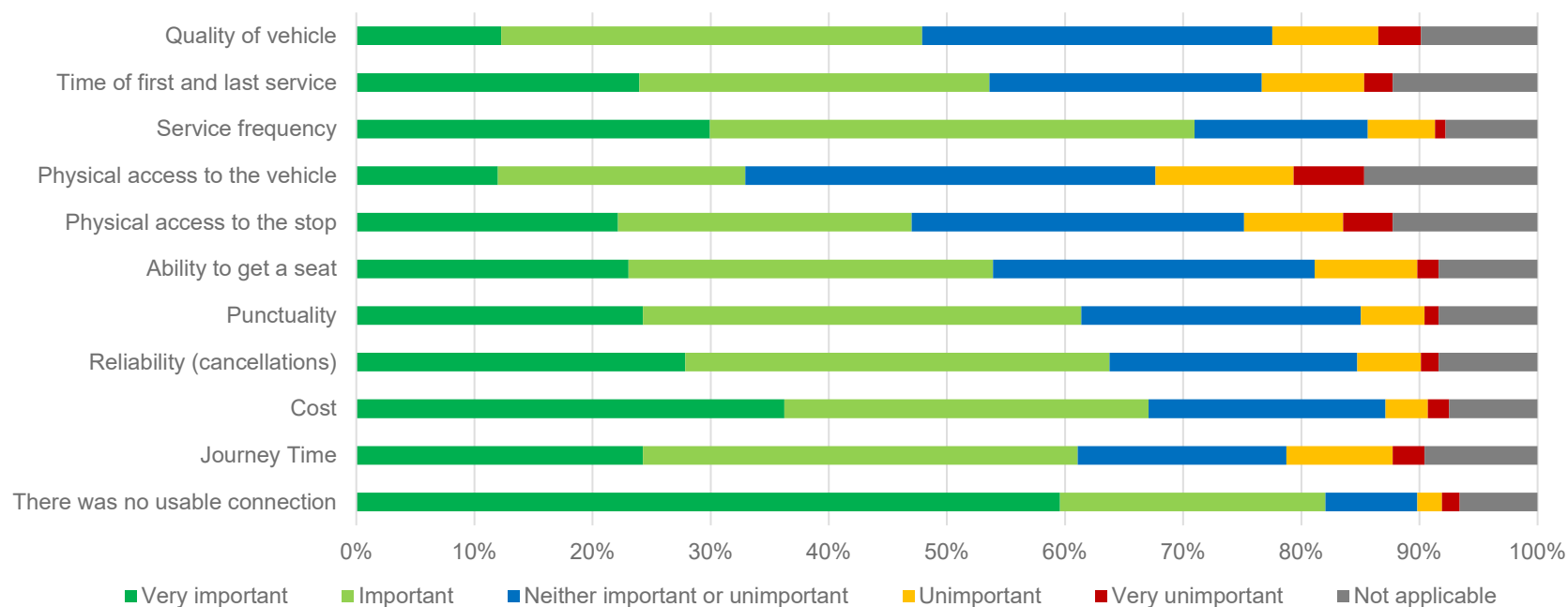
On the other hand, respondents were least satisfied with the cost of train fares with 44% (n=114) of respondents stating that they were either dissatisfied or very dissatisfied. The full findings are shown in Figure 6.6.



**Figure 6.6 Satisfaction with Rail Services**

Respondents were asked to indicate which of the following factors were the most important for them in choosing not to travel by train. 334 respondents answered this question with the results shown in Figure 6.7.

**Lack of useable connections, service frequency and cost were the most important reasons** for the respondents not travelling by train. 82% (n=274) respondents noted that there being no useable connection was either important or very important. Physical access to the vehicle was indicated to be the least important factor.

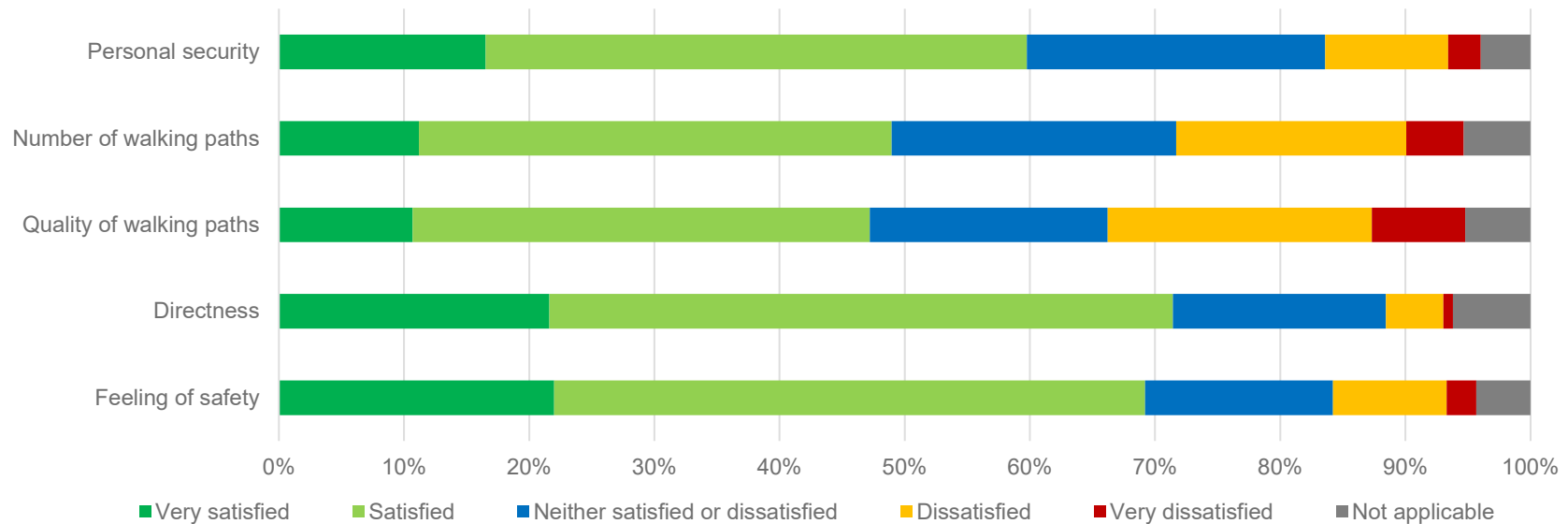


**Figure 6.7 Factors Influencing Decision on Whether to Travel by Rail**

### Walking

Respondents were asked to indicate, when walking, how satisfied they were with their journey. 805 respondents answered this question with the results outlined in Figure 6.8.

As shown, respondents were most satisfied with the directness of their journey. Closely followed by their feeling of safety. Respondents were least satisfied with the quality of walking paths with 28% (n=230) respondents choosing either dissatisfied or very dissatisfied.



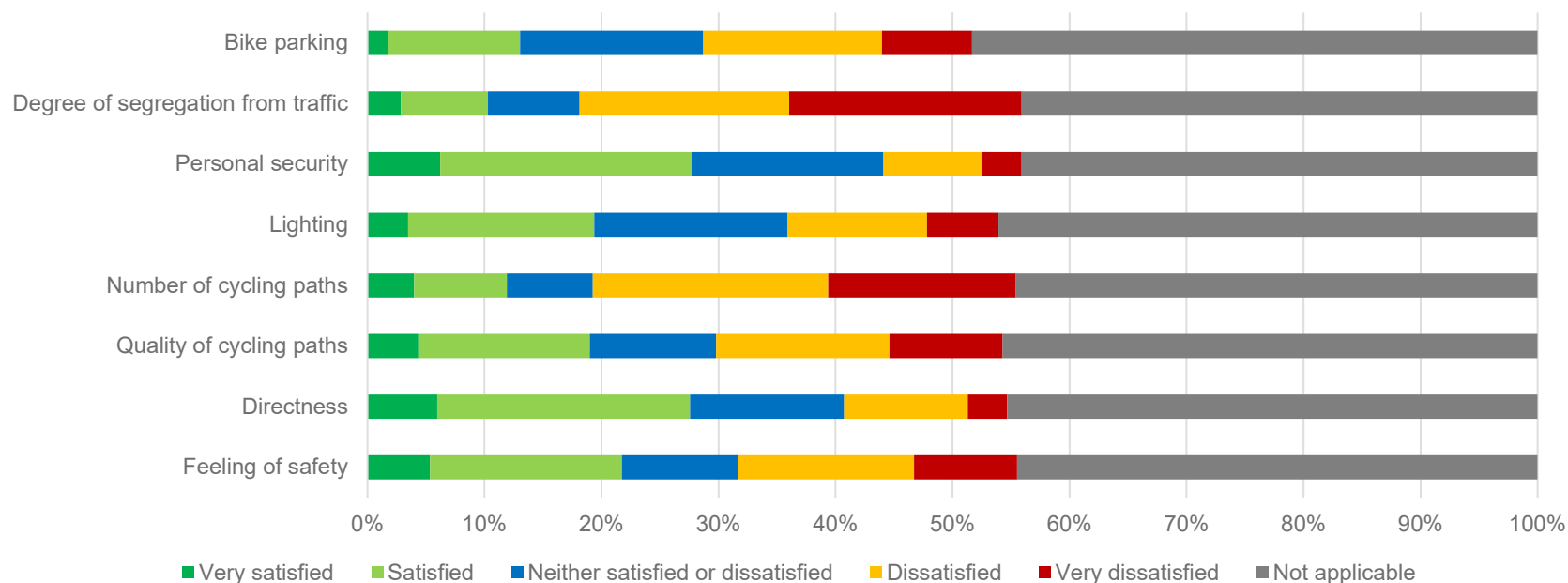
**Figure 6.8 Satisfaction with Walking**

### Cycling

Respondents were then asked to indicate how satisfied they were with their journey while cycling. 805 respondents answered this question and the results are set out in Figure 6.9.

As shown, the majority of respondents chose not applicable which would suggest that they do not cycle. Respondents were most satisfied with personal security and directness of journeys. 28% (n=222) and 28% (n=223) noted that they were very satisfied or satisfied with directness and personal security respectively. Respondents were least satisfied with the degree of segregation from traffic with 38% (n=304) respondents choosing either dissatisfied or very dissatisfied.



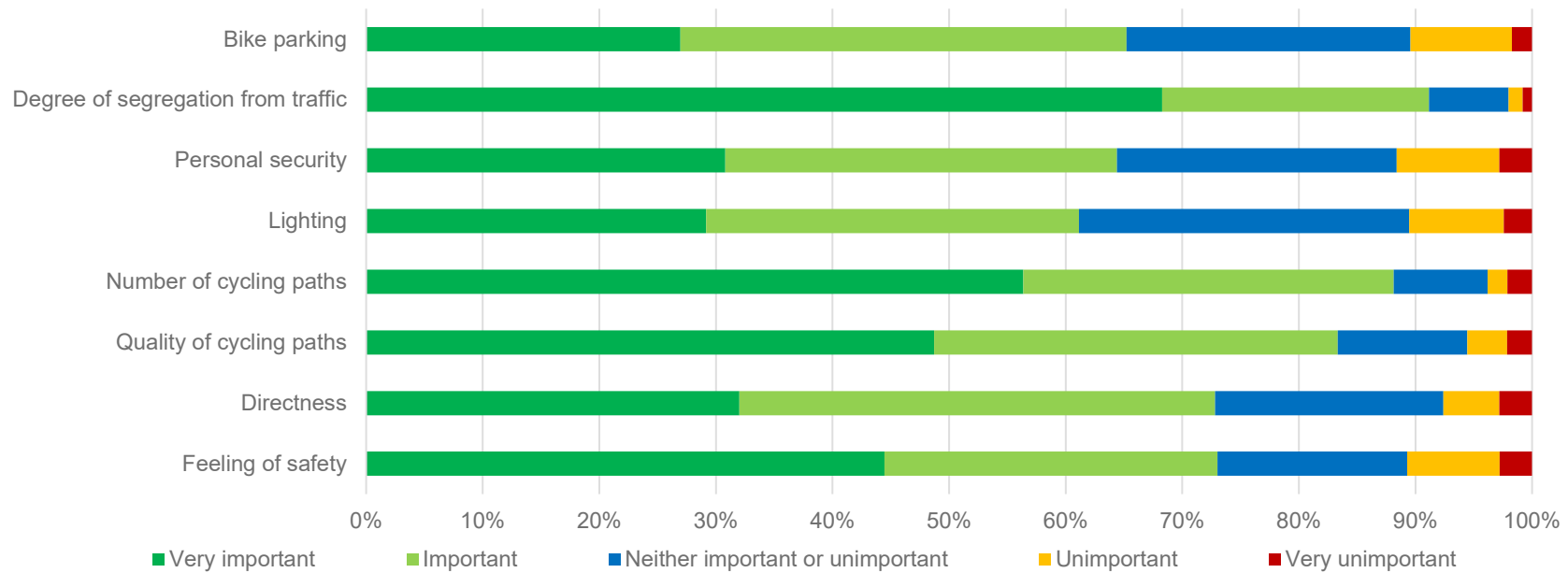


**Figure 6.9 Satisfaction with Cycling**

Respondents were asked whether there were journeys that they made by car or public transport where they would have rather walked or cycled. **36%(n=262) of respondents noted that there were journeys they would have liked to have either walked or cycled.**

They were also asked which factors affect whether they choose to walk or cycle with the results outlined in Figure 6.10. **Segregation from traffic was by far the most important factor with 91% (n=227) of respondents choosing either very important or important.**

Respondents noted that the least important factor was personal security.

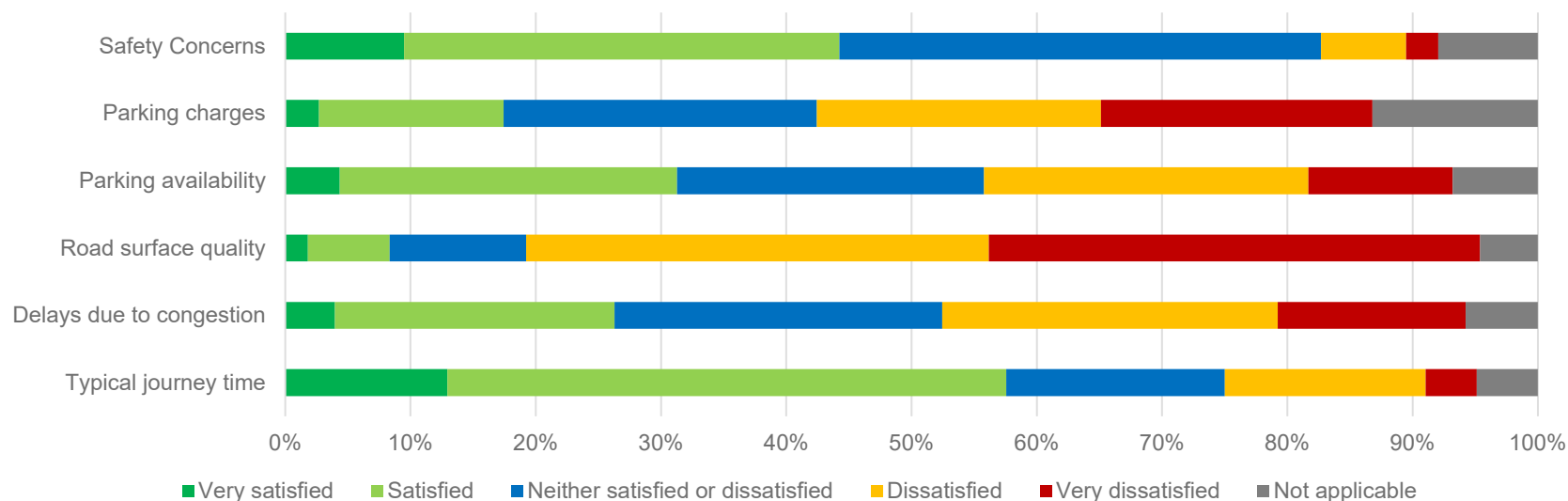


**Figure 6.10 Factors Affecting Whether People Would Walk or Cycle**

### Car Use

Respondents were asked when travelling by car how satisfied they were with various elements of their journey. 780 respondents answered this question and the results are shown in Figure 6.11.

Overall, respondents were not satisfied with their journeys by car. They were least satisfied with the road surface quality with 76% (n=594) noting that they were either dissatisfied or very dissatisfied with road surfaces.



**Figure 6.11 Satisfaction with Car Journeys**

#### Post Pandemic Travel

Respondents were asked, assuming a return to normality, what they thought should be the priority for transport in future. A list of possible options was given, and respondents were asked to rank their top 5 priorities 1<sup>st</sup> – 5<sup>th</sup>. A weighted average was calculated for each of the options; options ranked 1<sup>st</sup> got 5 points down to that placed 5<sup>th</sup> getting 1 point.

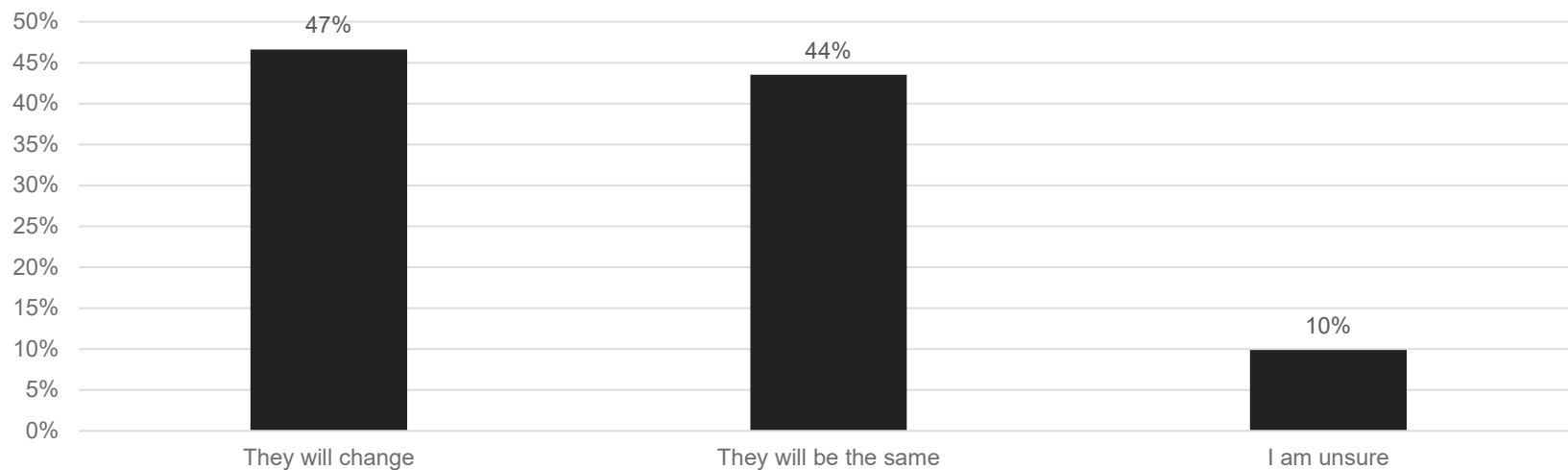
The top three priorities were as follows:

1st (weighted average = 3.89)	To take climate action
2nd (Weight average = 3.64)	To improve our health and wellbeing
3rd (weighted average 3.28)	To help deliver inclusive economic growth

### Travel Patterns

Respondents were asked whether, once COVID-19 restrictions are lifted, they think their travel patterns will be the same as before or will they change. 740 respondents answered this question with the results shown in Figure 6.12.

**47% (n=345) of respondents indicated that their travel patterns will change.** 44% (n=322) noted that their travel patterns will remain the same.

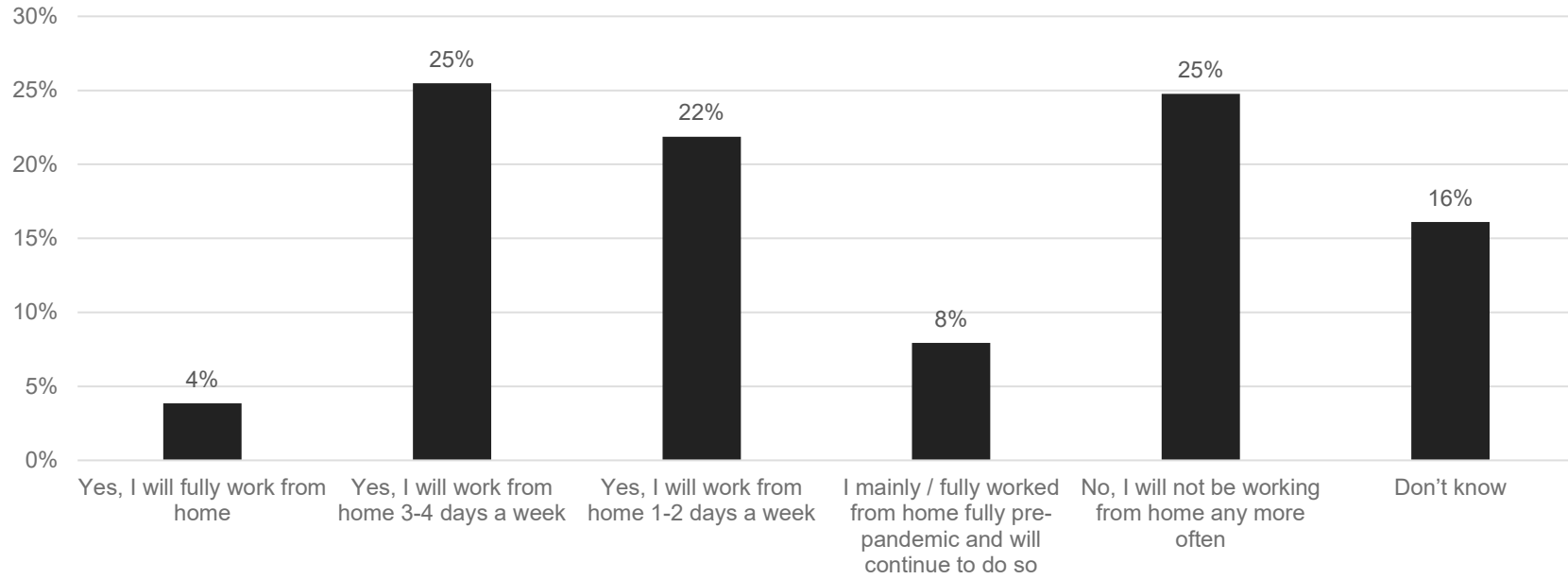


**Figure 6.12 Anticipated Changes in Travel Patterns in the Future**

### Home Working

Respondents were asked whether, once COVID-19 restrictions are lifted, if they expect to work from home more often compared to before the pandemic. 416 respondents answered this question with the results shown in Figure 6.13.

**Only 4% (n=16) of respondents noted that they will work fully from home.** In total, 51% (n=213) respondents noted that they will work between 1 and 4 days a week from home in the future. 25% (n=103) respondents noted that they will not be working from home any more often.



**Figure 6.13 Anticipated Frequency of Working from Home in the Future**

### Shopping

Respondents were asked whether, once COVID-19 restrictions are lifted, if they are more or less likely to shop online or use home deliveries. 416 respondents answered this question. **The majority of respondents indicated that their shopping habits will be similar to before the pandemic.** 32% (n=134) and 22% (n=90) of respondents noted that they are more likely to shop online for products they would normally buy in store and for supermarket shopping respectively.

### Public Transport

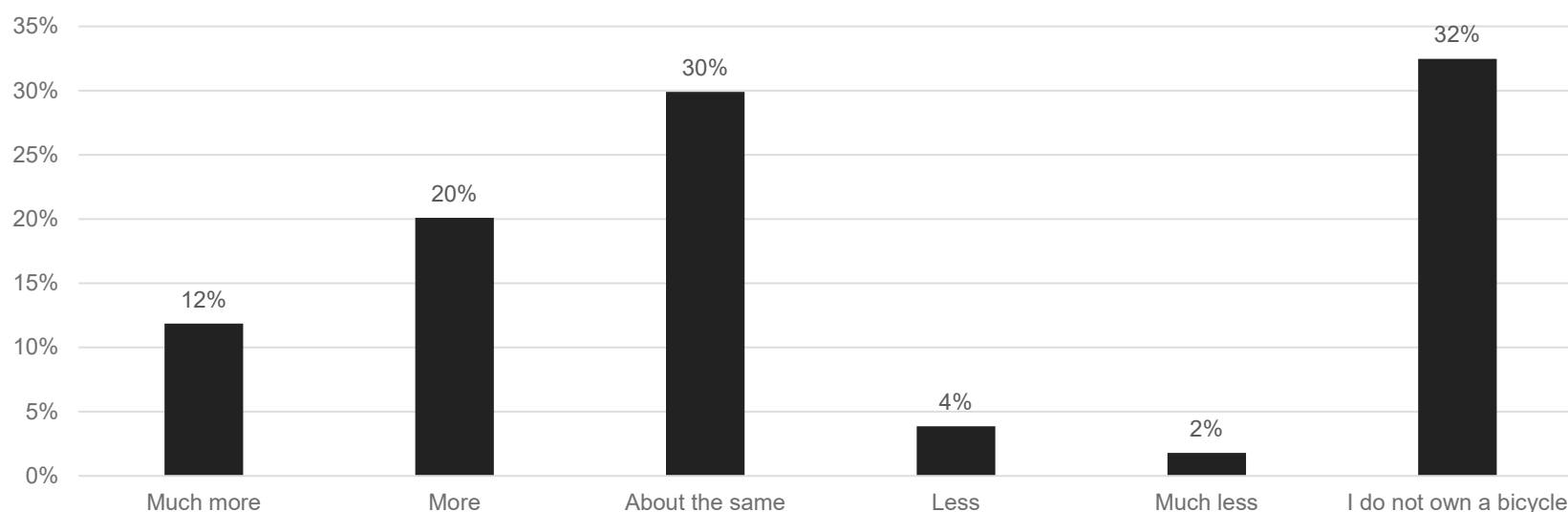
Respondents were asked whether, once COVID-19 restrictions are lifted, if they expect to use public transport more or less often. 399 respondents answered this question.

**The majority of respondents, 49% (n=194), indicated that they would travel on public transport about the same. In total, 29% (n=116) respondents noted that they expect to travel on public transport either much less or less.**

### Active Travel

Respondents were asked whether, once COVID-19 restrictions are lifted, if they expect that they will cycle more or less often than before the pandemic. 388 respondents answered this question with the results shown in Figure 6.14.

32% (n=126) of respondents noted that they don't own a bicycle. Meanwhile, 30% (n=116) outlined that they would cycle about the same. In total, 32% (n=124) respondents indicated that they expect to cycle either much more or more often.



**Figure 6.14 Anticipated Frequency of Cycling in the Future**

### Car Use

Similarly, respondents were asked whether once COVID-19 restrictions are lifted if they expect that they will use their car / van more or less often. 415 respondents answered this question.

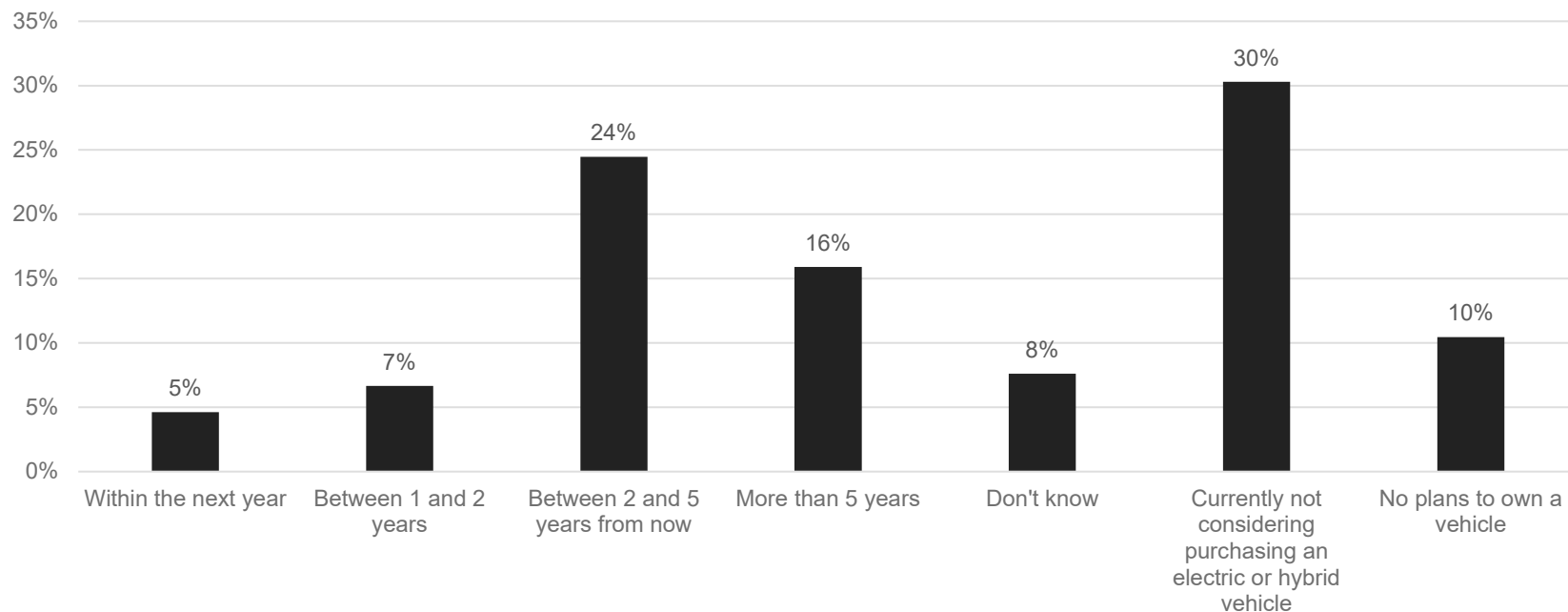
**46% (n=191) of respondents noted that they expect to use their car/van about the same.** In total, 33% (n=137) respondents indicated that they expect to drive either less or much less in the future.

Respondents were then asked whether they expect to reduce the number of vehicles in their household. 737 respondents answered this question.

By far the majority of respondents, 81% (n=599) indicated that they do not plan to reduce the number of cars in their household.

Finally, respondents were asked whether they anticipate purchasing a fully electric or plug-in hybrid vehicle. 736 respondents answered this question with the results shown in Figure 6.15.

The majority of respondents, **30% (n=223)**, noted that they are currently not considering purchasing an electric or hybrid vehicle. However, 36% (n=263) of respondents noted that they would consider purchasing an electric / hybrid vehicle between the next 2 and 5 years.



**Figure 6.15 Likelihood of Purchasing an Electric or Hybrid Vehicle**



# Problems, Issues, Constraints & Opportunities

SEStran Regional Transport Strategy  
STAG Case for Change Report



## 7.0 PROBLEMS, ISSUES, CONSTRAINTS & OPPORTUNITIES

### 7.1 TRANSPORT PROBLEMS FRAMEWORK

Every STAG-based project starts from a set of transport problems and, to a lesser extent, transport opportunities. These are the foundations of any study and STAG notes that as well as the problem themselves (i.e., as experienced by the user) the ‘*analysis should, instead, explore the root causes and consequences of problems*’.

To be meaningful to the public, the transport problems which the RTS is aiming to address must reflect problems experienced in everyday life by individuals, organisations and businesses in the SEStran area. In addition, these problems should be evidenced where possible and defined by a series of metrics or key performance indicators (KPIs) using the evidence base set out in this Case for Change, the Equalities Impact Assessment Scoping and Strategic Environmental Assessment Scoping. These KPIs should then in turn form the basis of the subsequent Monitoring & Evaluation Framework thus providing a coherent end-to-end process for the RTS and its implementation.

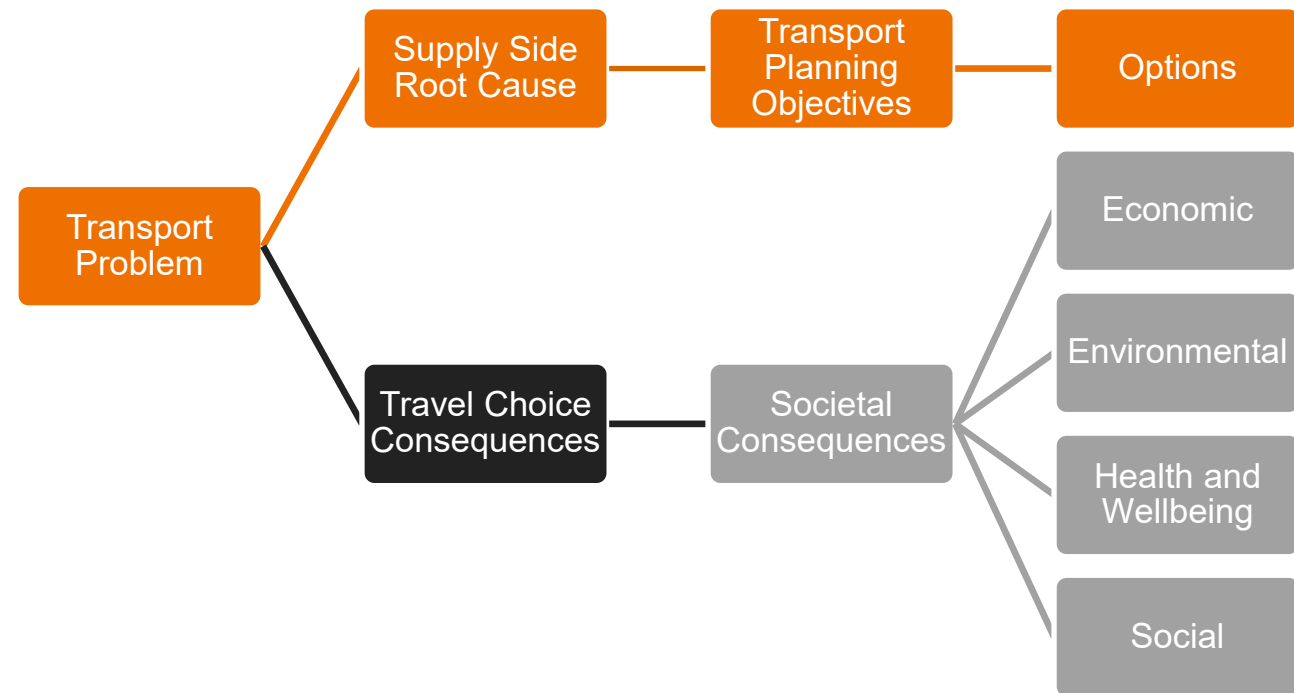
From a **user perspective**, these transport problems will impact on individuals and groups including those with protected characteristics but are likely to be related to a relatively small number of parameters which define any travel such as:

- cost of travel (especially relative to disposable income)
- lack of public transport connectivity
- personal security / safety
- physical accessibility of services
- punctuality of travel (public transport punctuality / congestion making road-based journey times unreliable)
- quality and comfort of journey
- reliability of travel (cancellation of public transport services)
- requirement for excessive interchange
- travel time (relative to other modes)



As shown in the **Problems Framework** below, these transport problems as experienced by the user:

- can usually be traced back to a **root cause**, associated with the transport supply-side which in turn informs the identification of Transport Planning Objectives and options
- can have a **travel choice consequence**, e.g., use of less sustainable modes, journeys not being made
- have a wider **societal consequence**, e.g., economic (e.g., wasted time), environmental (e.g., emissions), health & wellbeing (e.g., reduced levels of walking), social (e.g., exclusion from employment opportunities)



**Figure 7.1 Transport Problems Framework**

We have used this Framework to organise and present the transport problems which have been identified from a range of sources including:

- **Main Issues Report:** SEStran published a RTS Main Issues Report in June 2020. This was substantially prepared prior to the COVID-19 pandemic and therefore primarily reflects pre-pandemic problems and issues although consideration was given to anticipated impacts.
- **Policy Review:** Over 90 local, regional and national policy documents were reviewed spanning transport, land-use planning, economic development, health, energy, digital connectivity and the environment. A full list of documents included in Appendix A.
- **Stakeholder Engagement:** Over 130 stakeholders were invited to participate in consultation either through workshops, individual meetings or by responding to briefing notes. In total 9 workshops and 21 meetings took place and 62 written responses were received. A full list of the organisations which participated in the stakeholder engagement is included in Appendix B.

- **Public Consultation:** A public survey was undertaken online over a six week period between Monday 8<sup>th</sup> March 2021 and Monday 19<sup>th</sup> April 2021. This explored pre-pandemic travel patterns, anticipated post-pandemic travel behaviour along with the reasons for these travel choices. In total 998 responses were received.
- **Strategic Environmental Assessment:** The Case for Change has been subject to a statutory assessment in line with the Environmental Assessment (Scotland) Act 2005. This has included the preparation of a Scoping Report and Environmental Report which have both been used to inform the development of the Case for Change and its coverage of environmental issues.
- **Equalities Impact Assessment:** Whilst not a statutory requirement in this instance an EqIA has been undertaken to ensure that the Case for Change adequately reflects the interests of equalities groups. A Scoping Note and Equalities Duties Report have been prepared and have been used to inform the Case for Change.

Analysis has also been undertaken to identify the extent to which there is evidence to support the identified problems recognising that all robust STAG appraisals must be founded upon evidence-based problems.

## 7.2 APPLYING THE FRAMEWORK

This framework has therefore been used as the basis for setting out the transport problems in this Case for Change. For each problem identified, its root causes have been defined along with the travel choice implications and the societal consequences of these travel choices. The evidence that underpins the problem has then been set out followed by an indication of the linked Transport Planning Objective(s) (TPOs) to resolve it, and options generated to deliver the TPO(s).

The next section sets out each problem in turn following this framework. These have been broken down into the following categories which broadly align with the National Transport Strategy's sustainable travel hierarchy:

- All Modes
- Active Travel
- Public Transport
- Mixed Mode
- Freight
- Car

## 7.3 PROBLEMS

This section outlines the problems that have been identified by mode as well as providing an overview of the evidence that underpins them which has been set out in preceding chapters.

### All Modes

These problems overarch all modes of transport and are experienced by users regardless of how they choose to travel. On this basis they need to be considered in relation to all modes of transport.

**1. Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities:** there has been a lack of integration between land-use and transport planning which has led to car dependency for accessing many new developments. Significant land-use development is planned for the region and this requires careful integration with transport to ensure that sustainable transport provision is planned and delivered from the outset. This is underpinned by the evidence from the Edinburgh and South East Scotland City Region iRSS as well as the housing land requirements for NPF4.

**2. Use of the transport system brings the risk of accidents and personal injury:** whilst the number of road accidents has been declining over recent years there is still a risk of injury on the road network as shown in Figure 3.25. Other modes of transport which do not utilise the road network (e.g. air, rail, sea) present a significantly lower risk of injury or accident but nonetheless this must still be taken into account.

### Active Travel

Walking and cycling are the most appropriate mode of transport for short journeys. However, analysis has shown that whilst walking was the main mode used for 23% of all journeys in the SEStran region it was only 2% for cycling. This can be linked to the fact that two thirds of households in the SEStran region have no access to a bicycle.

Consultation with active travel groups highlighted that the main barriers to walking and cycling are safety, accessing bikes and a lack of dedicated infrastructure whilst the maintenance and monitoring costs are also a key concern for the infrastructure providers. The lack of cross boundary cycling routes was also raised as a concern along with physical barriers like the Edinburgh City Bypass and River Forth. The public highlighted the quality of walking paths and degree of segregation from traffic when cycling as the factors they were least satisfied with.

**3. Many do not find cycling a realistic option:** low levels of cycling are indicative of the fact that it is unattractive to many potential users. A lack of access to bikes and poor integration across networks are key barriers to greater cycling.

**4. Walking or wheeling is not an attractive option for some short journeys:** whilst levels of walking are higher than cycling it still remains unattractive to many with over a quarter of people in the region not using walking as a mode of transport on a regular basis. This is likely to be the particularly the case for people who face mobility impairments or disabilities which make walking or wheeling challenging.

## Public Transport

Analysis of bus journey times shown in Figure 3.18 highlights that they can be up to five times longer than the equivalent car journey time at peak periods whilst road journey times show there is a high degree of variability between peak and off-peak periods as illustrated in Figure 3.24. This affects the attractiveness of bus services. Lothian Buses highlighted that their problems include congestion, road space allocation and service reliability whilst congestion was also acknowledged as a key factor affecting buses by City of Edinburgh Council, Falkirk Council and Fife Council.

Our analysis set out in Figure 3.15 also found that some public transport journeys between the main settlements across the region require two or three interchanges whilst others cannot be undertaken at all within a two-hour time period. Interchange and long journey times are known to be seen as significant barriers to public transport use which will undoubtedly cause people to choose alternative modes for these journeys. Furthermore, the CDAT analysis identified locations which suffer from a combination of deprivation and poor public transport connectivity to healthcare, employment and education. The majority of the most 'at-risk' population was situated in urban areas.

The findings from passenger satisfaction surveys outlined in Figure 3.13 highlighted that around 20% of people have difficulty with the levels of crowding and availability of seating on train services. These findings reflect pre-COVID circumstances and may therefore change as a result of the pandemic so peak hour crowding on public transport services is a problem that will require ongoing monitoring. However, Network Rail and ScotRail highlighted that there are capacity issues on the Fife Circle and Borders line but that capacity related projects have taken a step back due to post-pandemic uncertainty. There is also a pinch point at Edinburgh Waverley and Haymarket stations resulting from Portobello junction and Abbey Hill junction. Problems with capacity on the East Coast Main Line through East Lothian were also raised by stakeholders.

The same survey also highlighted value for money of rail services as a concern for nearly half of respondents. This along with the findings from a similar survey of bus users outlined in Figure 3.12 which suggests that a quarter of people are dissatisfied with the value for money provided by bus services highlights a potential affordability issue with public transport. Fife Council highlighted that the cost of rail travel is often felt to be disproportionately high in the area. Affordability of transport is a key factor affecting those on low incomes with those in lower income households more likely to travel by bus while people in higher income households are more likely to drive or take the train.

Access to the public transport network can also be challenge for some. Analysis of Scottish Household Survey data identified that 23% of the population of the region have a limiting long-term physical or mental health condition whilst 19% are over the age of 65 with significant growth in elderly population anticipated in the future. These groups along with others like those with disabilities, the mobility impaired and parents with

pushchairs can experience physical barriers to accessing public transport networks and services which was highlighted as a particular concern by stakeholders at the active travel workshop citing the need for step free access at stations. Fife Council outlined that some stations in their area are not Disability Discrimination Act compliant.

Up to a third of bus passengers and a quarter of train passengers do not feel safe when travelling by public transport in the evening as illustrated in Figure 3.19. These problems are particularly acute for the most vulnerable groups including the young, elderly, disabled, women and ethnic minorities. In addition, a small minority of users also have difficulty accessing public transport information as outlined in Figure 3.20. This is also likely to be higher for non-public transport users who are less familiar with where and how to access public transport information.

**5. Peak period bus-based journey times can be much longer than off-peak:** peak period congestion causes delays which make journey times longer.

**6. Peak period bus-based journey times can be much more variable than off-peak:** as well as being longer journey times are more variable and less reliable at peak periods which can make buses unattractive particularly when people need to travel to and from work.

**7. Some direct public transport journey speeds are slow so journey times are long and not competitive with car:** this makes public transport unattractive compared to car for many trips.

**8. Some travel by public transport requires interchange(s) – adding to journey times, access issues, inconvenience and cost:** similarly this also makes public transport unattractive when people cannot make a direct journey between their origin and destination creating a perceived barrier.

**9. People can't get a seat on some public transport services:** overcrowding on public transport may only be perceived as an inconvenience for many but for some could lead them to choose to travel by car instead. This is particularly the case for vulnerable groups who may have mobility impairments or additional requirements such as parents with pushchairs.

**10. Travel by bus or rail is unaffordable for some particularly the unemployed or those on low incomes:** these are also likely to be those most dependent on the use of public transport.

**11. Some journeys cannot be made by public transport:** lack of direct connections means some journeys are not possible by public transport within a reasonable timescale. This can affect access to essential services like employment, healthcare and education.

**12. Physical access to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired:** who may be amongst those who are most dependent on public transport to access essential services can also be those who face the greatest physical barriers to using it.

**13. Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling safe on public transport:** these groups are often those who feel the most unsafe when using public transport which can discourage them from using it particularly in the evenings.



**14. People do not have full awareness of their public transport options:** people that do not know how to find out about public transport information will not know what services they could potentially make use of. This is likely to be a particular problem for those with learning difficulties or that have a sight or hearing impairment which may make accessing public transport information more challenging.

### Mixed Mode

Stakeholders highlighted that there are barriers to combining the use of public transport and bikes. The active travel workshop attendees outlined that it was important to integrate bike with bus and train in terms of parking and space on vehicles whilst Fife Council outlined that there are issues with taking bikes on buses and trains.

Rail patronage has grown considerably at the vast majority of stations across the region as illustrated in Table 3.1. This has had a corresponding impact on the demand for Park and Ride. Clackmannanshire Council, Falkirk Council, Fife Council and West Lothian Council all highlighted that many rail station car parks are at capacity.

**15. Combining cycling and public transport use is not possible:** few buses and trains have facilities to carry bikes whilst those that do have low capacity which creates a degree of uncertainty for users.

**16. Preferred Park and Ride station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak:** some station car parks are full at the beginning of the AM peak and remain so throughout the day meaning there is no capacity available for people travelling later on. This leads to people choosing to use other modes instead or to drive further to reach less popular Park and Ride sites.

### Freight

Road-based freight suffers from some similar problems to public transport in that it suffers from delays and long journey times caused by congestion on the network, and without the priority given to public transport. The analysis set out in Figure 3.24 highlights that off-peak journey times can often be much quicker than peak journey times and that they are subject to more variability.

It was also suggested by road freight operators and industry representatives that there is insufficient formal lorry parking in the region, affecting drivers' ability to properly rest and potentially resulting in inappropriate parking. Tired drivers are more likely to have accidents and with freight vehicles being larger and heavier this has more chance of resulting in severe injuries or fatalities. There are currently eight driver rest areas in the region.

The commercial vehicle fleet is also heavily dependent on fossil fuels with only a small proportion being ULEVs as outlined in Figure 3.26. Whilst the switch to alternative fuels is underway for private vehicles this is more difficult to achieve for commercial vehicles as electric vehicle technology has not advanced sufficiently yet to provide a viable alternative to fossil fuels.

The constraints on the rail network outlined in Section 3.7 limit the scope to transfer more freight to rail although there are some notable rail freight facilities in the region. In particular, Forth Ports outlined that they are trying to develop Grangemouth as a rail freight hub.

Whilst Forth Ports account for 43% of the total freight through Scottish ports with a high proportion of exports in 2018 (76% of total freight through these ports) the cessation of the DFDS freight ferry service from Rosyth to Zeebrugge in 2018 is likely to have negatively impacted upon these numbers. This has left the region and Scotland as a whole with no direct ferry service to the EU restricting trade links.

**17. In places, peak period commercial vehicle-based journey times can routinely be much longer than off-peak:** congestion causes delays to freight vehicles which increases costs and reduces productivity.

**18. Peak period commercial vehicle-based journey times can be much more variable than off-peak:** unreliable journey times affect the ability to deliver a 'just in time' service affecting supply chains across the economy.

**19. Cost and practicality of rail freight prevents widespread use:** the fixed nature of the rail network makes it impractical for some freight movements.

**20. Commercial vehicle drivers have limited options for secure parking and rest:** whilst rest facilities are available these are insufficient and not always located in the most convenient locations.

**21. Commercial vehicles are currently reliant on fossil fuels in the absence of viable / cost effective alternatives:** ULEV technology has yet to provide a viable alternative for commercial vehicles affecting the ability to decarbonise the sector.

**22. Direct sea-based international connectivity is poor:** there is no ferry service between Scotland and the EU since the cessation of the DFDS freight ferry between Rosyth and Zeebrugge in 2018.

## Car

Car journey times suffer from the same delays on the road network as buses particularly at peak periods. Figure 3.24 shows the variability between peak and off-peak journey times and that peak journey times can be much longer than their off-peak equivalent. Falkirk Council highlighted that most of their transport problems were related to peak-time congestion that this is especially an issue on the Camelon corridor. Edinburgh Council highlighted the problem of congestion on the A90 which also impacts on buses whilst Fife Council outlined a related problem of congestion on the Forth crossings.

Travel around the region by road can also be slow as shown in Figure 3.23 where some journeys can take over two and a half hours. This illustrates the scale of the region and the fact that, in some areas, the network is still of a low standard. In addition, Fife Council and Scottish Borders Council both highlighted that tight maintenance budgets impact upon the ability to provide a high-quality road network.



Analysis of the public survey results showed that parking costs are a source of dissatisfaction for 45% of respondents across the region with this rising to over half in some parts such as Midlothian. The public survey also highlighted that 38% of respondents were dissatisfied with parking availability in the region. Fife Council outlined that parking is generally operating at capacity in areas at peak times highlighting that there can be a lack of available parking as a result. Edinburgh Council suggested that this can lead to lots of parking outside the controlled zones. This can be inconvenient for those trying to park whilst also having a negative impact on areas that are affected by overspill parking. Falkirk Council also highlighted that much of the parking provided in town and city centres is privately owned meaning they have no direct control over it.

Fleet transition from fossil fuels to ULEVs also faces barriers. The low proportion of ULEVs owned in the region (0.6% in 2019) highlighted in Figure 3.26 highlights that these are yet to be mainstreamed. Figure 3.27 demonstrated the low number of electric vehicle charging points in the region which underlines why they are currently not seen as being a practical option for many. Fife Council and Scottish Borders Council both identified another barrier in that SP Energy Networks note significant issues with the capacity of the electricity grid which could lead to issues for provision of adequate charging infrastructure. Edinburgh Council also highlighted a problem for urban residents who live in flats not being able to charge their cars. Finally, whilst the total lifetime costs of an electric vehicle are less than an equivalent petrol vehicle as shown in Table 3.2, the higher initial outlay for the vehicle will remain a barrier for some who cannot afford it or that do not consider the whole lifetime cost of owning and operating the vehicle.

**23. In places, peak period car-based journey times can routinely be much longer than off-peak:** peak period congestion causes delays which make journey times longer.

**24. Peak period car-based journey times can be much more variable than off-peak:** as well as being longer journey times are more variable and less reliable at peak periods which may contribute to people being late for work or appointments.

**25. High cost of town / city centre parking:** dissatisfaction with parking charges may lead people to choose not to travel or to switch their destination to an out-of-town location which they know offers free parking rather than travelling in to town or city centres.

**26. Lack of availability of parking is inconvenient:** this creates a mismatch between supply and demand leading to frustration with people potentially favouring locations where they are confident of being able to get parked.

**27. Road-based travel on the regional road network, including some external links (including ports and airports) can be slow even when traffic volumes are relatively low:** some journey times are unattractive due to poor quality roads making travel around the region difficult.

**28. Electric car operation and ownership not practical for all:** constraints around provision of charging infrastructure exist which could inhibit the uptake of electric vehicles.

**29. Cost of electric cars is higher than equivalent ICE cars and too expensive for many at present:** whilst total lifetime costs are less than petrol cars the initial outlay for an electric car is significantly higher which could present a barrier to their uptake unless this differential is eliminated.

## 7.4 PROBLEMS SUMMARY

Drawing on the Transport Problems Framework set out at the beginning of the chapter the identified problems have been summarised in Table 7.1.

**Table 7.1 Transport Problems Framework Summary**

No	Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Any Post-Covid Implication
<b>ALL MODES</b>						
1	Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities	<ul style="list-style-type: none"> <li>- Land use patterns</li> <li>- Location of new developments</li> <li>- All aspects of transport supply side</li> </ul>	<ul style="list-style-type: none"> <li>- Longer trips are made</li> <li>- Mode car trips are made</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Negative health outcomes through lack of physical activity</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 47, 51, 58, 72, 78, 95</li> <li>- Edinburgh and South East Scotland City Region iRSS</li> <li>- NPF4 Housing Land Requirements</li> </ul>	People may need to travel less due to increased home working, shopping etc so problem be reduced in scale
2	Use of the transport system brings the risk of accidents and personal injury	<ul style="list-style-type: none"> <li>- Traffic speed and driver behaviour e.g., people breaking speed limits</li> <li>- Speed limits too high</li> <li>- Weather events</li> <li>- Human error</li> <li>- Technical failure</li> </ul>	<ul style="list-style-type: none"> <li>- Reduced levels of active travel</li> <li>- Trips not made at all</li> </ul>	<ul style="list-style-type: none"> <li>- Human cost of physical injury</li> <li>- Economic cost of physical injury</li> <li>- Negative health outcomes through lack of physical activity</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 23, 68, 72, 79, 80, 81, 82, 85</li> <li>- Road Accident data</li> </ul>	People may need to travel less due to increased home working, shopping etc so accidents may reduce
<b>ACTIVE TRAVEL</b>						
3	Many do not find cycling a realistic option	<ul style="list-style-type: none"> <li>- Lack of appropriate facilities mean that many do not feel safe cycling (safety and personal security)</li> <li>- Lack of secure parking options</li> <li>- Gaps in cycling provision</li> <li>- Bicycle ownership is not practical for some</li> <li>- High vehicle speeds and intimidation</li> <li>- Freight deliveries</li> </ul>	<ul style="list-style-type: none"> <li>- People do not cycle</li> <li>- People drive instead</li> <li>- People use public transport instead</li> </ul>	<ul style="list-style-type: none"> <li>- Negative health outcomes through lack of physical activity</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 67, 68, 69, 70, 72, 78</li> <li>- Main Mode of Travel data</li> <li>- Access to Bicycle data</li> <li>- SUSTRANS Hands Up Survey</li> </ul>	People have expressed a wish to walk / cycle more so an opportunity

No	Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Any Post-Covid Implication
4	Walking or wheeling is not an attractive option for some short journeys	<ul style="list-style-type: none"> <li>- Lack of appropriate facilities mean that many do not feel safe walking or wheeling (safety and personal security)</li> <li>- Traffic intimidation</li> <li>- Physical barriers particularly for those with disabilities and mobility impairments</li> </ul>	<ul style="list-style-type: none"> <li>- People do not walk or wheel</li> <li>- People drive instead</li> <li>- People use public transport instead</li> </ul>	<ul style="list-style-type: none"> <li>- Negative health outcomes through lack of physical activity</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 67, 68, 69, 70, 72, 78</li> <li>- Main Mode of Travel data</li> <li>- Sustrans Hands Up Survey</li> <li>- Walking as a Means of Transport data</li> </ul>	People have expressed a wish to walk / wheel / cycle more so an opportunity
<b>PUBLIC TRANSPORT</b>						
5	Peak period bus-based <b>journey times</b> can be much longer than off-peak	<ul style="list-style-type: none"> <li>- Buses are slowed down by routine congestion caused by general road traffic (including other buses)</li> </ul>	<ul style="list-style-type: none"> <li>- Discourages bus use</li> <li>- Longer peak hour journeys</li> <li>- People travel by car instead</li> <li>- Peak spreading - earlier and later journeys are made</li> <li>- People do not make the journey</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time (commuting and leisure)</li> <li>- Constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 19, 20, 21, 22, 47, 51, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	Problem could be diminished with reduced peak hour commuting
6	Peak period bus-based <b>journey times</b> can be much more variable than off-peak	<ul style="list-style-type: none"> <li>- Buses are slowed down by congestion caused by variable congestion and congestion caused by incidents</li> <li>- Mis-use of bus lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Discourages bus use</li> <li>- To be sure of making a given appointment, people have to catch an earlier bus, wasting more time</li> <li>- Peak spreading - earlier and later journeys are made</li> <li>- People do not make the journey</li> <li>- People travel by car instead – greater journey flexibility</li> </ul>	<ul style="list-style-type: none"> <li>- As above, plus:</li> <li>- People are late for appointments</li> <li>- Cost of missed appointments – e.g., work and health</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 19, 20, 21, 22, 47, 51, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	Problem could be diminished with reduced peak hour commuting
7	Some direct public transport <b>journey speeds</b> are slow so journey times are long and not competitive with car	<ul style="list-style-type: none"> <li>- Indirect service routing</li> <li>- In-vehicle speeds (including bus versus rail)</li> <li>- Frequency of stops increases journey times</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time (commuting and leisure)</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 10, 12, 13, 19, 20, 21, 22, 41, 47, 51, 62, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	None

No	Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Any Post-Covid Implication
8	Some travel by public transport requires <b>interchange(s)</b> – adding to journey times, access issues, inconvenience and cost	<ul style="list-style-type: none"> <li>- Most 'regional' public transport is focussed on Edinburgh city centre and the relevant access corridor, including services which call at P&amp;R sites</li> <li>- Integration between modes is inconvenient</li> <li>- Integrated ticketing options are limited meaning individual fares often have to be paid</li> <li>- Suburban and out of town employment / leisure / retail locations more difficult to competitively serve by public transport</li> <li>- Other regional travel generators such as Edinburgh Airport require interchange for many</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 5, 8, 9, 12, 16, 28, 30, 40, 41, 44, 47, 51, 55, 62, 69, 78, 95</li> <li>- TRACC Interchange Analysis</li> </ul>	Public transport services may be diminished post Covid potentially adding to the problem
9	People can't <b>get a seat</b> on some public transport services	<ul style="list-style-type: none"> <li>- Mismatch of supply and demand, generally peak hour and more of a factor in rail</li> <li>- Situation exacerbated in summer due to tourists (mainly Edinburgh)</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- Journey is uncomfortable for some and not possible for others</li> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People travel by bus instead</li> <li>- Peak spreading - earlier and later journeys</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 5, 6, 14, 16, 47, 51, 78, 95</li> <li>- Transport Focus Passenger Satisfaction Surveys</li> </ul>	Reduced peak hour commuting and public transport use in general may reduce the scale of the problem public transport services may be diminished post COVID-19 potentially adding to the problem
10	Travel by bus or rail is <b>unaffordable</b> for some particularly the unemployed or those on low incomes	<ul style="list-style-type: none"> <li>- Fares levels do not reflect ability to pay</li> <li>- Lack of integrated fares and daily capping across operators</li> <li>- DRT acceptance of concessionary fares</li> </ul>	<ul style="list-style-type: none"> <li>- People have to rely on others' good will for lifts</li> <li>- People do not travel</li> <li>- People do travel but at disproportionate cost to them / their household</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Contributes to poverty</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 41, 44, 45, 47, 51, 62, 78</li> <li>- Transport Focus Passenger Satisfaction Surveys</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	Public transport revenues may be affected post Covid affecting the ability to reduce fares

No	Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Any Post-Covid Implication
11	Some journeys <b>cannot be made</b> by public transport	<ul style="list-style-type: none"> <li>- There is no public transport service which allows the journey to be made at the time required</li> <li>- There is no public transport service at all</li> <li>- DRT provision is patchy and inconsistent</li> <li>- DRT services not available to all</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People use taxi</li> <li>- People do not make the trips</li> <li>- People drive / get a lift to a location where the journey can be made using public transport</li> <li>- People who would prefer to use public transport cannot do so</li> <li>- People have to rely on good will / lifts</li> </ul>	<ul style="list-style-type: none"> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Social isolation</li> <li>- People do not take up opportunities with social and economic consequences</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 7, 8, 12, 13, 39, 40, 41, 47, 51, 62, 78, 95</li> <li>- TRACC Interchange Analysis</li> <li>- Connectivity to Education, Healthcare and Employment Analysis</li> </ul>	Public transport services may be diminished post Covid potentially adding to the problem
12	<b>Physical access</b> to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired	<ul style="list-style-type: none"> <li>- Vehicles</li> <li>- Stops / stations</li> <li>- Access to stops / stations</li> </ul>	<ul style="list-style-type: none"> <li>- People have to use cars instead, either their own or relying on lifts</li> <li>- People do not travel</li> <li>- People do use public transport but at significant inconvenience to them</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Groups in society suffer significant inequality</li> <li>- Social isolation</li> <li>- 'Forced' car ownership</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 11, 17, 47, 51, 59, 60, 61, 62, 63, 64, 65, 78, 83</li> <li>- Demographic data</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	Public transport revenues may be affected post Covid affecting the ability to invest in the network and vehicles
13	Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling <b>safe</b> on public transport	<ul style="list-style-type: none"> <li>- Environment feels unsafe</li> <li>- Lack of security (human, technological)</li> <li>- Intimidation by other passengers</li> </ul>	<ul style="list-style-type: none"> <li>- Taxi use</li> <li>- Car use</li> <li>- Lift / share</li> <li>- People do not travel</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Groups in society suffer significant inequality</li> <li>- Social isolation</li> <li>- 'Forced' car ownership</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 23, 47, 51, 59, 60, 61, 62, 63, 64, 65, 78, 83</li> <li>- Scottish Household Survey Views of Safety on Public Transport data</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	Public transport revenues may be affected post Covid affecting the ability to invest security
14	People do not have <b>full awareness</b> of their public transport options	<ul style="list-style-type: none"> <li>- Information is not provided in a way which all can access</li> <li>- Public transport travel options are not publicised in a way which reaches key groups</li> </ul>	<ul style="list-style-type: none"> <li>- People do not use public transport</li> <li>- People use car instead</li> <li>- People do not make trips</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- People do not take up opportunities with social and economic consequences</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 46, 47, 51, 59, 60, 61, 62, 63, 64, 65, 66, 78</li> <li>- Scottish Household Survey Views on Public Transport Information</li> </ul>	Public transport services may be diminished post Covid potentially adding to the problem

No	Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Any Post-Covid Implication
<b>MIXED MODE</b>						
15	Combining <b>cycling and public transport</b> use is not possible	<ul style="list-style-type: none"> <li>- Few buses and trains have facilities to carry bikes – those that do have low capacity which creates a degree of uncertainty for users</li> </ul>	<ul style="list-style-type: none"> <li>- Low levels of this form of mixed mode travel</li> <li>- Likely to lead to higher car use</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 1, 2, 4, 18, 69, 78</li> <li>- Stakeholder Feedback</li> </ul>	Public transport revenues may be affected post Covid affecting the ability to invest in new vehicles
16	Preferred <b>P&amp;R</b> station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak	<ul style="list-style-type: none"> <li>- Mismatch of supply and demand at station car parks</li> <li>- Differential train frequencies</li> <li>- Fare boundary effects</li> <li>- Spaces used by those who could use active travel instead</li> <li>- Car park is filled with all-day commuters</li> </ul>	<ul style="list-style-type: none"> <li>- People drive for their whole journey</li> <li>- People drive to an alternative station (could be closer or further)</li> <li>- People get a lift to the station (double journey)</li> <li>- People walk / cycle to the station instead</li> <li>- People change their destination – e.g., not going shopping in city centre</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Could have a distributional impact if people e.g., drive to out/edge of town retail rather than take a train to the city centre</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 26, 27, 29, 78</li> <li>- ORR Station Usage data</li> <li>- Stakeholder Feedback</li> </ul>	Reduced peak hour commuting and public transport use in general may reduce the scale of the problem
<b>FREIGHT</b>						
17	In places, peak period <b>commercial vehicle-based journey times</b> can routinely be much longer than off-peak	<ul style="list-style-type: none"> <li>- Mismatch of supply and demand, particularly at key regional bottlenecks including City Bypass, Newbridge, Forth Crossings</li> <li>- Increased LGV traffic</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- Longer peak hour journeys</li> <li>- Peak spreading - earlier and later journeys are made</li> <li>- People do not make the journey</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of productive time (business)</li> <li>- Increased energy usage</li> <li>- Increased emissions and pollution</li> <li>- Adds to the cost of distributing goods</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 2, 4, 73, 75, 76, 78, 95</li> <li>- INRIX Road Journey Time data</li> </ul>	Problem could be diminished with reduced peak hour commuting
18	Peak period <b>commercial vehicle-based journey times</b> can be much more variable than off-peak	<ul style="list-style-type: none"> <li>- Small variations in traffic volumes create volatile journey times when the network is operating near capacity</li> <li>- This is exacerbated by incidents – lack of alternative routes in places – these are thought to be increasing in frequency in part due to increased severe weather events</li> <li>- Increased LGV traffic</li> </ul>	<ul style="list-style-type: none"> <li>- Peak spreading - earlier and later journeys are made</li> <li>- Late arrival of goods</li> <li>- People re-route onto less appropriate routes</li> </ul>	<ul style="list-style-type: none"> <li>- As above, plus:</li> <li>- Supply chain scheduling and cost impacts of unscheduled delays</li> <li>- Noise / emissions / safety etc impacts of traffic re-routing</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 73, 75, 76, 78, 79</li> <li>- INRIX Road Journey Time data</li> </ul>	Problem could be diminished with reduced peak hour commuting
19	Cost and practicality of <b>rail freight</b> prevents widespread use	<ul style="list-style-type: none"> <li>- Market forces</li> <li>- Rail freight intermodal facilities and connections to key nodes</li> <li>- Lack of capacity (paths) on the rail network for a significant increase in freight services</li> <li>- Pricing and regulatory regimes</li> </ul>	<ul style="list-style-type: none"> <li>- Virtually all freight is moved by road</li> </ul>	<ul style="list-style-type: none"> <li>- Negative impacts of CV traffic</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 1, 2, 4, 77</li> <li>- Stakeholder Feedback</li> <li>- Rail Network Gauge Clearance</li> </ul>	None
20	Commercial vehicle drivers have limited options for <b>secure parking</b> and rest	<ul style="list-style-type: none"> <li>- There are few bespoke facilities in the region for drivers requiring to rest and overnight</li> </ul>	<ul style="list-style-type: none"> <li>- CVs park in less appropriate locations</li> </ul>	<ul style="list-style-type: none"> <li>- Thefts from vehicles add to costs</li> <li>- Nuisance parking leads to conflict</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 87</li> <li>- Number of Lorry Rest Stops</li> </ul>	None

No	Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Any Post-Covid Implication
21	Commercial vehicles are currently reliant on <b>fossil fuels</b> in the absence of viable / cost effective alternatives	- Alternative fuel solutions not suitably developed for widespread use	- ICE powered vehicles continue to be used	- Ongoing carbon emissions and impact on local air quality and associated health impacts	- Literature review problems 2, 4, 90, 91 - Fleet Composition data	None
22	Direct <b>sea-based international connectivity</b> is poor	- No ferry service to the EU	- CVs travel south to Channel and other ports - Freight travels by air rather than sea	- Emissions related to use of road and air freight	- Literature review problems 2, 77 - Sea Freight data	None
<b>CAR</b>						
23	In places, peak <b>period car-based journey times</b> can routinely be much longer than off-peak	- Mismatch of supply and demand, particularly at key regional bottlenecks including City Bypass, Newbridge, Forth Crossings - Increased LGV traffic - Land use development patterns	- Longer peak hour journeys - Peak spreading - earlier and later journeys are made - People do not make the journey	- Wasted time (commuting and leisure) - Loss of productive time (business) - Increased energy usage - Increased emissions and pollution - Constrains labour market efficiency	- Literature review problems 2, 4, 47, 51, 76, 78, 95 - INRIX Road Journey Time data	Problem could be diminished with reduced peak hour commuting
24	Peak period <b>car-based journey times</b> can be much more variable than off-peak	- Small variations in traffic volumes create volatile journey times when the network is operating near capacity - This is exacerbated by incidents – lack of alternative routes in places – these are thought to be increasing in frequency in part due to increased severe weather events - Increased LGV traffic	- To be sure of making a given appointment, people have to allow more time, wasting more time - Peak spreading - earlier and later journeys are made - People do not make the journey - People re-route onto less appropriate routes	- As above, plus: - People are late for appointments - Cost of missed appointments – e.g., work and health - Noise / emissions / safety etc impacts of traffic re-routing	- Literature review problems 1, 2, 4, 47, 51, 76, 78, 79 - INRIX Road Journey Time data	Problem could be diminished with reduced peak hour commuting
25	High cost of town / city centre <b>parking</b>	- Scale of parking charges and enforcement regime	- People use public transport or active travel instead - People's destination choice is affected favouring locations with plentiful free parking	- Positive impacts through lower car km - Price mechanisms disproportionately affect those who can least afford to pay - May impact on town / city centre vitality and recovery from Covid19	- Literature review problems 62, 66, 94 - Public Survey responses	Balance between supply and demand likely to change Could be part of a town centre economic recovery package in places
26	Lack of availability of <b>parking</b> is inconvenient	- Mismatch of supply of and demand for parking - Insufficient provision for those most in need, blue badge etc.	- Vehicles spend excessive time circulating looking for parking spaces - People use public transport or active travel instead - People's destination choice is affected favouring locations with plentiful free parking	- Some avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc) - Positive impacts of reduced car trips to these areas - Distributional impact on economic activity in urban areas - May impact on town / city centre vitality and recovery from Covid19	- Literature review problems 1, 2, 4, 47, 66, 78, 84, 85, 94 - Stakeholder Feedback - Public Survey responses	Balance between supply and demand likely to change Could be part of a town centre economic recovery package in places



No	Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Any Post-Covid Implication
27	<b>Road-based travel</b> on the regional road network, including some external links (including ports and airports) can be <b>slow</b> even when traffic volumes are relatively low	<ul style="list-style-type: none"> <li>- Road standard</li> <li>- Horizontal and vertical alignment</li> <li>- Lack of overtaking opportunities</li> </ul>	<ul style="list-style-type: none"> <li>- Journeys take longer</li> <li>- Can lead to accidents</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time</li> <li>- Loss of productive in-work time</li> <li>- Casualties</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 78</li> <li>- INRIX Road Journey Time data</li> </ul>	None, other than where travel volumes reduce
28	<b>Electric car</b> operation and ownership <b>not practical</b> for all	<ul style="list-style-type: none"> <li>- Facilities for EV charging are patchy</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing use of ICE powered cars</li> <li>- Some may ultimately be precluded from owning a vehicle</li> </ul>	<ul style="list-style-type: none"> <li>- Higher carbon emissions</li> <li>- Some groups may be disproportionately affected by regulatory change around ICE cars (e.g., those who live in flats)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 2, 4, 90, 91</li> <li>- Fleet Composition data</li> <li>- EV Charging Point data</li> </ul>	None
29	<b>Cost of electric cars</b> is higher than equivalent ICE cars and too expensive for many at present	<ul style="list-style-type: none"> <li>- Market forces – supply and demand</li> <li>- Government regulation and incentives</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing use of ICE powered cars</li> </ul>	<ul style="list-style-type: none"> <li>- Higher carbon emissions</li> <li>- Lower income groups may be disproportionately affected by regulatory change around ICE cars</li> <li>- Impact should reduce over time as prices equalise</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 2, 4, 62, 90, 91</li> <li>- Fleet Composition data</li> <li>- Lifetime Cost of Electric v Petrol Vehicles data</li> </ul>	None

Overarching a number of the transport problems is the major negative societal consequence generated by unsustainable travel patterns and high levels of dependence on carbon emitting fossil fuels which drive transport's contribution to the global Climate Emergency. On this basis, responding to the Climate Emergency and enhancing environmental quality are also fundamental matters to be addressed through the new RTS.

## 7.5 ISSUES

In Chapter 4.0 two potential issues were identified which present uncertainties that will have implications for the development of the new RTS. These affect the future context within which the RTS will sit and therefore their impacts need to be considered through the strategy development process.

### Travel Behaviour Change

The COVID-19 pandemic has accelerated a number of long-term travel behaviour change trends including increased working from home, more online shopping, reduced trip making, decline in bus use and increased car use. In addition, it has also stimulated new travel behaviours including a decline in the previously growing train patronage and increases in walking and cycling as illustrated in Figure 7.2. It is unknown the extent to which these changes will become embedded long-term but, at the very least, it is likely to take time for travel patterns to stabilise and return to close to pre-pandemic levels. Peak period commuting could be particularly affected if there is a permanent shift to increased home and



flexible working potentially leading to less strain on public transport services and less congestion on the road network at these times. It is also unclear how public transport demand will recover in the wake of the pandemic.



**Figure 7.2 Overview of COVID-19 Impacts**

#### Transport Innovation

Technology and transport innovation offer the potential to change the landscape within which the transport system operates within the lifetime of the RTS. There will be a fleet transition towards ULEVs and alternative fuel sources which will present challenges to delivery and widespread uptake. Alongside this automation could reduce or eliminate the need for driver operated vehicles changing the nature of how we travel. Finally, shared mobility and MaaS seek to break traditional ownership models and shift transport to an integrated 'on demand' service across all modes.

These innovations are to varying extents market led and it is therefore difficult for the public sector to control them which presents an uncertainty for the RTS. However, it can provide a policy context that seeks to ensure innovations evolve in a manner that is consistent with policy aspirations.

## 7.6 CONSTRAINTS

#### Governance

One main constraint has been identified through the process of developing the Case for Change which has emerged through the stakeholder engagement process and by undertaking a review of what has been achieved since the initial SEStran RTS was published in 2008. This

document set out an ambitious plan for a range of cross-boundary schemes and interventions which required an integrated approach across a range of industry partners for their successful delivery.

However, upon review of the previous RTS and the refreshed version published in 2015 it was identified that limited progress had been made towards delivering many of the cross-boundary schemes that had been set out within them. This was largely attributed to difficulties with the existing delivery mechanisms and in coordinating cross-boundary and multi-partner schemes. In addition, given SEStran's position as a 'Level 1' Regional Transport Partnership and the limited statutory powers this conveys along with a lack of dedicated funding to support delivery of the RTS, it was highlighted that the current regional governance arrangements present a constraint to the delivery of cross-boundary schemes and interventions emerging from the RTS.

This systemic barrier is likely to continue to affect the ability for SEStran to deliver cross-boundary and multi-partner schemes that emerge from the new RTS unless the governance arrangements are changed.

## 7.7 OPPORTUNITIES

### Policy Linkages

The RTS is being developed at a time which coincides with the development of Regional Spatial Strategies (RSSs). This presents an opportunity to ensure that the strategic land-use and transport plans for the region are closely integrated and complementary to one another. As outlined in Section 4.2 there is significant housing development planned for the region which will have implications for where people want to travel to and from. The RTS can provide a blueprint for ensuring that these developments are served by sustainable transport links from the outset to prevent unsustainable travel patterns from becoming entrenched.

In addition, there is also an opportunity for the RTS to feed into Transport Scotland's Strategic Transport Projects Review Phase 2 which is due to report in Autumn 2021. This will provide Scottish Ministers with a programme of potential transport investment opportunities for the period 2022 – 2042 so it is important that the long-term needs of the region are reflected within this.

Finally, a Regional Economic Strategy is also under development for the south east of Scotland and there is an opportunity to ensure close integration with it as well.



# Transport Planning Objectives

SEStran Regional Transport Strategy

STAG Case for Change Report

## 8.0 TRANSPORT PLANNING OBJECTIVES

### 8.1 DEFINING TRANSPORT PLANNING OBJECTIVES

The Transport Planning Objectives (TPOs) have been derived by identifying a TPO linked to each of the problems defined in the Problems Framework initially set out in Chapter 0. The TPOs along with the associated problems are set out in Table 8.1.

**Table 8.1 Problems Framework including TPOs**

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective
<b>ALL MODES</b>					
1 Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities	<ul style="list-style-type: none"> <li>- Land use patterns</li> <li>- Location of new developments</li> <li>- All aspects of transport supply side</li> </ul>	<ul style="list-style-type: none"> <li>- Longer trips are made</li> <li>- Mode car trips are made</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Negative health outcomes through lack of physical activity</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 47, 51, 58, 72, 78, 95</li> <li>- Edinburgh and South East Scotland City Region iRSS</li> <li>- NPF4 Housing Land Requirements</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure sustainable connectivity and travel behaviour is embedded in all new development</li> </ul>
2 Use of the transport system brings the risk of accidents and personal injury	<ul style="list-style-type: none"> <li>- Traffic speed and driver behaviour e.g., people breaking speed limits</li> <li>- Speed limits too high</li> <li>- Weather events</li> <li>- Human error</li> <li>- Technical failure</li> </ul>	<ul style="list-style-type: none"> <li>- Reduced levels of active travel</li> <li>- Trips not made at all</li> </ul>	<ul style="list-style-type: none"> <li>- Human cost of physical injury</li> <li>- Economic cost of physical injury</li> <li>- Negative health outcomes through lack of physical activity</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 23, 68, 72, 79, 80, 81, 82, 85</li> <li>- Road Accident data</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce injuries and fatalities for all users of the transport networks</li> </ul>
<b>ACTIVE TRAVEL</b>					
3 Many do not find cycling a realistic option	<ul style="list-style-type: none"> <li>- Lack of appropriate facilities mean that many do not feel safe cycling (safety and personal security)</li> <li>- Lack of secure parking options</li> <li>- Gaps in cycling provision</li> <li>- Bicycle ownership is not practical for some</li> <li>- High vehicle speeds and intimidation</li> <li>- Freight deliveries</li> </ul>	<ul style="list-style-type: none"> <li>- People do not cycle</li> <li>- People drive instead</li> <li>- People use public transport instead</li> </ul>	<ul style="list-style-type: none"> <li>- Negative health outcomes through lack of physical activity</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 67, 68, 69, 70, 72, 78</li> <li>- Main Mode of Travel data</li> <li>- Access to Bicycle data</li> <li>- SUSTRANS Hands Up Survey</li> </ul>	<ul style="list-style-type: none"> <li>- Create an environment which allows more people to cycle</li> </ul>

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective
4	Walking or wheeling is not an attractive option for some short journeys	<ul style="list-style-type: none"><li>- Lack of appropriate facilities mean that many do not feel safe walking or wheeling (safety and personal security)</li><li>- Traffic intimidation</li><li>- Physical barriers particularly for those with disabilities and mobility impairments</li></ul>	<ul style="list-style-type: none"><li>- People do not walk or wheel</li><li>- People drive instead</li><li>- People use public transport instead</li></ul>	<ul style="list-style-type: none"><li>- Negative health outcomes through lack of physical activity</li><li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 1, 2, 4, 67, 68, 69, 70, 72, 78</li><li>- Main Mode of Travel data</li><li>- Sustrans Hands Up Survey</li><li>- Walking as a Means of Transport data</li></ul>	<ul style="list-style-type: none"><li>- Create an environment which allows more people to walk or wheel</li></ul>
PUBLIC TRANSPORT						
5	Peak period bus-based <b>journey times</b> can be much longer than off-peak	<ul style="list-style-type: none"><li>- Buses are slowed down by routine congestion caused by general road traffic (including other buses)</li></ul>	<ul style="list-style-type: none"><li>- Discourages bus use</li><li>- Longer peak hour journeys</li><li>- People travel by car instead</li><li>- Peak spreading - earlier and later journeys are made</li><li>- People do not make the journey</li></ul>	<ul style="list-style-type: none"><li>- Wasted time (commuting and leisure)</li><li>- Constrains labour markets</li><li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 1, 2, 4, 19, 20, 21, 22, 47, 51, 78</li><li>- INRIX Road Journey Time data</li><li>- TRACC Public Transport Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Reduce peak-period delays for bus-based travel</li></ul>
6	Peak period bus-based <b>journey times</b> can be much more variable than off-peak	<ul style="list-style-type: none"><li>- Buses are slowed down by congestion caused by variable congestion and congestion caused by incidents</li><li>- Mis-use of bus lanes</li></ul>	<ul style="list-style-type: none"><li>- Discourages bus use</li><li>- To be sure of making a given appointment, people have to catch an earlier bus, wasting more time</li><li>- Peak spreading - earlier and later journeys are made</li><li>- People do not make the journey</li><li>- People travel by car instead – greater journey flexibility</li></ul>	<ul style="list-style-type: none"><li>- As above, plus:</li><li>- People are late for appointments</li><li>- Cost of missed appointments – e.g., work and health</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 1, 2, 4, 19, 20, 21, 22, 47, 51, 78</li><li>- INRIX Road Journey Time data</li><li>- TRACC Public Transport Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Improve the punctuality of peak-period bus-based travel</li></ul>
7	Some direct public transport <b>journey speeds</b> are slow so journey times are long and not competitive with car	<ul style="list-style-type: none"><li>- Indirect service routing</li><li>- In-vehicle speeds (including bus versus rail)</li><li>- Frequency of stops increases journey times</li></ul>	<ul style="list-style-type: none"><li>- People drive instead</li><li>- People car-share / lift-share</li><li>- People do not make the trips</li><li>- People who would prefer to use public transport cannot do so</li></ul>	<ul style="list-style-type: none"><li>- Wasted time (commuting and leisure)</li><li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li><li>- 'Forced' car ownership impacting disproportionately on some household budgets</li><li>- Employment and other opportunities not taken up</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 1, 2, 4, 10, 12, 13, 19, 20, 21, 22, 41, 47, 51, 62, 78</li><li>- INRIX Road Journey Time data</li><li>- TRACC Public Transport Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Improve the competitiveness of public transport with car journey times</li></ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective
8 Some travel by public transport requires <b>interchange(s)</b> – adding to journey times, access issues, inconvenience, and cost	<ul style="list-style-type: none"> <li>- Most 'regional' public transport is focused on Edinburgh city centre and the relevant access corridor, including services which call at P&amp;R sites</li> <li>- Integration between modes is inconvenient</li> <li>- Integrated ticketing options are limited meaning individual fares often have to be paid</li> <li>- Suburban and out of town employment / leisure / retail locations more difficult to competitively serve by public transport</li> <li>- Other regional travel generators such as Edinburgh Airport require interchange for many</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 5, 8, 9, 12, 16, 28, 30, 40, 41, 44, 47, 51, 55, 62, 69, 78, 95</li> <li>- TRACC Interchange Analysis</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce the time and inconvenience of having to interchange</li> </ul>
9 People can't <b>get a seat</b> on some public transport services	<ul style="list-style-type: none"> <li>- Mismatch of supply and demand, generally peak hour and more of a factor in rail</li> <li>- Situation exacerbated in summer due to tourists (mainly Edinburgh)</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- Journey is uncomfortable for some and not possible for others</li> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People travel by bus instead</li> <li>- Peak spreading - earlier and later journeys</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 5, 6, 14, 16, 47, 51, 78, 95</li> <li>- Transport Focus Passenger Satisfaction Surveys</li> </ul>	<ul style="list-style-type: none"> <li>- Provide appropriate seated capacity on public transport services</li> </ul>
10 Travel by bus or rail is <b>unaffordable</b> for some particularly the unemployed or those on low incomes	<ul style="list-style-type: none"> <li>- Fares levels do not reflect ability to pay</li> <li>- Lack of integrated fares and daily capping across operators</li> <li>- DRT acceptance of concessionary fares</li> </ul>	<ul style="list-style-type: none"> <li>- People have to rely on others' good will for lifts</li> <li>- People do not travel</li> <li>- People do travel but at disproportionate cost to them / their household</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Contributes to poverty</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 41, 44, 45, 47, 51, 62, 78</li> <li>- Transport Focus Passenger Satisfaction Surveys</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce the cost of travel by public transport</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective
11 Some journeys <b>cannot be made</b> by public transport	<ul style="list-style-type: none"> <li>- There is no public transport service which allows the journey to be made at the time required</li> <li>- There is no public transport service at all</li> <li>- DRT provision is patchy and inconsistent</li> <li>- DRT services not available to all</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People use taxi</li> <li>- People do not make the trips</li> <li>- People drive / get a lift to a location where the journey can be made using public transport</li> <li>- People who would prefer to use public transport cannot do so</li> <li>- People have to rely on good will / lifts</li> </ul>	<ul style="list-style-type: none"> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- Social isolation</li> <li>- People do not take up opportunities with social and economic consequences</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 7, 8, 12, 13, 39, 40, 41, 47, 51, 62, 78, 95</li> <li>- TRACC Interchange Analysis</li> <li>- Connectivity to Education, Healthcare and Employment Analysis</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to public transport by geography and time of day</li> </ul>
12 <b>Physical access</b> to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired	<ul style="list-style-type: none"> <li>- Vehicles</li> <li>- Stops / stations</li> <li>- Access to stops / stations</li> </ul>	<ul style="list-style-type: none"> <li>- People have to use cars instead, either their own or relying on lifts</li> <li>- People do not travel</li> <li>- People do use public transport but at significant inconvenience to them</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Groups in society suffer significant inequality</li> <li>- Social isolation</li> <li>- 'Forced' car ownership</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 11, 17, 47, 51, 59, 60, 61, 62, 63, 64, 65, 78, 83</li> <li>- Demographic data</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to public transport by user group</li> </ul>
13 Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling <b>safe</b> on public transport	<ul style="list-style-type: none"> <li>- Environment feels unsafe</li> <li>- Lack of security (human, technological)</li> <li>- Intimidation by other passengers</li> </ul>	<ul style="list-style-type: none"> <li>- Taxi use</li> <li>- Car use</li> <li>- Lift / share</li> <li>- People do not travel</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Groups in society suffer significant inequality</li> <li>- Social isolation</li> <li>- 'Forced' car ownership</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 23, 47, 51, 59, 60, 61, 62, 63, 64, 65, 78, 83</li> <li>- Scottish Household Survey Views of Safety on Public Transport data</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Improve actual and perceived personal security on the public transport networks</li> </ul>
14 People do not have <b>full awareness</b> of their public transport options	<ul style="list-style-type: none"> <li>- Information is not provided in a way which all can access</li> <li>- Public transport travel options are not publicised in a way which reaches key groups</li> </ul>	<ul style="list-style-type: none"> <li>- People do not use public transport</li> <li>- People use car instead</li> <li>- People do not make trips</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- People do not take up opportunities with social and economic consequences</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 46, 47, 51, 59, 60, 61, 62, 63, 64, 65, 66, 78</li> <li>- Scottish Household Survey Views on Public Transport Information</li> </ul>	<ul style="list-style-type: none"> <li>- Provide effective information about public transport services for all</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	
MIXED MODE						
15	Combining <b>cycling and public transport</b> use is not possible	<ul style="list-style-type: none"><li>- Few buses and trains have facilities to carry bikes – those that do have low capacity which creates a degree of uncertainty for users</li></ul>	<ul style="list-style-type: none"><li>- Low levels of this form of mixed mode travel</li><li>- Likely to lead to higher car use</li></ul>	<ul style="list-style-type: none"><li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li></ul>	<ul style="list-style-type: none"><li>- Literature review problem 1, 2, 4, 18, 69, 78</li><li>- Stakeholder Feedback</li></ul>	<ul style="list-style-type: none"><li>- Improve bike / public transport mixed mode travel options</li></ul>
16	Preferred <b>P&amp;R</b> station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak	<ul style="list-style-type: none"><li>- Mismatch of supply and demand at station car parks</li><li>- Differential train frequencies</li><li>- Fare boundary effects</li><li>- Spaces used by those who could use active travel instead</li><li>- Car park is filled with all-day commuters</li></ul>	<ul style="list-style-type: none"><li>- People drive for their whole journey</li><li>- People drive to an alternative station (could be closer or further)</li><li>- People get a lift to the station (double journey)</li><li>- People walk / cycle to the station instead</li><li>- People change their destination – e.g., not going shopping in city centre</li></ul>	<ul style="list-style-type: none"><li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li><li>- Could have a distributional impact if people e.g., drive to out/edge of town retail rather than take a train to the city centre</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 1, 2, 4, 26, 27, 29, 78</li><li>- ORR Station Usage data</li><li>- Stakeholder Feedback</li></ul>	<ul style="list-style-type: none"><li>- Maximise the reduction in car-km travelled associated with car / rail travel</li></ul>
FREIGHT						
17	In places, peak period <b>commercial vehicle-based journey times</b> can routinely be much longer than off-peak	<ul style="list-style-type: none"><li>- Mismatch of supply and demand, particularly at key regional bottlenecks including City Bypass, Newbridge, Forth Crossings</li><li>- Increased LGV traffic</li><li>- Land use development patterns</li></ul>	<ul style="list-style-type: none"><li>- Longer peak hour journeys</li><li>- Peak spreading - earlier and later journeys are made</li><li>- People do not make the journey</li></ul>	<ul style="list-style-type: none"><li>- Loss of productive time (business)</li><li>- Increased energy usage</li><li>- Increased emissions and pollution</li><li>- Adds to the cost of distributing goods</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 2, 4, 73, 75, 76, 78, 95</li><li>- INRIX Road Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Reduce peak period delays for freight vehicles</li></ul>
18	Peak period <b>commercial vehicle-based journey times</b> can be much more variable than off-peak	<ul style="list-style-type: none"><li>- Small variations in traffic volumes create volatile journey times when the network is operating near capacity</li><li>- This is exacerbated by incidents – lack of alternative routes in places – these are thought to be increasing in frequency in part due to increased severe weather events</li><li>- Increased LGV traffic</li></ul>	<ul style="list-style-type: none"><li>- Peak spreading - earlier and later journeys are made</li><li>- Late arrival of goods</li><li>- People re-route onto less appropriate routes</li></ul>	<ul style="list-style-type: none"><li>- As above, plus:</li><li>- Supply chain scheduling and cost impacts of unscheduled delays</li><li>- Noise / emissions / safety etc impacts of traffic re-routing</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 1, 2, 4, 73, 75, 76, 78, 79</li><li>- INRIX Road Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Improve peak period journey time reliability for freight vehicles</li></ul>
19	Cost and practicality of <b>rail freight</b> prevents widespread use	<ul style="list-style-type: none"><li>- Market forces</li><li>- Rail freight intermodal facilities and connections to key nodes</li><li>- Lack of capacity (paths) on the rail network for a significant increase in freight services</li><li>- Pricing and regulatory regimes</li></ul>	<ul style="list-style-type: none"><li>- Virtually all freight is moved by road</li></ul>	<ul style="list-style-type: none"><li>- Negative impacts of CV traffic</li></ul>	<ul style="list-style-type: none"><li>- Literature review problem 1, 2, 4, 77</li><li>- Stakeholder Feedback</li><li>- Rail Network Gauge Clearance</li></ul>	<ul style="list-style-type: none"><li>- Improve the competitiveness of the rail-freight 'offer'</li></ul>



Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective
20	Commercial vehicle drivers have limited options for <b>secure parking</b> and rest	- There are few bespoke facilities in the region for drivers requiring to rest and overnight	- CVs park in less appropriate locations	- Thefts from vehicles add to costs - Nuisance parking leads to conflict	- Literature review problem 87 - Number of Lorry Rest Stops	- Improve security and safety for drivers of freight vehicles
21	Commercial vehicles are currently reliant on <b>fossil fuels</b> in the absence of viable / cost effective alternatives	- Alternative fuel solutions not suitably developed for widespread use	- ICE powered vehicles continue to be used	- Ongoing carbon emissions and impact on local air quality and associated health impacts	- Literature review problems 2, 4, 90, 91 - Fleet Composition data	- Decarbonise the freight sector
22	Direct <b>sea-based international connectivity</b> is poor	- No ferry service to the EU	- CVs travel south to Channel and other ports - Freight travels by air rather than sea	- Emissions related to use of road and air freight	- Literature review problems 2, 77 - Sea Freight data	- Improve 'external' freight links
<b>CAR</b>						
23	In places, peak <b>period car-based journey times</b> can routinely be much longer than off-peak	- Mismatch of supply and demand, particularly at key regional bottlenecks including City Bypass, Newbridge, Forth Crossings - Increased LGV traffic - Land use development patterns	- Longer peak hour journeys - Peak spreading - earlier and later journeys are made - People do not make the journey	- Wasted time (commuting and leisure) - Loss of productive time (business) - Increased energy usage - Increased emissions and pollution - Constrains labour market efficiency	- Literature review problems 2, 4, 47, 51, 76, 78, 95 - INRIX Road Journey Time data	- Reduce peak period delays for car-based travel
24	Peak period <b>car-based journey times</b> can be much more variable than off-peak	- Small variations in traffic volumes create volatile journey times when the network is operating near capacity - This is exacerbated by incidents – lack of alternative routes in places – these are thought to be increasing in frequency in part due to increased severe weather events - Increased LGV traffic	- To be sure of making a given appointment, people have to allow more time, wasting more time - Peak spreading - earlier and later journeys are made - People do not make the journey - People re-route onto less appropriate routes	- As above, plus: - People are late for appointments - Cost of missed appointments – e.g., work and health - Noise / emissions / safety etc impacts of traffic re-routing	- Literature review problems 1, 2, 4, 47, 51, 76, 78, 79 - INRIX Road Journey Time data	- Improve peak period journey time reliability for car-based travel
25	High cost of town / city centre <b>parking</b>	- Scale of parking charges and enforcement regime	- People use public transport or active travel instead - People's destination choice is affected favouring locations with plentiful free parking	- Positive impacts through lower car km - Price mechanisms disproportionately affect those who can least afford to pay - May impact on town / city centre vitality and recovery from Covid19	- Literature review problems 62, 66, 94 - Public Survey responses	- Ensure the level and scope of parking charges reflect the strategy objectives

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective
26	Lack of availability of <b>parking</b> is inconvenient	<ul style="list-style-type: none"> <li>- Mismatch of supply of and demand for parking</li> <li>- Insufficient provision for those most in need, blue badge etc.</li> </ul>	<ul style="list-style-type: none"> <li>- Vehicles spend excessive time circulating looking for parking spaces</li> <li>- People use public transport or active travel instead</li> <li>- People's destination choice is affected favouring locations with plentiful free parking</li> </ul>	<ul style="list-style-type: none"> <li>- Some avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Positive impacts of reduced car trips to these areas</li> <li>- Distributional impact on economic activity in urban areas</li> <li>- May impact on town / city centre vitality and recovery from Covid19</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 47, 66, 78, 84, 85, 94</li> <li>- Stakeholder Feedback</li> <li>- Public Survey responses</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure the availability of parking reflects the strategy objectives</li> </ul>
27	<b>Road-based travel</b> on the regional road network, including some external links (including ports and airports) can be <b>slow</b> even when traffic volumes are relatively low	<ul style="list-style-type: none"> <li>- Road standard</li> <li>- Horizontal and vertical alignment</li> <li>- Lack of overtaking opportunities</li> </ul>	<ul style="list-style-type: none"> <li>- Journeys take longer</li> <li>- Can lead to accidents</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time</li> <li>- Loss of productive in-work time</li> <li>- Casualties</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 78</li> <li>- INRIX Road Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Improve journey times on regional / external road network</li> </ul>
28	<b>Electric car</b> operation and ownership <b>not practical</b> for all	<ul style="list-style-type: none"> <li>- Facilities for EV charging are patchy</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing use of ICE powered cars</li> <li>- Some may ultimately be precluded from owning a vehicle</li> </ul>	<ul style="list-style-type: none"> <li>- Higher carbon emissions</li> <li>- Some groups may be disproportionately affected by regulatory change around ICE cars (e.g., those who live in flats)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 2, 4, 90, 91</li> <li>- Fleet Composition data</li> <li>- EV Charging Point data</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to electric vehicle ownership / use</li> </ul>
29	<b>Cost of electric cars</b> is higher than equivalent ICE cars and too expensive for many at present	<ul style="list-style-type: none"> <li>- Market forces – supply and demand</li> <li>- Government regulation and incentives</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing use of ICE powered cars</li> </ul>	<ul style="list-style-type: none"> <li>- Higher carbon emissions</li> <li>- Lower income groups may be disproportionately affected by regulatory change around ICE cars</li> <li>- Impact should reduce over time as prices equalise</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 2, 4, 62, 90, 91</li> <li>- Fleet Composition data</li> <li>- Lifetime Cost of Electric v Petrol Vehicles data</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to electric vehicle ownership / use</li> </ul>

## 8.2 LINKS TO NATIONAL TRANSPORT STRATEGY 2

Analysis of the TPOs has been undertaken to show how they contribute to deliver the National Transport Strategy 2's four priorities and their associated outcomes. The findings are outlined in Table 8.2 and show that the majority of the TPOs make a positive contribution to at least of the NTS 2 priorities.

Table 8.2 Links between TPOs and NTS 2 Priorities

TPO	Reduced Inequalities			Takes Climate Action			Helps Deliver Inclusive Economic Growth			Improves Our Health and Wellbeing		
	Fair access to services	Easy to use for all	Affordable for all	Delivery net-zero target	Adapt to climate change	Promote greener, cleaner choices	Get goods / people where need to go	Reliable, efficient, and high quality	Use beneficial innovation	Safe and secure for all	Enable healthy travel choices	Communities great places to live
<b>ALL MODES</b>												
Ensure sustainable connectivity and travel behaviour is embedded in all new development	✓	✓				✓	✓	✓			✓	✓
Reduce injuries and fatalities for all users of the transport networks										✓		
<b>ACTIVE TRAVEL</b>												
Create an environment which allows more people to cycle	✓	✓				✓				✓	✓	✓
Create an environment which allows more people to walk and wheel	✓	✓				✓				✓	✓	✓
<b>PUBLIC TRANSPORT</b>												
Reduce peak-period delays for bus-based travel	✓					✓		✓				
Improve the punctuality of peak-period bus-based travel	✓					✓		✓				
Improve the competitiveness of public transport with car journey times	✓					✓		✓				
Reduce the time and inconvenience of having to interchange	✓	✓				✓		✓				
Provide appropriate seated capacity on public transport services	✓					✓		✓				
Reduce the cost of travel by public transport	✓		✓			✓						

TPO	Reduced Inequalities			Takes Climate Action			Helps Deliver Inclusive Economic Growth			Improves Our Health and Wellbeing		
	Fair access to services	Easy to use for all	Affordable for all	Delivery net-zero target	Adapt to climate change	Promote greener, cleaner choices	Get goods / people where need to go	Reliable, efficient, and high quality	Use beneficial innovation	Safe and secure for all	Enable healthy travel choices	Communities great places to live
Widen access to public transport by geography and time of day	✓					✓	✓					
Widen access to public transport by user group	✓	✓				✓						
Improve actual and perceived personal security on the public transport networks						✓				✓		
Provide effective information about public transport services for all		✓				✓			✓		✓	
<b>MIXED MODE</b>												
Improve bike / public transport mixed mode travel options	✓					✓	✓	✓			✓	
Maximise the reduction in car-km travelled associated with car / rail travel						✓	✓	✓				
<b>FREIGHT</b>												
Reduce peak period delays for freight vehicles							✓	✓				
Improve peak period journey time reliability for freight vehicles							✓	✓				
Improve the competitiveness of the rail-freight 'offer'				✓		✓	✓					
Improve security and safety for drivers of freight vehicles									✓	✓		
Decarbonise the freight sector				✓		✓			✓			✓
Improve 'external' freight links							✓	✓				
<b>CAR</b>												
Reduce peak period delays for car-based travel							✓	✓				

TPO	Reduced Inequalities			Takes Climate Action			Helps Deliver Inclusive Economic Growth			Improves Our Health and Wellbeing		
	Fair access to services	Easy to use for all	Affordable for all	Delivery net-zero target	Adapt to climate change	Promote greener, cleaner choices	Get goods / people where need to go	Reliable, efficient, and high quality	Use beneficial innovation	Safe and secure for all	Enable healthy travel choices	Communities great places to live
Improve peak period journey time reliability for car-based travel							✓	✓				
Ensure the level and scope of parking charges reflect the strategy objectives												
Ensure the availability of parking reflects the strategy objectives												
Improve journey times on regional / external road network							✓	✓				
Widen access to electric vehicle ownership / use				✓		✓			✓			✓



# Option Generation

**SEStran Regional Transport Strategy**

STAG Case for Change Report

## 9.0 OPTION GENERATION

### 9.1 INITIAL OPTION GENERATION

The initial option generation process has drawn upon the problems outlined in the Problems Framework set out in Chapter 0 and built upon through the development of the Transport Planning Objectives in Chapter 8.0. This process has now been extended to incorporate option generation too as set out in Table 9.1 which shows a clear linkage between the problems, TPOs and options. Option generation has been informed by a combination of the literature review, stakeholder consultation and internal workshops.

**Table 9.1 Problems Framework including TPOs and Options**

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
<b>ALL MODES</b>							
1	Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities	<ul style="list-style-type: none"> <li>- Land use patterns</li> <li>- Location of new developments</li> <li>- All aspects of transport supply side</li> </ul>	<ul style="list-style-type: none"> <li>- Longer trips are made</li> <li>- Mode car trips are made</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Negative health outcomes through lack of physical activity</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 47, 51, 58, 72, 78, 95</li> <li>- Edinburgh and South East Scotland City Region iRSS</li> <li>- NPF4 Housing Land Requirements</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure sustainable connectivity and travel behaviour is embedded in all new development</li> </ul>	<ul style="list-style-type: none"> <li>- Land use planning measures around new development and urban form e.g., 20-minute neighbourhoods, Transit Oriented Development, public transport services and infrastructure</li> </ul>
2	Use of the transport system brings the risk of accidents and personal injury	<ul style="list-style-type: none"> <li>- Traffic speed and driver behaviour e.g., people breaking speed limits</li> <li>- Speed limits too high</li> <li>- Weather events</li> <li>- Human error</li> <li>- Technical failure</li> </ul>	<ul style="list-style-type: none"> <li>- Reduced levels of active travel</li> <li>- Trips not made at all</li> </ul>	<ul style="list-style-type: none"> <li>- Human cost of physical injury</li> <li>- Economic cost of physical injury</li> <li>- Negative health outcomes through lack of physical activity</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 23, 68, 72, 79, 80, 81, 82, 85</li> <li>- Road Accident data</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce injuries and fatalities for all users of the transport networks</li> </ul>	<ul style="list-style-type: none"> <li>- Road safety schemes</li> <li>- Reduced speed limits</li> <li>- Traffic engineering-based speed limiting solutions</li> <li>- Active travel schemes</li> <li>- Technical measures in relation to rail and air safety</li> </ul>

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
<b>ACTIVE TRAVEL</b>							
3	Many do not find cycling a realistic option	<ul style="list-style-type: none"> <li>- Lack of appropriate facilities mean that many do not feel safe cycling (safety and personal security)</li> <li>- Lack of secure parking options</li> <li>- Gaps in cycling provision</li> <li>- Bicycle ownership is not practical for some</li> <li>- High vehicle speeds and intimidation</li> <li>- Freight deliveries</li> </ul>	<ul style="list-style-type: none"> <li>- People do not cycle</li> <li>- People drive instead</li> <li>- People use public transport instead</li> </ul>	<ul style="list-style-type: none"> <li>- Negative health outcomes through lack of physical activity</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 67, 68, 69, 70, 72, 78</li> <li>- Main Mode of Travel data</li> <li>- Access to Bicycle data</li> <li>- SUSTRANS Hands Up Survey</li> </ul>	<ul style="list-style-type: none"> <li>- Create an environment which allows more people to cycle</li> </ul>	<ul style="list-style-type: none"> <li>- Cycling route / infrastructure improvements</li> <li>- Bike hire and access schemes</li> <li>- Reduced speed limits</li> <li>- Promotional campaigns</li> <li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li> </ul>
4	Walking or wheeling is not an attractive option for some short journeys	<ul style="list-style-type: none"> <li>- Lack of appropriate facilities mean that many do not feel safe walking or wheeling (safety and personal security)</li> <li>- Traffic intimidation</li> <li>- Physical barriers particularly for those with disabilities and mobility impairments</li> </ul>	<ul style="list-style-type: none"> <li>- People do not walk or wheel</li> <li>- People drive instead</li> <li>- People use public transport instead</li> </ul>	<ul style="list-style-type: none"> <li>- Negative health outcomes through lack of physical activity</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 67, 68, 69, 70, 72, 78</li> <li>- Main Mode of Travel data</li> <li>- SUSTRANS Hands Up Survey</li> <li>- Walking as a Means of Transport data</li> </ul>	<ul style="list-style-type: none"> <li>- Create an environment which allows more people to walk or wheel</li> </ul>	<ul style="list-style-type: none"> <li>- Walking route / infrastructure improvements</li> <li>- Traffic calming / pedestrianisation / walk to school initiatives</li> <li>- 20 mph zones</li> <li>- Promotional campaigns</li> <li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li> </ul>
<b>PUBLIC TRANSPORT</b>							
5	Peak period bus-based journey times can be much longer than off-peak	<ul style="list-style-type: none"> <li>- Buses are slowed down by routine congestion caused by general road traffic (including other buses)</li> </ul>	<ul style="list-style-type: none"> <li>- Discourages bus use</li> <li>- Longer peak hour journeys</li> <li>- People travel by car instead</li> <li>- Peak spreading - earlier and later journeys are made</li> <li>- People do not make the journey</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time (commuting and leisure)</li> <li>- Constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 19, 20, 21, 22, 47, 51, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce peak-period delays for bus-based travel</li> </ul>	<ul style="list-style-type: none"> <li>- Bus priority measures</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> <li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li> </ul>



Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
6 Peak period bus-based <b>journey times</b> can be much more variable than off-peak	<ul style="list-style-type: none"> <li>- Buses are slowed down by congestion caused by variable congestion and congestion caused by incidents</li> <li>- Mis-use of bus lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Discourages bus use</li> <li>- To be sure of making a given appointment, people have to catch an earlier bus, wasting more time</li> <li>- Peak spreading - earlier and later journeys are made</li> <li>- People do not make the journey</li> <li>- People travel by car instead – greater journey flexibility</li> </ul>	<ul style="list-style-type: none"> <li>- As above, plus:</li> <li>- People are late for appointments</li> <li>- Cost of missed appointments – e.g., work and health</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 19, 20, 21, 22, 47, 51, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Improve the punctuality of peak-period bus-based travel</li> </ul>	<ul style="list-style-type: none"> <li>- Bus priority measures</li> <li>- Enforcement of bus lane use</li> <li>- Enforcement of parking regulations</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> <li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li> </ul>
7 Some direct public transport <b>journey speeds</b> are slow so journey times are long and not competitive with car	<ul style="list-style-type: none"> <li>- Indirect service routing</li> <li>- In-vehicle speeds (including bus versus rail)</li> <li>- Frequency of stops increases journey times</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time (commuting and leisure)</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 10, 12, 13, 19, 20, 21, 22, 41, 47, 51, 62, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Improve the competitiveness of public transport with car journey times</li> </ul>	<ul style="list-style-type: none"> <li>- Provide more direct bus routes, at least part-day</li> <li>- Reduce number of bus stops</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> <li>- High Speed Rail</li> <li>- Shared mobility – including to tackle forced car ownership</li> <li>- Electrification of rail lines can help increase rail journey speeds.</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
8 Some travel by public transport requires <b>interchange(s)</b> – adding to journey times, access issues, inconvenience, and cost	<ul style="list-style-type: none"> <li>- Most 'regional' public transport is focused on Edinburgh city centre and the relevant access corridor, including services which call at P&amp;R sites</li> <li>- Integration between modes is inconvenient</li> <li>- Integrated ticketing options are limited meaning individual fares often have to be paid</li> <li>- Suburban and out of town employment / leisure / retail locations more difficult to competitively serve by public transport</li> <li>- Other regional travel generators such as Edinburgh Airport require interchange for many</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 5, 8, 9, 12, 16, 28, 30, 40, 41, 44, 47, 51, 55, 62, 69, 78, 95</li> <li>- TRACC Interchange Analysis</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce the time and inconvenience of having to interchange</li> </ul>	<ul style="list-style-type: none"> <li>- Eliminate the need for interchange by providing more direct service to key regional travel generators</li> <li>- Reduce the impact of interchange               <ul style="list-style-type: none"> <li>- cost: integrated ticketing to avoid double fare</li> <li>- time: integrated timetabling to reduce wait times including intermodal</li> <li>- comfort / access / hassle: improving shelter / facilities at key interchange points and integrated ticketing</li> </ul> </li> <li>- MaaS</li> <li>- Shared mobility – including to tackle forced car ownership</li> <li>- New public transport modes, including new railway lines, stations and tram extensions</li> <li>- New or improved intermodal facilities e.g., Mobility hubs</li> </ul>
9 People can't <b>get a seat</b> on some public transport services	<ul style="list-style-type: none"> <li>- Mismatch of supply and demand, generally peak hour and more of a factor in rail</li> <li>- Situation exacerbated in summer due to tourists (mainly Edinburgh)</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- Journey is uncomfortable for some and not possible for others</li> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People travel by bus instead</li> <li>- Peak spreading - earlier and later journeys</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 5, 6, 14, 16, 47, 51, 78, 95</li> <li>- Transport Focus Passenger Satisfaction Surveys</li> </ul>	<ul style="list-style-type: none"> <li>- Provide appropriate seated capacity on public transport services</li> </ul>	<ul style="list-style-type: none"> <li>- Bigger buses / trains</li> <li>- Higher frequency services</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> </ul>

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
10	Travel by bus or rail is <b>unaffordable</b> for some particularly the unemployed or those on low incomes	<ul style="list-style-type: none"> <li>- Fares levels do not reflect ability to pay</li> <li>- Lack of integrated fares and daily capping across operators</li> <li>- DRT acceptance of concessionary fares</li> </ul>	<ul style="list-style-type: none"> <li>- People have to rely on others' good will for lifts</li> <li>- People do not travel</li> <li>- People do travel but at disproportionate cost to them / their household</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Contributes to poverty</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 41, 44, 45, 47, 51, 62, 78</li> <li>- Transport Focus Passenger Satisfaction Surveys</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce the cost of travel by public transport</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Uniform low / fares</li> <li>- Discounted / free fares targeted at specific groups in need</li> <li>- Daily fare capping across operators</li> <li>- Integrated ticketing to reduce 2-fares trips</li> <li>- Taxicard for discounted taxi fares</li> </ul>
11	Some journeys <b>cannot be made</b> by public transport	<ul style="list-style-type: none"> <li>- There is no public transport service which allows the journey to be made at the time required</li> <li>- There is no public transport service at all</li> <li>- DRT provision is patchy and inconsistent</li> <li>- DRT services not available to all</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People use taxi</li> <li>- People do not make the trips</li> <li>- People drive / get a lift to a location where the journey can be made using public transport</li> <li>- People who would prefer to use public transport cannot do so</li> <li>- People have to rely on good will / lifts</li> </ul>	<ul style="list-style-type: none"> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- Social isolation</li> <li>- People do not take up opportunities with social and economic consequences</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 7, 8, 12, 13, 39, 40, 41, 47, 51, 62, 78, 95</li> <li>- TRACC Interchange Analysis</li> <li>- Connectivity to Education, Healthcare and Employment Analysis</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to public transport by geography and time of day</li> </ul>	<ul style="list-style-type: none"> <li>- Earlier and later services</li> <li>- Higher frequency services</li> <li>- Shared mobility – including to tackle forced car ownership</li> <li>- DRT / Community Transport</li> <li>- Semi-scheduled bus services</li> <li>- Taxicard for discounted taxi fares</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> </ul>
12	<b>Physical access</b> to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired	<ul style="list-style-type: none"> <li>- Vehicles</li> <li>- Stops / stations</li> <li>- Access to stops / stations</li> </ul>	<ul style="list-style-type: none"> <li>- People have to use cars instead, either their own or relying on lifts</li> <li>- People do not travel</li> <li>- People do use public transport but at significant inconvenience to them</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Groups in society suffer significant inequality</li> <li>- Social isolation</li> <li>- 'Forced' car ownership</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 11, 17, 47, 51, 59, 60, 61, 62, 63, 64, 65, 78, 83</li> <li>- Demographic data</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to public transport by user group</li> </ul>	<ul style="list-style-type: none"> <li>- Step free access to vehicles</li> <li>- Getting to / from bus / train / tram e.g., step free access at stations, stops, etc.</li> <li>- Journey planning e.g., Traveline, etc</li> <li>- Escorting / chaperoning for vulnerable users</li> <li>- Shared mobility – including to tackle forced car ownership</li> <li>- New public transport modes, including new railway lines, stations and tram extensions</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
13 Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling <b>safe</b> on public transport	<ul style="list-style-type: none"> <li>- Environment feels unsafe</li> <li>- Lack of security (human, technological)</li> <li>- Intimidation by other passengers</li> </ul>	<ul style="list-style-type: none"> <li>- Taxi use</li> <li>- Car use</li> <li>- Lift / share</li> <li>- People do not travel</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Groups in society suffer significant inequality</li> <li>- Social isolation</li> <li>- 'Forced' car ownership</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 23, 47, 51, 59, 60, 61, 62, 63, 64, 65, 78, 83</li> <li>- Scottish Household Survey Views of Safety on Public Transport data</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Improve actual and perceived personal security on the public transport networks</li> </ul>	<ul style="list-style-type: none"> <li>- Improved security / lighting etc.</li> <li>- In vehicle</li> <li>- at stop / station / interchange</li> <li>- Shared mobility – including to tackle forced car ownership</li> </ul>
14 People do not have <b>full awareness</b> of their public transport options	<ul style="list-style-type: none"> <li>- Information is not provided in a way which all can access</li> <li>- Public transport travel options are not publicised in a way which reaches key groups</li> </ul>	<ul style="list-style-type: none"> <li>- People do not use public transport</li> <li>- People use car instead</li> <li>- People do not make trips</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- People do not take up opportunities with social and economic consequences</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 46, 47, 51, 59, 60, 61, 62, 63, 64, 65, 66, 78</li> <li>- Scottish Household Survey Views on Public Transport Information</li> </ul>	<ul style="list-style-type: none"> <li>- Provide effective information about public transport services for all</li> </ul>	<ul style="list-style-type: none"> <li>- Improved information provision targeted at specific groups</li> <li>- Journey planning e.g., Traveline, etc</li> <li>- Promotion of information sources</li> <li>- MaaS</li> </ul>
<b>MIXED MODE</b>						
15 Combining <b>cycling and public transport</b> use is not possible	<ul style="list-style-type: none"> <li>- Few buses and trains have facilities to carry bikes – those that do have low capacity which creates a degree of uncertainty for users</li> </ul>	<ul style="list-style-type: none"> <li>- Low levels of this form of mixed mode travel</li> <li>- Likely to lead to higher car use</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 1, 2, 4, 18, 69, 78</li> <li>- Stakeholder Feedback</li> </ul>	<ul style="list-style-type: none"> <li>- Improve bike / public transport mixed mode travel options</li> </ul>	<ul style="list-style-type: none"> <li>- Provision of bike-buses</li> </ul>
16 Preferred <b>P&amp;R</b> station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak	<ul style="list-style-type: none"> <li>- Mismatch of supply and demand at station car parks</li> <li>- Differential train frequencies</li> <li>- Fare boundary effects</li> <li>- Spaces used by those who could use active travel instead</li> <li>- Car park is filled with all-day commuters</li> </ul>	<ul style="list-style-type: none"> <li>- People drive for their whole journey</li> <li>- People drive to an alternative station (could be closer or further)</li> <li>- People get a lift to the station (double journey)</li> <li>- People walk / cycle to the station instead</li> <li>- People change their destination – e.g., not going shopping in city centre</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Could have a distributional impact if people e.g., drive to out/edge of town retail rather than take a train to the city centre</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 26, 27, 29, 78</li> <li>- ORR Station Usage data</li> <li>- Stakeholder Feedback</li> </ul>	<ul style="list-style-type: none"> <li>- Maximise the reduction in car-km travelled associated with car / rail travel</li> </ul>	<ul style="list-style-type: none"> <li>- Parking charges to discourage short car trips</li> <li>- Improved active travel links to discourage short car trips</li> <li>- Fares and frequency changes to balance demand</li> <li>- Provision of additional parking capacity on site or at new location</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options	
FREIGHT							
17	In places, peak period <b>commercial vehicle-based journey times</b> can routinely be much longer than off-peak	<ul style="list-style-type: none"><li>- Mismatch of supply and demand, particularly at key regional bottlenecks including City Bypass, Newbridge, Forth Crossings</li><li>- Increased LGV traffic</li><li>- Land use development patterns</li></ul>	<ul style="list-style-type: none"><li>- Longer peak hour journeys</li><li>- Peak spreading - earlier and later journeys are made</li><li>- People do not make the journey</li></ul>	<ul style="list-style-type: none"><li>- Loss of productive time (business)</li><li>- Increased energy usage</li><li>- Increased emissions and pollution</li><li>- Adds to the cost of distributing goods</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 2, 4, 73, 75, 76, 78, 95</li><li>- INRIX Road Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Reduce peak period delays for freight vehicles</li></ul>	<ul style="list-style-type: none"><li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li><li>- Measures to encourage mode shift from road to rail freight</li><li>- Combined bus / commercial vehicle lanes</li><li>- Provide additional road capacity</li><li>- Freight consolidation centres</li></ul>
18	Peak period <b>commercial vehicle-based journey times</b> can be much more variable than off-peak	<ul style="list-style-type: none"><li>- Small variations in traffic volumes create volatile journey times when the network is operating near capacity</li><li>- This is exacerbated by incidents – lack of alternative routes in places – these are thought to be increasing in frequency in part due to increased severe weather events</li><li>- Increased LGV traffic</li></ul>	<ul style="list-style-type: none"><li>- Peak spreading - earlier and later journeys are made</li><li>- Late arrival of goods</li><li>- People re-route onto less appropriate routes</li></ul>	<ul style="list-style-type: none"><li>- As above, plus:</li><li>- Supply chain scheduling and cost impacts of unscheduled delays</li><li>- Noise / emissions / safety etc impacts of traffic re-routing</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 1, 2, 4, 73, 75, 76, 78, 79</li><li>- INRIX Road Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Improve peak period journey time reliability for freight vehicles</li></ul>	<ul style="list-style-type: none"><li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li><li>- Measures to encourage mode shift from road to rail freight</li><li>- Combined bus / commercial vehicle lanes</li><li>- Provide additional road capacity</li><li>- Freight consolidation centres</li></ul>
19	Cost and practicality of <b>rail freight</b> prevents widespread use	<ul style="list-style-type: none"><li>- Market forces</li><li>- Rail freight intermodal facilities and connections to key nodes</li><li>- Lack of capacity (paths) on the rail network for a significant increase in freight services</li><li>- Pricing and regulatory regimes</li></ul>	<ul style="list-style-type: none"><li>- Virtually all freight is moved by road</li></ul>	<ul style="list-style-type: none"><li>- Negative impacts of CV traffic</li></ul>	<ul style="list-style-type: none"><li>- Literature review problem 1, 2, 4, 77</li><li>- Stakeholder Feedback</li><li>- Rail Network Gauge Clearance</li></ul>	<ul style="list-style-type: none"><li>- Improve the competitiveness of the rail-freight 'offer'</li></ul>	<ul style="list-style-type: none"><li>- Public subsidy for rail freight</li><li>- Innovative approaches to rail train forming</li><li>- New or improved intermodal facilities</li><li>- Additional freight paths on the network</li><li>- Enabling infrastructure works e.g., gauge</li><li>- Additional freight services to serve new origin-destination pairs</li></ul>

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
20	Commercial vehicle drivers have limited options for <b>secure parking</b> and rest	- There are few bespoke facilities in the region for drivers requiring to rest and overnight	- CVs park in less appropriate locations	- Thefts from vehicles add to costs - Nuisance parking leads to conflict	- Literature review problem 87 - Number of Lorry Rest Stops	- Improve security and safety for drivers of freight vehicles	- Provide new secure freight rest facilities at key locations on the network
21	Commercial vehicles are currently reliant on <b>fossil fuels</b> in the absence of viable / cost effective alternatives	- Alternative fuel solutions not suitably developed for widespread use	- ICE powered vehicles continue to be used	- Ongoing carbon emissions and impact on local air quality and associated health impacts	- Literature review problems 2, 4, 90, 91 - Fleet Composition data	- Decarbonise the freight sector	- Public investment or partnership in e.g., synthetic fuels and hydrogen - Working with the tech sector to fund pilots, etc.
22	Direct <b>sea-based international connectivity</b> is poor	- No ferry service to the EU	- CVs travel south to Channel and other ports - Freight travels by air rather than sea	- Emissions related to use of road and air freight	- Literature review problems 2, 77 - Sea Freight data	- Improve 'external' freight links	- Public subsidy for new ferry services e.g., from Rosyth
<b>CAR</b>							
23	In places, peak <b>period car-based journey times</b> can routinely be much longer than off-peak	- Mismatch of supply and demand, particularly at key regional bottlenecks including City Bypass, Newbridge, Forth Crossings - Increased LGV traffic - Land use development patterns	- Longer peak hour journeys - Peak spreading - earlier and later journeys are made - People do not make the journey	- Wasted time (commuting and leisure) - Loss of productive time (business) - Increased energy usage - Increased emissions and pollution - Constrains labour market efficiency	- Literature review problems 2, 4, 47, 51, 76, 78, 95 - INRIX Road Journey Time data	- Reduce peak period delays for car-based travel	- Additional road capacity at congestion hotspots - Traffic management measures to improve network efficiency - Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures - Rationalise bus services in key corridors
24	Peak period <b>car-based journey times</b> can be much more variable than off-peak	- Small variations in traffic volumes create volatile journey times when the network is operating near capacity - This is exacerbated by incidents – lack of alternative routes in places – these are thought to be increasing in frequency in part due to increased severe weather events - Increased LGV traffic	- To be sure of making a given appointment, people have to allow more time, wasting more time - Peak spreading - earlier and later journeys are made - People do not make the journey - People re-route onto less appropriate routes	- As above, plus: - People are late for appointments - Cost of missed appointments – e.g., work and health - Noise / emissions / safety etc impacts of traffic re-routing	- Literature review problems 1, 2, 4, 47, 51, 76, 78, 79 - INRIX Road Journey Time data	- Improve peak period journey time reliability for car-based travel	- Additional road capacity at congestion hotspots - Traffic management measures to improve network efficiency and planning for resilience (alternative routes) - Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures - Rationalise bus services in key corridors

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
25	High cost of town / city centre <b>parking</b>	<ul style="list-style-type: none"> <li>- Scale of parking charges and enforcement regime</li> </ul>	<ul style="list-style-type: none"> <li>- People use public transport or active travel instead</li> <li>- People's destination choice is affected favouring locations with plentiful free parking</li> </ul>	<ul style="list-style-type: none"> <li>- Positive impacts through lower car km</li> <li>- Price mechanisms disproportionately affect those who can least afford to pay</li> <li>- May impact on town / city centre vitality and recovery from Covid19</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 62, 66, 94</li> <li>- Public Survey responses</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure the level and scope of parking charges reflect the strategy objectives</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce parking charges</li> <li>- Provide better alternatives to car-based access</li> </ul>
26	Lack of availability of <b>parking</b> is inconvenient	<ul style="list-style-type: none"> <li>- Mismatch of supply of and demand for parking</li> <li>- Insufficient provision for those most in need, blue badge etc.</li> </ul>	<ul style="list-style-type: none"> <li>- Vehicles spend excessive time circulating looking for parking spaces</li> <li>- People use public transport or active travel instead</li> <li>- People's destination choice is affected favouring locations with plentiful free parking</li> </ul>	<ul style="list-style-type: none"> <li>- Some avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Positive impacts of reduced car trips to these areas</li> <li>- Distributional impact on economic activity in urban areas</li> <li>- May impact on town / city centre vitality and recovery from Covid19</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 47, 66, 78, 84, 85, 94</li> <li>- Stakeholder Feedback</li> <li>- Public Survey responses</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure the availability of parking reflects the strategy objectives</li> </ul>	<ul style="list-style-type: none"> <li>- Increase parking capacity</li> <li>- Reduce parking regulation</li> <li>- Increase parking charges to price away some users</li> <li>- Provide better alternatives to car-based access</li> </ul>
27	<b>Road-based travel</b> on the regional road network, including some external links (including ports and airports) can be <b>slow</b> even when traffic volumes are relatively low	<ul style="list-style-type: none"> <li>- Road standard</li> <li>- Horizontal and vertical alignment</li> <li>- Lack of overtaking opportunities</li> </ul>	<ul style="list-style-type: none"> <li>- Journeys take longer</li> <li>- Can lead to accidents</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time</li> <li>- Loss of productive in-work time</li> <li>- Casualties</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 78</li> <li>- INRIX Road Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Improve journey times on regional / external road network</li> </ul>	<ul style="list-style-type: none"> <li>- Route action plans targeting safety concerns and areas where the lack of overtaking opportunities is a problem</li> <li>- Upgrading the standard of strategic internal and external road links</li> <li>- Provide better alternatives to car-based access – rail / high speed rail</li> </ul>
28	<b>Electric car</b> operation and ownership <b>not practical</b> for all	<ul style="list-style-type: none"> <li>- Facilities for EV charging are patchy</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing use of ICE powered cars</li> <li>- Some may ultimately be precluded from owning a vehicle</li> </ul>	<ul style="list-style-type: none"> <li>- Higher carbon emissions</li> <li>- Some groups may be disproportionately affected by regulatory change around ICE cars (e.g., those who live in flats)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 2, 4, 90, 91</li> <li>- Fleet Composition data</li> <li>- EV Charging Point data</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to electric vehicle ownership / use</li> </ul>	<ul style="list-style-type: none"> <li>- Provision of charging infrastructure (many options) - market led or public responsibility</li> <li>- Electrical grid capacity measures</li> </ul>
29	<b>Cost of electric cars</b> is higher than equivalent ICE cars and too expensive for many at present	<ul style="list-style-type: none"> <li>- Market forces – supply and demand</li> <li>- Government regulation and incentives</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing use of ICE powered cars</li> </ul>	<ul style="list-style-type: none"> <li>- Higher carbon emissions</li> <li>- Lower income groups may be disproportionately affected by regulatory change around ICE cars</li> <li>- Impact should reduce over time as prices equalise</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 2, 4, 62, 90, 91</li> <li>- Fleet Composition data</li> <li>- Lifetime Cost of Electric v Petrol Vehicles data</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to electric vehicle ownership / use</li> </ul>	<ul style="list-style-type: none"> <li>- Local grants and incentives – winding down from central government</li> <li>- Do nothing and wait for market to respond</li> <li>- Shared mobility access to EVs through car clubs</li> </ul>

## 9.2 OPTION DEVELOPMENT

The initial long list of options outlined in the previous section was then consolidated and categorised. These consolidated options were subsequently assessed against the Sustainable Travel Hierarchy and Investment Hierarchy defined in National Transport Strategy 2 and illustrated in Figure 9.1. In addition, the options were also classified into three types:

- **policy measures:** guiding legal and regulatory matters, and perhaps steering the types of capital and revenue measures which may be appropriate to specific policies.
- **capital measures:** for the construction of new infrastructure 'on the ground', either physical or technical. These tend to be one off investments.
- **revenue measures:** spending to support services or initiatives, e.g. bus services, promotional campaigns etc. which is often ongoing on an annual basis.

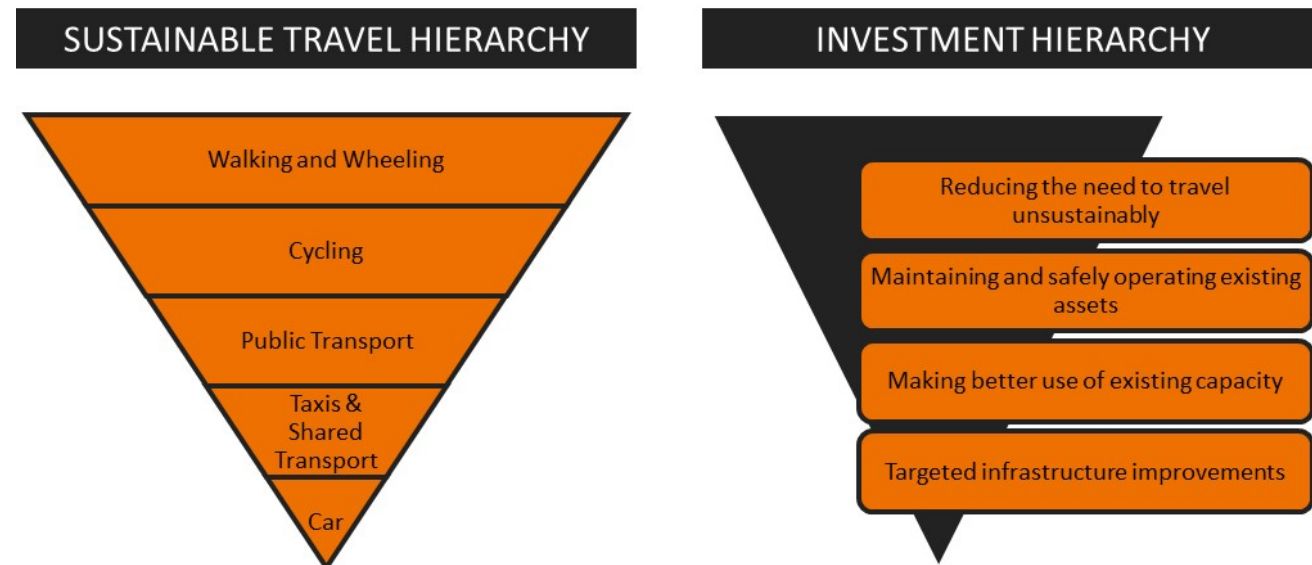


Figure 9.1 National Transport Strategy Hierarchies

The results of this process are outlined in Table 9.2. The options will subsequently undergo further development at the outset of the Preliminary Options Appraisal to provide more detail around each of them.



Table 9.2 Option Type and Assessment Against NTS 2 Hierarchies

No	Option Description	Type of Option	Sustainable Travel Hierarchy	Investment Hierarchy
<b>Active Travel</b>				
6	Cycling route / infrastructure improvements	Capital	2. Cycling	4. Targeted infrastructure improvements
7	Bike hire and access schemes	Revenue	2. Cycling	1. Reducing the need to travel unsustainably
8	Promotional campaigns	Revenue	1. Walking and wheeling	1. Reducing the need to travel unsustainably
9	Walking route / infrastructure improvements	Capital	1. Walking and wheeling	4. Targeted infrastructure improvements
10	Traffic calming / pedestrianisation / walk to school initiatives	Policy	1. Walking and wheeling	2. Maintaining and safely operating existing assets
11	20 mph zones	Policy	1. Walking and wheeling	3. Making better use of existing capacity
<b>Public Transport</b>				
12	Bus priority measures	Capital	3. Public Transport	3. Making better use of existing capacity
13	New public transport links and modes, including new railway lines, stations and tram extensions	Capital	3. Public Transport	4. Targeted infrastructure improvements
15	Enforcement of bus lane use	Capital	3. Public Transport	3. Making better use of existing capacity
17	Provide more direct bus routes, at least part-day	Revenue	3. Public Transport	3. Making better use of existing capacity
18	Reduce number of bus stops	Policy	3. Public Transport	3. Making better use of existing capacity
19	High Speed Rail	Policy	3. Public Transport	4. Targeted infrastructure improvements
21	Electrification of rail lines to help increase rail journey speeds.	Policy	3. Public Transport	3. Making better use of existing capacity
23	Reduce the impact of interchange (i) cost: integrated ticketing to avoid double fare (ii) time: integrated timetabling to reduce wait times including intermodal (iii) comfort / access / hassle: improving shelter / facilities at key interchange points and integrated ticketing	Capital	3. Public Transport	4. Targeted infrastructure improvements
25	Bigger buses / trains	Capital	3. Public Transport	1. Reducing the need to travel unsustainably
26	Uniform low / fares	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
27	Discounted / free fares targeted at specific groups in need	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
28	Daily fare capping across operators	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
29	Integrated ticketing to reduce 2-fares trips	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
31	Earlier and later services	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
32	Higher frequency services	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably

No	Option Description	Type of Option	Sustainable Travel Hierarchy	Investment Hierarchy
33	DRT / Community Transport	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
34	Semi scheduled bus services	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
35	Step free access to vehicles	Capital	3. Public Transport	2. Maintaining and safely operating existing assets
36	Improved access to / from bus / train / tram e.g. step free access at stations, stops, etc.	Capital	3. Public Transport	2. Maintaining and safely operating existing assets
37	Journey planning e.g. Traveline, etc	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
38	Escorting / chaperoning for vulnerable users	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
39	Improved security / lighting etc. (i) in vehicle (ii) at stop / station / interchange	Capital	3. Public Transport	2. Maintaining and safely operating existing assets
40	Improved information provision targeted at specific groups	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
41	Provision of bike-buses	Policy	3. Public Transport	3. Making better use of existing capacity
43	Fares and frequency changes to balance demand	Revenue	3. Public Transport	3. Making better use of existing capacity
50	Innovative approaches to rail train forming	Policy	3. Public Transport	3. Making better use of existing capacity
61	Rationalise bus services in key corridors	Policy	3. Public Transport	3. Making better use of existing capacity
<b>Multi-Modal</b>				
1	Land use planning measures around new development and urban form e.g. 20 minute neighbourhoods, Transit Oriented Development, public transport services and infrastructure	Policy	1. Walking and wheeling	1. Reducing the need to travel unsustainably
5	Technical measures in relation to rail and air safety	Policy	3. Public Transport	2. Maintaining and safely operating existing assets
20	Shared mobility – including to tackle forced car ownership	Revenue	4. Taxis & shared transport	1. Reducing the need to travel unsustainably
22	Eliminate the need for interchange by providing more direct services to key regional travel generators	Capital	3. Public Transport	3. Making better use of existing capacity
24	MaaS	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
30	Taxicard for discounted taxi fares	Revenue	4. Taxis & shared transport	1. Reducing the need to travel unsustainably
51	New or improved intermodal facilities (e.g. Mobility Hubs)	Capital	3. Public Transport	4. Targeted infrastructure improvements
<b>Freight</b>				
45	Measures to encourage mode shift from road to rail freight	Capital	3. Public Transport	1. Reducing the need to travel unsustainably
46	Combined bus / commercial vehicle lanes	Policy	3. Public Transport	3. Making better use of existing capacity
48	Freight consolidation centres	Capital	5. Private Car	3. Making better use of existing capacity

No	Option Description	Type of Option	Sustainable Travel Hierarchy	Investment Hierarchy
49	Public subsidy for rail freight	Revenue	3. Public Transport	1. Reducing the need to travel unsustainably
52	Additional freight paths on the rail network	Capital	3. Public Transport	4. Targeted infrastructure improvements
53	Enabling rail infrastructure works e.g. gauge	Capital	3. Public Transport	4. Targeted infrastructure improvements
54	Additional rail freight services to serve new origin destination pairs	Capital	3. Public Transport	1. Reducing the need to travel unsustainably
55	Provide new secure freight rest facilities at key locations on the road network	Capital	5. Private Car	4. Targeted infrastructure improvements
57	Working with the tech sector to fund new fuel pilots, etc.	Capital	5. Private Car	1. Reducing the need to travel unsustainably
58	Public subsidy for new ferry services e.g. from Rosyth	Revenue	3. Public Transport	1. Reducing for need e trafel unsustainably
<b>Car - Fleet Transition</b>				
56	Public investment or partnership in alternative fuels e.g. synthetic fuels and hydrogen	Capital	5. Private Car	1. Reducing the need to travel unsustainably
68	Provision of charging infrastructure (many options) e.g. market led or public responsibility	Policy	5. Private Car	4. Targeted infrastructure improvements
69	Electrical grid capacity measures	Policy	5. Private Car	3. Making better use of existing capacity
70	Local grants and incentives for purchasing EVs – winding down from central government	Revenue	5. Private Car	3. Making better use of existing capacity
71	Do nothing and wait for market to make EVs more affordable	Policy	5. Private Car	3. Making better use of existing capacity
<b>Car – Parking &amp; Demand Management</b>				
14	Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures	Policy	5. Private Car	1. Reducing the need to travel unsustainably
16	Enforcement of parking regulations	Policy	5. Private Car	3. Making better use of existing capacity
42	Parking charges to discourage short car trips	Policy	5. Private Car	3. Making better use of existing capacity
44	Provision of additional parking capacity on site or at new location including Park & Ride	Policy	5. Private Car	4. Targeted infrastructure improvements
62	Reduce parking charges	Revenue	5. Private Car	3. Making better use of existing capacity
63	Increase parking capacity	Revenue	5. Private Car	3. Making better use of existing capacity
64	Reduce parking regulation	Policy	5. Private Car	3. Making better use of existing capacity
65	Increase parking charges to price away some users	Policy	5. Private Car	3. Making better use of existing capacity

No	Option Description	Type of Option	Sustainable Travel Hierarchy	Investment Hierarchy
<b>Car – Road Network</b>				
2	Road safety schemes	Capital	5. Private Car	2. Maintaining and safely operating existing assets
3	Reduced speed limits	Policy	5. Private Car	2. Maintaining and safely operating existing assets
4	Traffic engineering based speeding limiting solutions	Capital	5. Private Car	2. Maintaining and safely operating existing assets
47	Provide additional road capacity	Capital	5. Private Car	4. Targeted infrastructure improvements
59	Additional road capacity at congestion hotspots	Capital	5. Private Car	4. Targeted infrastructure improvements
60	Traffic management measures to improve network efficiency and planning for resilience (i.e. alternative routes)	Capital	5. Private Car	3. Making better use of existing capacity
66	Route action plans targeting safety concerns and areas where the lack of overtaking opportunities is a problem	Policy	5. Private Car	3. Making better use of existing capacity
67	Upgrading the standard of strategic internal and external road links	Capital	5. Private Car	3. Making better use of existing capacity



# Next Steps

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## 10.0 NEXT STEPS

### 10.1 OPTION APPRAISAL

Given the nature of the appraisal which is suitably high level given the focus is upon developing a new RTS rather than on individual interventions, it has been agreed that a Detailed Options Appraisal stage will not be undertaken. However, this means that the Preliminary Options Appraisal will therefore have to be rather more rigorous than normal as this stage normally acts as a gateway to the Detailed Options Appraisal. The purpose of this stage is to *'develop a list of interventions that can be justifiably referenced as strategic interventions within the draft RTS'*. It has subsequently been agreed to approach this as a 'Preliminary+' stage. The Preliminary Options appraisal would not typically involve conventional modelling of options. Indeed, options will not require strategic transport modelling since the RTS will be a step removed from developing the details of projects, such as would be required to be coded into a model. The options will nonetheless require further development to define them in more detail and provide geographic specificity, where appropriate, prior to being submitted to Preliminary Options Appraisal.

In the context of the RTS options will not be limited to infrastructure measures and the process will also involve developing interventions that are predominantly policy based. In addition, there will be some options that span a number of the transport problems as well as their associated societal consequences and consequently be overarching in nature. Through this option development process the core aspects of the RTS will begin to emerge.

Having developed the options beyond their specification at the Case for Change stage, each option will be appraised against the RTS objectives and the STAG criteria. Consistent with the Preliminary Options Appraisal, this appraisal will be mostly qualitative. For transparency, each component of the STAG appraisal scoring will be accompanied by an explanatory narrative drawing on case study examples and evidence from elsewhere where appropriate. This appraisal will be set in the context of a small number of future transport scenarios, where these scenarios will capture range of uncertainties referred to throughout this Case for Change.

As well as an appraisal against the TPOs and the STAG criteria, this task will also map out how the options which perform well may be grouped / mapped into a meaningful RTS structure. In this way the Draft RTS structure will be developed in part, in parallel with this process which will also be informed by the Strategy Objectives outlined in the following section.

## 10.2 STRATEGY OBJECTIVES

The next stage of the development of the RTS also requires consideration of the structure of the strategy itself and how the problems, issues, constraints and opportunities set out in this Case for Change will be taken forward into the new RTS. As an initial step a set of four Strategy Objectives closely linked to our TPOs identified in Chapter 8.0 have been developed. These seek to aggregate some of the themes from the TPOs and provide a more concise structure within which the RTS can begin to be developed. In particular, 28 TPOs would clearly be excessive for the strategy itself but instead these would act as the foundation for more high-level strategic objectives.

The proposed strategy objectives are outlined below along with why each is relevant, how it could be achieved and the metrics that could be used for monitoring and evaluation. The latter would enable the objectives to eventually be made SMART (Specific, Measurable, Attainable, Relevant, Timed) in line with the requirements of STAG.

### Strategy Objective 1: Transitioning to a sustainable, post-carbon transport system

#### Problems Addressed

- Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities
- Commercial vehicles are currently reliant on fossil fuels in the absence of viable / cost effective alternatives
- High cost of town / city centre parking
- Lack of availability of parking is inconvenient
- Electric car operation and ownership not practical for all
- Cost of electric cars is higher than equivalent ICE cars and too expensive for many at present

#### Why is this Objective Relevant?

- Respond to the Climate Emergency
- Reduce emissions and energy use
- Improve air quality
- Enhance environmental quality

#### How Could it be Achieved?

- Reduce (avoidable) car km in line with the Scottish Government target to reduce car km by 20%
- Shape strategic land-use development
- Facilitate the use of electric vehicles for unavoidable car trips

- Encourage behaviour change in travel habits to reduce the need to travel and the use of sustainable modes
- Decarbonisation of public transport and commercial vehicle fleet
- Facilitating E-mobility (e.g. scooters and bikes)
- Regional integration and delivery (systems and joined-up projects)
- Embracing opportunities provided by technological advancement and societal change

#### Metrics for Monitoring and Evaluation

- Emissions levels, air quality monitoring (car km)

### Strategy Objective 2: Facilitating greater physical activity

#### Problems Addressed

- Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities
- Many do not find cycling a realistic option
- Walking or wheeling is not an attractive option for some short journeys
- Physical access to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired
- Combining cycling and public transport use is not possible

#### Why is this Objective Relevant?

- To improve health and wellbeing
- To reduce emissions

#### How Could it be Achieved?

- By enhancing 'place' and creating an environment suitable for walking, cycling and wheeling
- Regional integration and delivery (systems and joined-up projects)
- Embracing opportunities provided by technological advancement and societal change

#### Metrics for Monitoring and Evaluation

- Scottish Household Survey Travel Diary measures of walking and cycling



**Strategy Objective 3:** Widening public transport connectivity and access across the regionProblems Addressed

- Some travel by public transport requires interchange(s) – adding to journey times, access issues, inconvenience, and cost
- People can't get a seat on some public transport services
- Travel by bus or rail is unaffordable for some particularly the unemployed or those on low incomes
- Some journeys cannot be made by public transport
- Physical access to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired
- Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling safe on public transport
- People do not have full awareness of their public transport options
- Combining cycling and public transport use is not possible
- Preferred P&R station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak

Why is this Objective Relevant?

- To reduce inequality of opportunity and encourage more inclusive growth
- To reduce car dependency and forced car ownership and encourage modal shift

How Could it be Achieved?

- By increasing public transport network coverage and removing barriers to access
- By identifying and addressing geographical / time of day / user groups / cost / personal security issues with public transport
- By addressing inequalities in access to healthcare, employment, training and educational opportunities, etc. (drawing on the findings of connectivity and deprivation analysis)
- Regional integration and delivery (systems and joined-up projects)
- Embracing opportunities provided by technological advancement and societal change

Metrics for Monitoring and Evaluation

- Public transport usage from Scottish Household Survey Travel Diary
- CDAT connectivity and deprivation analysis
- EqIA measures

**Strategy Objective 4:** Supporting safe, sustainable and efficient movement of people and freight across the regionProblems Addressed

- Use of the transport system brings the risk of accidents and personal injury
- Peak period bus-based journey times can be much longer than off-peak
- Peak period bus-based journey times can be much more variable than off-peak
- Some direct public transport journey speeds are slow so journey times are long and not competitive with car
- Some travel by public transport requires interchange(s) – adding to journey times, access issues, inconvenience, and cost
- Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling safe on public transport
- In places, peak period commercial vehicle-based journey times can routinely be much longer than off-peak
- Peak period commercial vehicle-based journey times can be much more variable than off-peak
- Cost and practicality of rail freight prevents widespread use
- Commercial vehicle drivers have limited options for secure parking and rest
- Commercial vehicles are currently reliant on fossil fuels in the absence of viable / cost effective alternatives
- Direct sea-based international connectivity is poor
- In places, peak period car-based journey times can routinely be much longer than off-peak
- Peak period car-based journey times can be much more variable than off-peak
- Road-based travel on the regional road network, including some external links (including ports and airports) can be slow even when traffic volumes are relatively low

Why is this Objective Relevant?

- Deliver economic growth and increased productivity through the efficient movement of people and goods
- Reduce personal injuries

How Could it be Achieved?

- Reducing / maintaining travel times
- Improving travel time reliability (i.e. minimise congestion and delays they cause)
- Expanding labour markets – connecting the right people to the right jobs
- Improving external connections
- Supporting sustainable logistics
- This objective would support some 'essential' road schemes requiring policy around when a road scheme may be appropriate
- Regional integration and delivery (systems and joined-up projects)
- Embracing opportunities provided by technological advancement and societal change

Metrics for Monitoring and Evaluation

- INRIX journey time and congestion data
- Scottish Household Survey Travel Diary measure of people encountering delays
- Labour market catchment analysis
- Commercial vehicle kms
- Rail-freight tonnes lifted

Finally, the linkages between the Strategy Objectives and TPOs are set out in Table 10.1.

**Table 10.1 Links between Strategy Objectives and TPOs**

TPO	Transitioning to a sustainable, post-carbon transport system	Facilitating greater physical activity	Widening public transport connectivity and access across the region	Supporting safe, sustainable and efficient movement of people and freight across the region
<b>ALL MODES</b>				
Ensure sustainable connectivity and travel behaviour is embedded in all new development	✓			
Reduce injuries and fatalities for all users of the transport networks				✓
<b>ACTIVE TRAVEL</b>				
Create an environment which allows more people to cycle	✓	✓		
Create an environment which allows more people to walk or wheel	✓	✓		
<b>PUBLIC TRANSPORT</b>				
Reduce peak-period delays for bus-based travel	✓		✓	✓
Improve the punctuality of peak-period bus-based travel	✓		✓	✓
Improve the competitiveness of public transport with car journey times	✓		✓	✓

TPO	Transitioning to a sustainable, post-carbon transport system	Facilitating greater physical activity	Widening public transport connectivity and access across the region	Supporting safe, sustainable and efficient movement of people and freight across the region
Reduce the time and inconvenience of having to interchange	✓		✓	✓
Provide appropriate seated capacity on public transport services	✓		✓	
Reduce the cost of travel by public transport	✓			
Widen access to public transport by geography and time of day			✓	
Widen access to public transport by user group			✓	
Improve actual and perceived personal security on the public transport networks				✓
Provide effective information about public transport services for all			✓	
<b>MIXED MODE</b>				
Improve bike / public transport mixed mode travel options		✓		
Maximise the reduction in car-km travelled associated with car / rail travel	✓			
<b>FREIGHT</b>				
Reduce peak period delays for freight vehicles				✓
Improve peak period journey time reliability for freight vehicles				✓
Improve the competitiveness of the rail-freight 'offer'	✓			✓
Improve security and safety for drivers of freight vehicles				✓
Decarbonise the freight sector	✓			

TPO	Transitioning to a sustainable, post-carbon transport system	Facilitating greater physical activity	Widening public transport connectivity and access across the region	Supporting safe, sustainable and efficient movement of people and freight across the region
Improve 'external' freight links				✓
<b>CAR</b>				
Reduce peak period delays for car-based travel				✓
Improve peak period journey time reliability for car-based travel				✓
Ensure the level and scope of parking charges reflect the strategy objectives				
Ensure the availability of parking reflects the strategy objectives	✓	✓	✓	✓
Improve journey times on regional / external road network	✓	✓	✓	✓
Widen access to electric vehicle ownership / use	✓			

It can be seen that there is close integration between the identified TPOs and the Strategy Objectives. On this basis, these Strategy Objectives will be taken forward and act as the foundation upon which the development of the new RTS will commence.



# Notes

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## 11.0 NOTES

- i [Mid-2019 Population Estimates Scotland | National Records of Scotland \(nrscotland.gov.uk\)](https://nrs.scot.nhs.uk/nrs/scotland/population-estimates)
- ii [Population Projections for Scottish Areas \(2018-based\) | National Records of Scotland \(nrscotland.gov.uk\)](https://nrs.scot.nhs.uk/nrs/scotland/population-projections)
- iii [statistics.gov.scot : Average Household Size](https://statistics.gov.scot/data/average-household-size)
- iv [Understanding the Further Education Market in England](https://www.gov.uk/government/research-data)
- v [Council tax datasets - gov.scot \(www.gov.scot\)](https://www.gov.uk/government/datasets/council-tax-datasets)
- vi [Transport and Travel in Scotland 2019: Results from the Scottish Household Survey](https://www.gov.uk/government/statistics/transport-and-travel-in-scotland-2019)
- vii [Life expectancy at birth and at age 65 years by local areas, UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/conditionsandstates/lifeexpectancy)
- viii Adapted from Transport Catapult: Ready for Innovation – The Opportunity for Innovation in Rural Transport



# Appendix A

**SEStran Regional Transport Strategy**

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## APPENDIX A - LIST OF DOCUMENTS FROM LITERATURE REVIEW

PLANNING DOCUMENTS		
National	National Transport Strategy 2 Delivery Plan 2020-2022	2020
	National Planning Framework 4 Position Statement	2020
	A National Mission with Local Impact: Draft Infrastructure Investment Plan for Scotland 2021-2022 to 2025-2026: Consultation	2020
Regional	SESplan Main Issues Report	2015
	Regional Spatial Strategy for Edinburgh and South East Scotland City Region	2020
	Forth Valley Indicative Regional Spatial Strategy	2020
Local	Edinburgh Local Development Plan	2016
	Scottish Borders Local Development Plan	2016
	Scottish Borders Local Development Plan 2 Main Issues Report	2018
	East Lothian Local Development Plan	2018
	East Lothian Main Issues Report	2014
	Fife Local Development Plan (FIFEplan)	2017
	Fife Plan Main Issues Report	2013
	Clackmannanshire Local Development Plan	2015
	Clackmannanshire Local Outcomes Improvement Plan 2017 - 2027	2017
	West Lothian Local Development Plan	2018
	West Lothian Main Issues Report	2014
	Falkirk Local Development Plan 2	2020
	Falkirk Main Issues Report	2017
	Midlothian Local Development Plan	2017
	Midlothian Main Issues Report	2013
	Midlothian Strategy for Growth 2020-2025	2020

	Granton Waterfront Development Framework 2	2020
<b>TRANSPORT PLANNING</b>		
<b>National</b>	A Guide to National Concessionary Travel (Transport Scotland Website)	Accessed 2021
	Strategic Transport Projects Review 2: Update and Phase 1 Recommendations	2021
	Sustrans: Reducing car use: Views and behaviours of people who live and drive-in towns and cities in Scotland	2019
	Transport Accessibility Summit Online Survey Result Summary (Transport Scotland Website)	2015, Accessed 2021
<b>Regional</b>	SEStran Regional Transport Strategy Main Issues Report	2020
	SEStran Regional Transport Strategy Extract Main Issues Report Technical Note	2020
	Regional Transport Strategy 2015 - 2025 Refresh	2015
	SEStran Strategic Network	2020
	Strategic Transport Projects Review 2: Case for Change Edinburgh and South East Scotland Region	2020
	Surface Water Flood Forecasting on Trunk Roads	2020
<b>Local</b>	West Edinburgh Transport Appraisal Refresh	2016
	Edinburgh Strategic Sustainable Transport Study	2019
	Edinburgh city mobility plan draft	2020
	Rural Economy and Connectivity Committee Transport Scotland Bill, City of Edinburgh submission	2020
	East Lothian Local Transport Strategy 2018 - 2024	2018
	Local Access and Transport Strategy Scottish Borders Council	2016
	Fife Local Transport Strategy 2006 - 2026	2006
	Clackmannanshire Local Transport Strategy 2015 - 2019 Survey Findings	2015
	Falkirk Local Transport Strategy	2014

FREIGHT		
Regional	Forth Freight Study: Case for Change	2020
FUTURE MOBILITY		
National	Smart Mobility (Scottish Cities Alliance Website)	Accessed 2021
Regional	Mobility Hubs Strategic Study for the SEStran Region	2020
	Mobility Hubs Strategic Study for the SEStran Region Appendices	2020
	SEStran Strategic Demand Responsive Transport Study	2020
DE-CARBONISATION OF THE TRANSPORT SECTOR		
National	Hydrogen (Scottish Cities Alliance Website)	Accessed 2021
	The Future of Energy in Scotland: Scottish Energy Strategy	2017
MULTI-MODAL		
Regional	SEStran Regional Park and Ride Strategic Study	2020
ACTIVE TRAVEL		
National	Strategic Cross Boundary Cycle Development	2017
	Sustrans: Active Nation: The health benefits of cycling and walking in Scotland	2018
	Safety in numbers: Scottish cycling collision hotspots (Sustrans Website)	2017, Accessed 2021
	Sustrans: Transport poverty in Scotland	2016
	Active Travel Infrastructure (Transport Scotland Website)	2020, Accessed 2021
	Cycling Action Plan for Scotland 2017 - 2020	2017
	Let's get Scotland Walking - The National Walking Strategy	2014
	A long-term vision for Active Travel in Scotland	2014

<b>Local</b>	Edinburgh Active Travel Action Plan 2016	2016
	East Lothian Active Transport Improvement Plan	2018
	West Lothian Active Travel Plan	2016
	Midlothian Active Travel Strategy	2019
<b>ECONOMY</b>		
<b>Regional</b>	City Region Deal Edinburgh & South East Scotland Deal Annual Report	2019
<b>Local</b>	Edinburgh's Economic Strategy	2018
	East Lothian Economic Development Strategy Refresh	2018
<b>RAIL</b>		
<b>National</b>	Network Rail Scotland Route Study	2016
	Rail Services Decarbonisation Action Plan Pathway to 2035	2020
<b>BUS</b>		
<b>National</b>	Free Bus Travel for Under 19s Consultation Analysis	2020
<b>Regional</b>	Borders Buses NHS and care home worker's discount (Borders Buses Website)	2020, Accessed 2021
<b>CANALS</b>		
<b>National</b>	Making the most of Scotland's Canals	2013
<b>HEALTH AND SAFETY</b>		
<b>National</b>	Coronavirus (COVID-19) Guidance on Temporary Traffic Regulation Orders and Notices	2020
	Scotland's Public Health Priorities	2018
	Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight	2010
	The Good Practice Guide to 20mph speed restrictions	2016
	Cleaner Air for Scotland - The Road to a Healthier Future	2015

	A Connected Scotland	2018
<b>Local</b>	Road Safety Plan for Edinburgh to 2020	2010
<b>DIGITAL INNOVATION</b>		
<b>National</b>	5G: strategy for Scotland	2019
	Smart and Integrated Ticketing and Payments Delivery Strategy	2018
	Realising Scotland's Full Potential in a Digital World: A Digital Strategy for Scotland	2017

The supporting Equalities Impact Assessment and Strategic Environmental Assessment processes contain additional bibliographic references.



# Appendix B

**SEStran Regional Transport Strategy**

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## APPENDIX B – STAKEHOLDER CONSULTATION APPROACH AND LIST

### 1.1 Introduction

Consultation ensures that the knowledge, ideas and experiences of people that live and work in a town, city or region are the basis for the development of policy and strategy that will meet future needs. As such, consultation and engagement needs to be inclusive and assist in the resolution of tensions between different interest groups by including all views at an early stage. Our approach to establishing the baseline was cognisant of this and sought to capture as wide an input of views as possible through identifying relevant key stakeholders and partners as well as the appropriate forum for engagement.

This appendix describes:

- Stakeholders and consultees
- Consultation approach
- Consultation format
- Response summary

### 1.2 Stakeholders and Consultees

Stantec and SEStran worked together to devise a list of consultees and industry groupings as part of the SEStran RTS preparation process. Figure 1 below outlines the agreed stakeholders and consultees who were included as part of the Case for Change consultation process. Each group or stakeholder was therefore approached to take part within the programme.



Figure 1: Stakeholders and Consultees

### 1.3 Consultation and Engagement Approach

The approach to consultation included the following key activities:

- **Multi-Service Meetings / Workshops:** primarily aimed at the 8 member councils within the SEStran area, but also suitable for wider representatives of groups with similar interests e.g. Active Travel
- **Individual Meetings:** with nominated individuals or representatives



- **Briefing & Opportunity to Comment:** provision of an infographic and specific response options, tailored for:
  - stakeholder organisations
  - elected officials
  - community councils
- **A Public Survey:** suitable for completion by all residents of the wider SEStran Region over 16 years of age

Due to the ongoing COVID-19 pandemic, all workshops and meetings were carried out remotely using Microsoft Teams.

SEStran supported the consultation and engagement tasks by providing initial contacts to local authority partners and other key stakeholders, advising on the project and to expect contact from Stantec.

In advance of any consultations being undertaken, a bespoke project email address and account was created: [Sestran\\_RTS@Stantec.com](mailto:Sestran_RTS@Stantec.com) and managed by Stantec's Consultation and Engagement Manager.

## 1.4 Consultation Format

This section describes in detail the discrete consultation and engagement methods outlined above and the stakeholders and consultees engaged throughout the process.

### Multi-Service Meeting Workshops

Multi-service meeting workshops were undertaken with the 8 constituent councils:

- City of Edinburgh
- Clackannanshire
- East Lothian
- Falkirk
- Fife
- Midlothian

- Scottish Borders
- West Lothian

The format of the multi-service meetings included a presentation around the following:

- Welcome and introduction
- Workshop format overview
- Background to the study
  - Summary of the RTS
  - Initial baselining
  - Engagement programme
  - Outline issues and data analysis
- Workshop session—facilitated discussion
- Feedback and close

Once multi-service meeting workshops were arranged, initial baseline data gathering and analysis from the council area, was used to inform the preparation of a bespoke presentation for each local authority. This included a high-level overview of known strategic and local transport and connectivity issues within the area and was used to facilitate wider discussion at the meeting.

The multi-service meeting workshops were facilitated, as a minimum, by two attendees from Stantec, a register of council attendees, relevant local area mapping, a pre-approved discussion guide to facilitate and steer the workshop-session and a workshop discussion log. The Stantec team recorded notes to log the local authority discussion content and engagement outcomes. Notes were consolidated after the meetings.

The multi-service meeting workshops were undertaken in March 2021.

## Individual Meetings

Individual meetings were convened initially along much the same lines as the multi-service workshops, with initial contact being made with SEStran's nominated contact for the organisation via specific email correspondence. Thereafter, once mutually convenient meeting dates were established, these were attended by a member of the Stantec Engagement Team.

Individual meetings also followed a similar format to the multi-service meetings with exception of a presentation being provided. A specific and pre-approved Individual Meeting Agenda / Discussion Guide was prepared in advance of the meeting and included:

- Introductions
- Overview of project, programme and timelines
- Problems and Issues
- Other Issues / Commentary
- Next Steps

Each individual meeting was managed and facilitated by the Project Manager and / or the Consultation and Engagement Manager, with additional project / meeting support provided by Stantec in almost all individual meetings, but particularly in the instance of more than two or three organisation representatives being present.

Individual meetings were undertaken between March and April 2021.

## Briefing & Opportunity to Comment

The Briefing & Opportunity to Comment, referred to as the 'briefing' herein, was devised around a three-fold approach to:

- impart information about the developing RTS, the project approach and context for consultation
- share high-level initial analysis of transport and related trends including, population, car-ownership, mode-share and economic activity
- understand and document specific information and responses from key stakeholders not engaged through other means

The briefing, as approved by SEStran, was tailored specifically for three key stakeholder categories:

- Key stakeholder organisations

- Community Councils
- Elected officials including:
  - Local Councillors
  - MPs and MSPs

Whilst all stakeholders received a pre-approved cover email and tailored version of the briefing, the initial approach and contact with the groups varied by recipient category:

- **Stakeholders:** received a cover email and attached briefing
- **Elected officials (including SEStran members, local councillors, MSPs and MPs):** received a cover email and attached briefing
- **Community councils (nominated contact):** received an advance email explaining the project and subsequent email with the briefing attached, to be forwarded on to the relevant community council contact
- **MSYPs:** were contacted via their general information contact email address with a cover email and the attached briefing, requesting that this was sent on to all MSYPs

The briefing was issued to all recipient categories between 25<sup>th</sup> March and 27<sup>th</sup> March 2021. Responses were requested for return by 15<sup>th</sup> April 2019.

Each briefing note was linked to an online survey for ease of response.

## Public Survey

A public survey available for completion by residents over 16 years of age within the SEStran area was prepared in conjunction with SEStran. The survey was developed as an online survey to maximise participation and outreach during the COVID-19 pandemic.

The survey was open from 11 March until 19th April 2021. Initially there were 1055 responses however a data cleaning process was undertaken to remove any spurious responses and those which had been duplicated or submitted in error. After data cleaning, there were **998** responses.

A weblink to the public survey was published on the SEStran website. SEStran promoted the survey through social media channels. Stakeholders also played a part in raising awareness by pushing links to the survey on their own communications platforms.

## Further Group Meetings

A presentation was provided by Stantec at the SEStran Equalities and Accessibility Forum on 31<sup>st</sup> March, and also at the Integrated Mobility Forum on 27<sup>th</sup> April. Stantec attended and presented at each forum and took part in the question and answer session after the presentation.

Stantec also presented at the Edinburgh and South East of Scotland City Region Deal Directors Meeting on 4<sup>th</sup> March.

## 1.5 Response Summary

This section provides an overview of the stakeholder and consultees who engaged throughout the consultation stage of the study. It should be noted that the list below contains those who responded to requests for engagement. There were additional stakeholders who were invited but declined to participate.

- **Multi-Service Workshop Meetings**
  - All 8 constituent local authorities
  - **‘Active Travel’ groups including:** Sustrans, Paths for All, Spokes, Cycling Scotland, and Living Streets
- **Individual Meetings**
  - **Neighbouring local authorities:** North Lanarkshire Council, South Lanarkshire Council, Dumfries and Galloway Council, Stirling Council, Dundee Council
  - **Regional Transport Partnerships:** ZetTrans, HiTrans, Nestrans, TACTRAN, SPT, Swestrans
  - **Transport Industry Strategic:** Transport Scotland, Transport for Edinburgh
  - **Bus operators:** Lothian Buses, First Bus, Confederation of Passenger Transport
  - **Rail Network & Operators:** ScotRail, Network Rail
  - **Ports:** Forth Ports
  - **Freight:** Road Haulage Association
  - **Airports:** Edinburgh Airport

- **Planning & Regeneration:** SESplan, Scottish Enterprise
- **Briefing & Opportunity to Comment**
  - **Rail / Tram Operators:** Cross Country, Edinburgh Tram
  - **Bus Operators:** Salmond's
  - **Other transport organisations:** Technology Scotland / MaaS Scotland, LiftShare
  - **Emergency Services:** British Transport Police
  - **Elected Members:** 15 Councillors covering Edinburgh, Fife, Midlothian and Scottish Borders. 2 MPs covering Falkirk and Scottish Borders
  - **Community Councils:** 39 in total – Edinburgh (3), Clackmannanshire (2), East Lothian (1), Falkirk (4), Fife (3), Midlothian (9), Scottish Borders (15)
  - **Equalities Groups:** Nature Scotland, Historic Environment Scotland, Disability Scotland, RNIB, Young Scottish Parliament
  - **Education:** University of Edinburgh



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# REGIONAL TRANSPORT STRATEGY

**Case for Change:  
Equalities Duties Report**

June 2021

In partnership with:  **Stantec**



## Document Control Sheet

**Project Name:** SEStran Regional Transport Strategy

**Project Ref:** 50429

**Report Title:** RTS Case for Change: Equalities Duties Report

**Doc Ref:** EqlA-02

**Date:** June 2021

	Name	Position	Signature	Date
Prepared by:	Liam Gleeson	Consultant	LG	24.05.2021
Reviewed by:	Alec Knox Duncan Smart	Principal Transport Planner Associate Planner	AK DS	04.06.2021
Approved by:	Scott Leitham	Director - Transport Planning	SL	
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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# 1 Introduction

## 1.1 Overview

### Background

- 1.1.1 This Equalities Duties Report has been prepared to accompany a Case for Change Report which will underpin the development of a new Regional Transport Strategy (RTS) for the South East of Scotland ('SEStran') Regional Transport Partnership (RTP) area.
- 1.1.2 Stantec UK Ltd (Stantec) has been commissioned by the SEStran RTP to support the preparation of the new RTS. The RTS will set out a new long-term vision for transport across the region for the period up to 2035. It is intended the new RTS will set out a clear framework for how transport and mobility will be provided, developed and improved in the region to meet the aspirations for a sustainable and economically active growth area over the next 10 years and beyond.
- 1.1.3 Working collaboratively with Stantec, SEStran has produced a Case for Change Report (the 'Case for Change') which seeks input and views from stakeholders on the type and level of change needed on the transport system in south east Scotland to inform the development of the final strategy. This builds upon and takes account of comments received in respect of the SEStran RTS Main Issues Report (June 2020).

### RTS Case for Change Overview

- 1.1.4 The Case for Change provides a consolidated evidence base to identify the main transport problems and issues experienced within the SEStran area and sets out proposed strategic components to underpin the development of the new RTS. In doing so, the Case for Change seeks to ensure the RTS is developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the COVID-19 pandemic.
- 1.1.5 As detailed further in **Section 3**, the Case for Change includes the identification of relevant Transport Planning Objectives (TPOs) and associated proposed RTS Objectives, together with the development of an initial options generation matrix. With reference to applicable equalities duties (discussed below), this report provides a proportionate assessment of the coverage of key equalities issues within these 'substantive components' of the emerging RTS and thus their likely equalities impacts. This forms part of a multi-stage appraisal and strategy development process which will include a future consultation on the full Draft RTS and an accompanying Equalities Duties Report.
- 1.1.6 At this early stage the initial options generation matrix included within the Case for Change does not identify individual 'options' (e.g. policies, proposals, actions, schemes and other interventions) or spatially defined schemes but rather forms the starting point for the subsequent development and appraisal of various types of options to achieve the proposed RTS Objectives. All options will be developed further, sifted and appraised through Stage 2 – Preliminary Options Appraisal of the STAG process. Details of options development, appraisal and how the application of relevant equalities duties has informed the selection of options (including consideration of reasonable alternatives) will then be set out in the full Draft RTS and an accompanying full version of the Equalities Duties Report in due course.

## The EqlA process

### Overview

- 1.1.7 Equalities issues are becoming increasingly prevalent in transport planning. Policy needs to recognise the different ways people interface with and experience the transport network. This trend towards a greater focus on inclusion is best articulated by the Scottish Government's National Transport Strategy 2 (NTS2) (2020), which targets reducing inequalities as one of the four central priorities which now underpin national transport policy.
- 1.1.8 An Equalities Impact Assessment (EqlA) process is therefore being undertaken to apply relevant equalities duties throughout and identify likely equalities impacts arising from RTS preparation. This EqlA is being undertaken in tandem with the development of the emerging RTS to allow assessment findings to influence the content of the RTS on an iterative basis.
- 1.1.9 Relevant equalities duties are being used as tools to inform and embed key equalities issues within the emerging RTS from the outset. Acting together with the SEA being carried out for the emerging RTS, this integrated approach allows the environmental, social and economic implications of all strategy components to be tested at the earliest opportunity and for any uncertainties or issues identified during impact assessment processes to be addressed during RTS preparation.

### Relevant Equalities Duties

- 1.1.10 The only equalities duty applicable to SEStran on a statutory duty is the public sector equality duty. This EqlA will however also address the Fairer Scotland and Child Rights and Wellbeing duties insofar as relevant to the RTS on a voluntary basis, as these relate to issues affecting the transport system and apply on a statutory basis to SEStran's constituent local authorities and NHS health boards.
- 1.1.11 In March 2021 an Equalities Duties Assessment Framing Note was prepared to identify an evidence-based suite of key equalities issues which should be considered in the emerging RTS and taken account of in the EqlA process. A framework was also set out explain how each of the applicable equalities duties would be applied and reported against throughout the development of the RTS in a way which helps to address the identified key equalities issues.

## 1.2 Purpose and Objectives

- 1.2.1 This report has been prepared by Stantec to assess the extent to which the Case for Change Report addresses relevant equalities considerations. This forms part of the process of discharging relevant statutory equalities duties in the preparation of the new RTS.
- 1.2.2 The objectives of this report are to:
- Assess the coverage of key equalities issues, as identified through the undertaking of relevant equalities duties, in the 'key issues' identified within the Case for Change report. The key equalities issues include those previously consulted upon through the **RTS EqlA Assessment Framing Note** (Stantec, 2021)<sup>1</sup>;
  - Assess the extent to which the proposed RTS Objectives address identified key equalities issues. This includes testing the compatibility of the proposed Objectives with the requirements of applicable equalities duty through applying an assessment framework and associated guide questions;

<sup>1</sup> In January 2020 Peter Brett Associates LLP was formally integrated into Stantec UK Ltd.



- iii. Provide an initial assessment of the initial options generation matrix to review coverage of key equalities issues and highlight any likely equalities impacts which can be identified at this early stage; and,
- iv. Recommend changes which should be incorporated into the emerging RTS to improve the coverage of equalities issues and to enhance the ability of the document to tackle such issues; and, in doing so contribute to the on-going implementation of applicable equalities duties.

## 1.3 Report Structure

1.3.1 This report is structured as follows:

- **Section 2 – Approach to Equalities Duties:** provides an overview of how applicable statutory equalities duties are being addressed in the development of the RTS;
- **Section 3 – Assessment:** assesses the coverage of key equalities issues and defined 'Equalities Objectives' within the Transport Planning Objectives, proposed RTS Objectives and initial options generation matrix set out within the Case for Change. This includes recommendations to be addressed in the next stage of the RTS development process in order to enhance the consideration of key equalities issues; and,
- **Section 4 – Next Steps:** explains how comments received in respect of the Case for Change and this Equalities Duties Report will be taken into account and how applicable equalities duties will continue to be applied in future stages of the RTS development process.

## 2 Approach to Equalities Duties

- 2.1.1 This section outlines the requirements of each of the four equalities duties and details the revised set of criteria which will be used to iteratively assess all substantive components of the emerging RTS. Taken together, these criteria comprise an Equalities Assessment Framework which will be used to test, refine and assess all substantive components of the emerging RTS in relation to likely equalities impacts.

### Public Sector Equality Duty

- 2.1.2 Section 149 of the Equality Act 2010 sets out a 'public sector equality duty'. This requires public authorities to have due regard to the need to eliminate discrimination, harassment, victimisation, advance equality of opportunity, and foster good relations between those with a protected characteristic and those without.
- 2.1.3 The following guide questions have been designed to allow for testing the implementation of the PSED. They provide a transparent framework to assess the extent to which emerging RTS components promote equality of opportunity, including the removal of physical and cultural barriers to accessing and benefiting from the transport system.

#### Assessment Framework: Public Sector Equality Duty

*Will the emerging RTS and its associated delivery mechanisms...*

- *Result in any likely different or disproportionate effects on persons with protected characteristics as specified in the Equality Act 2010?*
- *Promote social cohesion and integration between people with different protected characteristics?*
- *Advance the SEStran equalities outcomes?*
- *Provide equal access to employment opportunities, social and cultural activities, and public services and amenities for all?*
- *Promote public realm and design choices that provide a safe, secure, and accessible environment for all?*
- *Support the removal of barriers to travel and the improvement of equal access to travel?*

### Fairer Scotland Duty

- 2.1.4 The Fairer Scotland Duty (FSD) places a legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socioeconomic disadvantage. This differs from the Public Sector Equality Duty which considers only reducing inequalities of opportunity.
- 2.1.5 However, the FSD identifies a need to consider both 'communities of place' and 'communities of interest' in terms of people who share an experience and are particularly impacted by socioeconomic disadvantage (Scottish Government, 2018). Demographic groups who share one or more of the protected characteristics listed in Section 4 of the Equality Act 2010 can be considered 'communities of interest', meaning there is a direct link between the Fairer Scotland Duty and the Public Sector Equality Duty.
- 2.1.6 The following criteria will be applied to testing the performance of the emerging RTS in relation to implementing the FSD. This provides a transparent framework to assess the extent to which emerging RTS components reduce inequalities of outcome resulting from low income, low wealth, and multiple deprivation.



### **Assessment Framework: Fairer Scotland Duty**

*Will the emerging RTS and its associated delivery mechanisms...*

- *Help to reduce levels of absolute and relative income poverty, inequality in the distribution of household wealth, and levels of multiple deprivation affecting communities?*
- *Reduce cost related barriers to accessing and use of all transport modes?*
- *Provide equal access to employment opportunities, social and cultural activities, and public services and amenities for all?*
- *Improve accessibility to open spaces, and sports facilities for physical recreation, in particular for those facing socio-economic disadvantage?*
- *Promote good local access to existing facilities, services, and employment, in particular for those facing socio-economic disadvantage?*

## **Child Rights and Wellbeing Duties**

- 2.1.7 The Children and Young People (Scotland) Act 2014 requires public bodies to consider whether existing and emerging legislation, policy, and guidance have an impact on children and young people and to assess what further action is required to ensure compliance with the United Nations Convention on the Rights of the Child (UNCRC).
- 2.1.8 The following criteria will be applied to test and confirm the implementation of relevant Scottish Ministers' duties under the Children and Young People (Scotland) Act 2014 and the UNCRC in the emerging RTS. They have been formulated with reference to the approach recommended within the Scottish Government's Child Rights and Wellbeing Impact Assessment Guidance (Scottish Government, 2019). Reflecting the early stage of RTS development, assessment of the Case for Change relates primarily to the coverage of the interests of children and young people in the identification of transport problems and proposed RTS strategic components. More detailed consideration of the relevance and implications for individual UNCRC Articles will follow in the appraisal of individual transport options and the preparation of the full Draft RTS.

### **Assessment Framework: Child Rights and Wellbeing Duties**

*How does the intervention relate to, promote, or inhibit the provisions of the UNCRC, other relevant international treaties and standards, or domestic law?*

*Have children and young people been consulted on the intervention?*

*Will the rights of one group of children in particular be affected, and to what extent?*

*Are there competing interests between the groups of children, or between children and other groups, who would be affected by the intervention?*

*Will the intervention protect and enhance access to high quality community facilities, public services and key amenities for children and young people?*

*Will the intervention improve access using active travel and public transport to educational, social, and economic opportunities for children and young people?*

*Which UNCRC Articles are relevant to the RTS?*

*How will the RTS support or otherwise affect the implementation of relevant UNCRC Articles?*



## 3 Assessment

### 3.1 Key Equalities Issues

#### Equalities Evidence Base

3.1.1 Section 2 of the EqIA Framing Note identified an evidence-based suite of key equalities issues which should be addressed in the emerging RTS. These included:

- **Travel behaviour and differential requirements:** different people use the transport network at different times, more or less frequently, and for different purposes. Some groups of people, such as people from ethnic minority groups, disabled people, young carers, young mothers, and care leavers, are less mobile and more reliant on public transport.
- **Income, Wealth, and Affordability:** socio-economic status influences how people use and experience the transport network. Further, the transport network itself influences inequalities of opportunity and outcome related to income and wealth.
- **Accessibility barriers:** barriers to accessible travel can leave disabled people unable or unwilling to travel. While most disabled travellers in Scotland rely on public transport, many experience difficulties when travelling. Problems include poor service frequency, inadequate infrastructure between home and stop or station, and the most reported, difficulties physically accessing the transport.
- **Hate crime:** bullying and harassment when travelling can act as a barrier for ethnic minorities and other social groups to the transport system. Recent research suggests that black and ethnic minority individuals take relatively few active leisure trips such as walking or cycling.

#### Coverage in the Case for Change

- 3.1.2 The Case for Change is centred around 29 key 'problems' which the new RTS should respond to, grouped by mode. These specific transport issues were identified through extensive engagement, desk-based research, and statutory assessment activities in the development of the RTS.
- 3.1.3 Identified transport problems form the basis of 29 transport planning objectives (TPOs), which in turn informs four proposed RTS Strategic Objectives and an initial options generation matrix which sets out high-level option types (without any spatial definition at this early stage) to implement the proposed RTS Strategic Objectives.
- 3.1.4 Adequate recognition and coverage of identified key equalities issues in the suite of problems which are defined in the Case for Change to underpin RTS development is therefore essential to ensure that all equalities impacts are appropriately considered at each stage of RTS development. **Table 1** overleaf highlights the primary equalities issues relevant to each of the 29 problems.

Table 1: Key Equalities Issues identified in the Case for Change

Issue		Relevant Equalities Issues
All Modes		
1	Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities	<ul style="list-style-type: none"><li>▪ Forced car ownership, particularly among those with low incomes.</li><li>▪ Health and wellbeing.</li><li>▪ Air quality as a deterrent to active travel.</li><li>▪ Unequal access to services across urban and rural areas.</li></ul>
2	Use of the transport system brings the risk of accidents and personal injury	<ul style="list-style-type: none"><li>▪ Increased risk of accident by socio-economic status.</li></ul>
Active Travel		
3	Many do not find cycling a realistic option	<ul style="list-style-type: none"><li>▪ Affordability and its relationship to socio-economic status</li><li>▪ Gendered experiences of safety along pedestrian and walking routes.</li></ul>
4	Walking is not an attractive option for some short journeys	
Public Transport		
5	Peak period bus-based journey times can be much longer than off-peak	<ul style="list-style-type: none"><li>▪ Disproportionate levels of bus travel by socio-economic status, age, and gender.</li><li>▪ Affordability and its relationship to socio-economic status.</li><li>▪ Disproportionate levels of low income and wealth among protected characteristics.</li><li>▪ Barriers to public transport use relating to disability including physical access barriers.</li><li>▪ Barriers to public transport use to persons relating to the protected characteristics of race, gender, sexual orientation, gender identity, and religion such as hate crimes.</li><li>▪ An overlap between low accessibility and multiple deprivation means poor network coverage restricts education, employment, and leisure opportunities for those living in deprived areas.</li></ul>
6	Peak period bus-based journey times can be much more variable than off-peak	
7	Some direct public transport journey speeds are slow so journey times are long and not competitive with car	
8	Some travel by public transport requires interchange(s) – adding to journey times, access issues, inconvenience, and cost	
9	People can't get a seat on some public transport services	
10	Travel by bus or rail is unaffordable for some	
11	Some journeys cannot be made by public transport	
12	Physical access to, and use of the public transport network is a problem or not possible for some users	
13	Vulnerable groups not feeling safe on public transport	
14	People do not have full awareness of their public transport options	
Mixed Mode		
15	Combining cycling and public transport use is not possible	<ul style="list-style-type: none"><li>▪ Contributes to overreliance on the private car, with associated income, air quality, health, and access inequality impacts.</li></ul>
16	Preferred P&R station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak	

Issue		Relevant Equalities Issues
Freight		
17	In places, peak period commercial vehicle-based journey times can routinely be much longer than off-peak	▪ Contributes to overreliance on the road freight, with associated climate, air quality, and health inequality impacts.
18	Peak period commercial vehicle-based journey times can be much more variable than off-peak	
19	Cost and practicality of rail freight prevents widespread use	
20	Commercial vehicle drivers have limited options for secure parking and rest	
21	Commercial vehicles are currently reliant on fossil fuels in the absence of viable / cost effective alternatives	
22	Direct sea-based international connectivity is poor	
Car		
23	In places, peak period car-based journey times can routinely be much longer than off-peak	▪ Affordability impacts and relationship to socio-economic status.
24	Peak period car-based journey times can be much more variable than off-peak	
25	High cost of town / city centre parking	
26	Lack of availability of parking is inconvenient	
27	Road-based travel on the regional road network, including some external links (including ports and airports) can be slow even when traffic volumes are relatively low	
28	Electric car operation and ownership not practical for all	
29	Cost of electric cars is higher than equivalent ICE cars and too expensive for many at present	

### Reporting of Equalities Issues

- 3.1.5 **Table 1** above shows that the problems and associated TPOs respond to a broad range of equalities issues. While these are identified in the Baseline Review (Sections 2 – 4) and the Literature Review (Section 5), likely equalities impacts are seldomly mentioned in the primary reporting frameworks.
- 3.1.6 The Transport Problems Framework including TPOs (Table 8.1 within the Case for Change) also does not describe specific equalities consequences (e.g. impacts on specific demographic groups) for most TPOs. For example, problem / TPO 12 describes physical access barriers to the public transport network. The summary reporting does not mention that this issue disproportionately impacts disabled people. Likewise, problem / TPO 13 describes vulnerable groups not feeling safe on public transport, but reporting does not indicate who these groups are (e.g. with reference to relevant protected characteristics). The 'Evidence for This' column in the framework cross-references to literature review problems and desk-based analysis, yet it is not fully clear what these refer to – particularly if the framework is viewed in isolation without reviewing the full Case for Change.
- 3.1.7 As the Problems Framework is a key output of the Case for Change, more explicit references to likely equalities impacts would help ensure that all identified key equalities issues and the requirements of all applicable equalities duties are fully considered in future stages of RTS development.
- 3.1.8 **Table 1** also shows that equalities issues are concentrated within active travel and public transport modes. While there are likely to be indirect impacts associated with other modes, these are not explicitly referenced in the primary reporting frameworks. An example of this is in Table 8.2 of the report, which maps TPOs to National Transport Strategy 2 (NTS2) outcomes. Here, the report states that only the TPOs under All Modes, Active Travel, and Public Transport link to outcomes under the NTS2 priority 'Reduced Inequalities'.
- 3.1.9 Some TPOs with clear potential to address equalities issues are however not recognised. For example, the final TPO – improving access to electric vehicles – is not described as contributing to the NTS2 outcomes of Fair Access to Services or Affordable for All. Even in relation to sustainable modes, only a small sub-set of the TPOs are linked to equalities-related outcomes. TPOs 5 – 9 relating to the service availability, reliability, and quality of public transport modes all have clear likely equalities impacts, benefitting those who disproportionately rely on public transport and those who face barriers to use but are not linked to the equalities-related outcomes of the NTS2.
- 3.1.10 Wider recognition of likely equalities impacts in the framing of problems to be addressed through interventions or options in the RTS would therefore better embed the application of relevant equalities duties within the RTS development process.

### Initial Options Generation Matrix

- 3.1.11 The Case for Change details initial option generation which drew upon the problems outlined in the Problems Framework and built upon through the development of the TPOs. The process shows clear linkages between identified transport problems, TPOs and a suite of high-level and non-spatially defined option types which could be used to address identified problems. As option types are closely mapped to TPOs, the issues they are seeking to address mirror those considered in **Table 2** above.
- 3.1.12 In the next stage of RTS development individual options will be subject to further development, sifting and appraisal through Stage 2 – Preliminary Options Appraisal of the STAG process. The Equalities Assessment Framework set out in **Section 2** will need to be applied in tandem with relevant STAG and SEA criteria to ensure that the options development process includes appropriate consideration of identified key equalities issues and that the likely equalities impacts of individual options are assessed.

## 3.2 RTS Strategic Framework

### Strategy Objectives

- 3.2.1 Section 10 of the Case for Change brings together the 29 transport problems and their associated TPOs to derive four proposed Strategy Objectives for the RTS:
- i. Transitioning to a Sustainable, Post-Carbon Transport System
  - ii. Facilitating Greater Physical Activity
  - iii. Widening Public Transport Connectivity and Access Across the Region
  - iv. Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region
- 3.2.2 Following an assessment against the TPOs, the Case for Change concludes that these Strategy Objectives should be taken forward and act as the foundation to underpin the development of all other, lower-level components (e.g. transport options) of the emerging RTS.

### Compatibility Assessment

- 3.2.3 A visual summary of the compatibility of the proposed RTS Vision and Objectives with the equalities assessment framework is presented in Table 2 overleaf.
- 3.2.4 Generally, the objectives perform well against the equalities assessment frameworks as they describe socio-economic issues which are likely to have an equalities impact, including air quality, health, and economic growth.
- 3.2.5 Each objective could be strengthened by making the linkages to equalities issues more explicit. Specific reference to social groups, protected characteristics, and young people would ensure that the different needs of these groups would be considered through a future options appraisal process. Similarly, monitoring and evaluation frameworks should be designed so that differential impacts can be measured. Data which can be controlled for these characteristics should be collected to allow an evaluation of the equalities impacts of the strategy and its associated delivery mechanisms.

Table 2: Compatibility of Proposed RTS Strategic Objectives with Equalities Assessment Framework

Outcomes	Public Sector Equality Duty	Fairer Scotland Duty	Child Rights & Wellbeing Duties	Commentary
<b>Strategy Objective 1: Transitioning to a sustainable, post-carbon transport system</b>				
<ul style="list-style-type: none"> <li>Reduce emissions and energy use</li> <li>Improve air quality</li> </ul>	✓	✓	~	This objective has implicit compatibility with the PSED and the FSD assessment frameworks as it has the potential to alleviate inequalities in air quality. Poor air quality resulting from transport emissions can play an important role in physical health outcomes and inequalities – however recent research has shown there is no evident correlation with income deprivation in the Edinburgh TTWA (Bailey et al., 2018).
<b>Strategy Objective 2: Facilitating greater physical activity</b>				
<ul style="list-style-type: none"> <li>Improve health and well-being</li> <li>Reduce emissions</li> </ul>	✓	✓	✓	This objective has implicit compatibility with the PSED, FSD, and CRW assessment frameworks as there is a clear focus on health – a key area of inequality. This objective could be strengthened by using inclusive language to explicitly reference health inequalities, so the issues faced by disadvantage groups are prioritised through the RTS.
<b>Strategy Objective 3: Widening public transport connectivity and access across the region</b>				
<ul style="list-style-type: none"> <li>Reduce inequality of opportunity and encourage more inclusive growth</li> <li>Reduce car dependency and forced car ownership and encourage modal shift</li> </ul>	✓✓	✓✓	✓	This objective performs strongly against the PSED and the FSD assessment frameworks as there are explicit references to removing barriers to access and reducing inequalities of opportunity. It is implicitly compatible with the CRW framework as it references many inequalities experienced by young people, including in income and access to education and employment, but does not make an explicit reference to the group.
<b>Strategy Objective 4: Supporting safe, sustainable, and efficient movement of people and freight across the region</b>				
<ul style="list-style-type: none"> <li>Deliver economic growth and increased productivity through the efficient movement of people and goods</li> <li>Reduce personal injuries</li> </ul>	~	✓	~	This objective has implicit compatibility with the FSD assessment framework, given its focus on economic growth. The object could be strengthened through a discussion of inclusive growth, highlighting how interventions should ensure the benefits of growth are distributed fairly, and how economic development should work to reduce inequalities experienced by residents of the SEStran area.

**Key**

Explicit reference	✓✓	Incompatible	X
Implicit compatibility	✓	No clear relationship	~



- 3.2.6 The high-level assessment provided in **Table 2** demonstrates that in general the proposed RTS Objectives provide an appropriate high-level platform from which to develop specific schemes, policies and proposals to address identified key equalities issues. This indicates that the RTS Objectives are generally compliant with the requirements of applicable equalities duties.
- 3.2.7 However, the analysis also indicates as individual proposed RTS Strategic Objectives respond to specific TPOs they are likely to have differential relationships with applicable equalities duties and differential impacts on specific equalities issues, whilst the RTS Strategic Objectives are themselves not necessarily fully integrated. Each of the RTS Strategic Objectives will underpin the development of specific lower-level RTS components including individual options, so to avoid potential tensions, gaps or 'silo working' between the implementation of individual RTS Strategic Objectives (which could undermine the overall performance of the RTS in tackling a range of inequalities) it will be important for the RTS to include a holistic and visionary strategic framework.
- 3.2.8 The emerging RTS would therefore benefit from the development of an over-arching holistic Vision and clearer linkages between Strategic Objectives to bring these together and from the outset clarify what the RTS seeks to achieve. This would ensure that any lower-level options developed mainly to address one RTS Strategy Objective either contribute to or at least avoid adverse effects on the other Strategic Objectives.
- 3.2.9 Going forward the equalities duties (and the SEA process) will be applied to test the relationship between the proposed RTS Strategic Objectives and individual options in order to maximise likely significant beneficial effects and avoid or minimise adverse effects from the RTS when read and implemented as a whole.

## 4 Next Steps

- 4.1.1 This Equalities Duties Report is being published for consultation alongside the Case for Change which has been prepared by SEStran (with support from Stantec) to underpin the preparation of the new RTS for the SEStran area. This forms part of a multi-stage process which will include a detailed options appraisal process and future consultation on a full Draft RTS.
- 4.1.2 In accordance with best practice, relevant equalities duties are being applied from the outset and in tandem with the development of the emerging RTS to allow key equalities issues to inform the content of the new RTS. All consultation received in respect of the Case for Change Report and this Equalities Duties Assessment Report will be reviewed and used to inform and refine the proposed RTS Strategic Objectives and the development of individual options derived from the initial options generation matrix.
- 4.1.3 The next stage will be the development and appraisal of individual options to implement the proposed RTS Strategic Objectives (and thereby address all identified TPOs) through Stage 2 – Preliminary Options Appraisal of the STAG process. This will be undertaken in tandem with the application of the Equalities Assessment Framework (as well as the SEA Framework) to test and refine all emerging options for potential inclusion within the Draft RTS. Relevant equalities duties (detailed in **Section 2**) will therefore be applied as part of the iterative options development and appraisal process. Outcomes of the appraisal process will inform the preparation of a full Draft RTS, which will be accompanied by detailed Equalities Duties Report for consultation.

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# SEStran New Regional Transport Strategy

Case for Change  
SEA Environmental Report

On behalf of **South East Scotland Regional Transport Partnership (SEStran)**



Project Ref: 50429/002i1 | Rev: DRAFT | Date: June 2021

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU  
Office Address: 5th Floor, Lomond House, 9 George Square, Glasgow G2 1DYG  
T: +44 (0)141 352 2360 E: info.Glasgow@stantec.com

## Document Control Sheet

**Project Name:** SEStran Regional Transport Strategy

**Project Ref:** 50429

**Report Title:** Case for Change SEA Environmental Report

**Doc Ref:** 50429/SEA/00211

**Date:** June 2021

	Name	Position	Signature	Date
<b>Prepared by:</b>	Alexa Martin	Planner	AM	20.05.2021
<b>Reviewed by:</b>	Alec Knox	Principal Transport Planner	AK	03.06.2021
	Duncan Smart	Associate Planner	DS	
<b>Approved by:</b>	Scott Leitham	Director - Transport Planning	SL	
<b>For and on behalf of Stantec UK Limited</b>				

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# 1 Introduction

## 1.1 Background

- 1.1.1 This Environmental Report (ER) has been prepared to accompany a Case for Change Report which will underpin the development of a new Regional Transport Strategy (RTS) for the South East of Scotland ('SEStran') Regional Transport Partnership (RTP) area.
- 1.1.2 Stantec UK Ltd (Stantec) has been commissioned by the SEStran RTP to support the preparation of the new RTS. The RTS will set out a new long-term vision for transport across the region for the period up to 2035. It is intended the new RTS will set out a clear framework for how transport and mobility will be provided, developed and improved in the region to meet the aspirations for a sustainable and economically active growth area over the next 10 years and beyond.
- 1.1.3 Working collaboratively with Stantec, SEStran has produced a Case for Change Report (the 'Case for Change') which seeks input and views from stakeholders on the type and level of change needed on the transport system in south east Scotland to inform the development of the final strategy. This builds upon and takes account of comments received in respect of the SEStran RTS Main Issues Report (June 2020).

## 1.2 Overview of RTS Case for Change and ER

### RTS Case for Change

- 1.2.1 The Case for Change provides a consolidated evidence base to identify the main transport problems and issues experienced within the SEStran area and sets out proposed strategic components to underpin the development of the new RTS. In doing so, the Case for Change seeks to ensure the RTS is developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the COVID-19 pandemic.
- 1.2.2 As detailed further in **Section 3**, the Case for Change includes the identification of relevant Transport Planning Objectives (TPOs) and associated proposed RTS Objectives, together with the development of an initial options generation matrix. This ER provides a proportionate assessment of the likely environmental effects associated with these proposed substantive components of the Case for Change which are intended to underpin the development of the RTS. This forms part of a multi-stage appraisal and strategy development process which will include a future consultation on the full Draft RTS and an accompanying ER.
- 1.2.3 At this early stage the initial options generation matrix does not identify individual 'options' (including policies, proposals, actions, schemes and other interventions) or spatially defined schemes but rather forms the starting point for the subsequent development and appraisal of various types of options to achieve the proposed RTS Objectives. All option will be developed further, sifted and appraised through Stage 2 – Preliminary Options Appraisal of the STAG process. Details of options development, appraisal and how the SEA has informed the selection of options (including consideration of reasonable alternatives) will then be set out in the full Draft RTS and accompanying ER in due course.

### Strategic Environmental Assessment (SEA)

- 1.2.4 The Environmental Assessment (Scotland) Act 2005 ('the 2005 Act') requires Responsible Authorities, including RTPs such as SEStran, to assess the likely significant effects on the environment of implementing relevant and qualifying plans and programmes, as defined within the Act. This assessment must also examine the likely significant effects of implementing reasonable alternatives to the plan or programme under consideration. The assessment is

carried out by following a staged process of reporting known as Strategic Environmental Assessment (SEA).

- 1.2.5 The SEA process is being undertaken from the outset in tandem with the development of the emerging RTS to allow key environmental issues to inform the content of the RTS. This SEA Commentary accompanies the RTS Case for Change Report and builds upon an earlier RTS SEA Scoping Report (Stantec, February 2021) ('the SEA Scoping Report'), which was consulted on with SEA Consultation Authorities<sup>1</sup> from 25<sup>th</sup> February 2021 for a 35 day period. The SEA Scoping Report set out a proposed SEA Framework (final version included in **Appendix A**) and methodology to underpin all stages of the SEA.

### 1.3 Purpose and Objectives

- 1.3.1 This report has been prepared by Stantec to assess the extent to which the Case for Change Report addresses relevant environmental issues. In doing so, this report responds to relevant statutory requirements<sup>2</sup>, considers the development of the emerging RTS to date and presents an initial assessment of likely significant effects from the proposed RTS Objectives and initial options generation matrix. This forms the second part in a multi-stage SEA that will be carried out to assess the likely significant environmental effects from the emerging RTS throughout its development.

- 1.3.2 The objectives of this report are to:

- Assess the coverage of key environmental issues, as previously identified through SEA Scoping, in the identified issues and problems and proposed Transport Planning Objectives (TPO), proposed RTS Objectives and initial options generation matrix set out within the Case for Change Report;
- Assess the extent to which the proposed RTS Objectives and initial options generation matrix address identified key environmental issues with reference to the 2005 Act. Whilst the high level nature of the Case for Change Report precludes the identification of likely significant effects at this stage, the assessment includes testing the compatibility of the proposed RTS Objectives with a suite of 'SEA Objectives' developed at Scoping stage to underpin the SEA process;
- Provide an initial assessment of initial options generation matrix to demonstrate that it comprises all identifiable 'potentially reasonable alternative options' to implement the proposed RTS Objectives, highlight any likely environmental impacts which can be identified at this early stage and develop recommendations to support the further development and appraisal of options; and,
- Contribute to the on-going SEA process for the emerging RTS.

- 1.3.3 This report is structured as follows:

- **Section 2 – Approach to SEA:** provides an overview of the SEA being undertaken in respect of the emerging RTS;
- **Section 3 – Assessment:** assesses the coverage of key environmental issues within the issues and problems as set out in the Case for Change Report and assesses the

<sup>1</sup> The SEA Consultation Authorities are defined by section 3 of the Environmental Assessment (Scotland) Act 2005 as NautreScot (formerly Scottish Natural Heritage (SNH)), Historic Environment Scotland (HES) and the Scottish Environment Protection Agency (SEPA).

<sup>2</sup> In accordance with Section 14 of the Environmental Assessment (Scotland) Act 2005, this report acts as a statutory Environmental Report insofar as required to accompany each substantive component of the emerging RTS which is subject to public consultation. Within the RTS Case for Change this relates to the proposed RTS Objectives and the initial options generation matrix.

compatibility of the proposed RTS Strategic Objectives the Options with the RTS SEA Framework; and,

- **Section 4 – Recommendation and Next Steps:** builds upon **Section 3** to set out specific recommendations to be addressed at the next stage of the RTS development process. These seek to ensure the avoidance of likely significant adverse environmental effects and improve the effectiveness of the emerging RTS.

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## 2 Approach to Strategic Environmental Assessment

### 2.1 Overview

2.1.1 This report builds on a SEA Scoping Report (Stantec, February 2021) which was subject to consultation with the SEA Consultation Bodies between February and March 2021 in accordance with Section 15 of the 2005 Act. The Scoping Report:

- Sought the views of the SEA Consultation Authorities on the proposed scope, methodology and level of detail required in undertaking a legally compliant SEA of the emerging RTS;
- Took account of the information requirements for Environmental Reports (ER) contained in Schedule 3 to the 2005 Act (where relevant), including through providing detailed baseline and policy reviews in appendices A and B respectively<sup>3</sup>;
- Set out an evidence-based SEA Framework, comprising a set of 10 linked SEA Objectives and associated guide questions and criteria, for use in assessing the likely significant environmental effects of the emerging RTS; and,
- Outlined the proposed methodology to assess the likely significant environmental effects of the emerging RTS throughout its development.

2.1.2 Having regard to all consultation responses provided in respect of the SEA Scoping Report and taking account of relevant policy developments in the interim<sup>4</sup>, in overall terms of the proposed SEA Framework and proposed assessment methodology are considered to remain valid. However, the scope of the SEA Framework has been refined in response to comments provided by the SEA Consultation Authorities, with greater focus now included regarding:

- The impact of the COVID-19 pandemic on regional transport issues, acknowledging the impact on transport needs, operations, behaviours and related factors; and,
- An integrated approach to transport and land use planning.

2.1.3 The SEA Framework is provided in **Appendix A** and has been used in this assessment of the Case for Change. The summarised comments received from the SEA Consultation Authorities in response to the Scoping Report and how these have been addressed are provided in **Appendix B**.

### 2.2 Assessment of the Case for Change Report

#### Methodology

2.2.1 The high-level nature of Case for Change Report precludes the identification of specific likely significant environmental effects. The assessment has therefore focused more generally on:

<sup>3</sup> In accordance with Sections 14(c) and (d) of the 2005 Act, it is not considered necessary or proportionate to append detailed baseline and policy reviews to this short Environmental Report. Instead, the key environmental and policy issues arising from reviewing baseline environmental characteristics and the relationship of the emerging RTS with other relevant plans and programmes are summarised in **Section 3** below. In accordance with the 2005 Act, updated environmental baseline and policy reviews will be included in the full Environmental Report (ER) that will be prepared to accompany the full Draft RTS in due course.

<sup>4</sup> Including the publication of the *National Transport Strategy 2* (Scottish Government, February 2020).

- Examining the coverage of key environmental issues, as identified through the SEA Scoping process, within the problems and issues, proposed RTS Strategic Objectives and the initial options generation matrix set out within the Case for Change Report; and,
- Assessing the extent to which the proposed RTS Strategic Objectives and the initial options generation matrix address key environmental issues and thus the ability of the emerging RTS to tackle such issues. This includes testing the compatibility of the proposed RTS Strategic Objectives and the initial options generation matrix with the SEA Framework (**Appendix A**).

2.2.2 At this stage of the SEA, opportunities to improve the coverage of key environmental issues and policy drivers and to enhance the ability of the emerging RTS to tackle such challenges have been identified. These recommendations (**Section 4**) should be considered as the emerging RTS is developed and addressed in the Draft RTS which will be prepared in due course. For the avoidance of doubt, no changes are considered necessary within the current Case for Change Report specifically to address the requirements of the 2005 Act.

### Consideration of Reasonable Alternatives

2.2.3 The 2005 Act requires the likely significant effects of implementing a plan or programme (i.e. the emerging RTS) and reasonable alternatives to be examined, as well as the rationale for identifying reasonable alternatives to be described. The 2005 Act further states that to be considered as reasonable alternatives, options must relate to the plan or programmes' corresponding objectives and geographical scope. To be eligible for consideration in this SEA process, reasonable alternatives must therefore be:

- Realistic, in that they are plausible alternatives which could be implemented instead of proposals within the emerging RTS and are consistent with relevant national and other policy frameworks;
- Related to the objectives of the emerging RTS; and,
- Within the geographical scope of the emerging RTS, i.e. any reasonable alternatives would need to be related to the distribution characteristics of future development within the SEStran region.

2.2.4 SEA reporting needs to demonstrate how all reasonable alternative options for all substantive components within an emerging plan have been identified and iteratively assessed in a timely manner. Owing to the strategic nature of the Case for Change, at this stage it has not been possible to identify any reasonable alternatives to the substantive components proposed within the document:

- Any potential reasonable alternatives must relate to the objectives of the plan under consideration, so no reasonable alternatives to the proposed RTS Strategic Objectives could be identified as any alternatives would fundamentally change the strategic direction of the emerging RTS.
- An initial high level and non-spatially defined list of transport options ('the initial options generation matrix') has been defined by SEStran as the starting point to develop options for potential inclusion in the emerging RTS to implement the proposed RTS Strategic Objectives. In accordance with SEA caselaw, all implementation components within an emerging plan themselves need to constitute reasonable options to implement the purpose of the plan, i.e. to achieve proposed RTS Strategic Objectives. An initial assessment of the initial options generation matrix has therefore been carried out to demonstrate that all initially identified types of options are themselves reasonable and that no potentially reasonable alternatives have been excluded from consideration at this early stage, and to guide the future development of individual options. Following the Case for Change

consultation the reasonableness of any options received will be reviewed. Further development, sifting, testing and assessment of individual options will then follow through the STAG process to inform preparation of the Draft RTS.

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## 3 Assessment

### 3.1 Introduction

- 3.1.1 This section assesses the coverage of key environmental issues within all substantive components set out in the Case for Change Report.

### 3.2 Coverage of Key Environmental Issues

#### Key Environmental Issues and Policy Requirements

- 3.2.1 In accordance with Section 14(3) of the 2005 Act, appendices A and B of the SEA Scoping Report (Stantec, February 2021) presented detailed baseline and policy reviews to identify the key environmental issues and policy requirements which should be addressed in the new RTS. These were summarised in **Section 3** of the SEA Scoping Report with reference to the 13 environmental factors ('the SEA topics') prescribed in Schedule 3 of the 2005 Act.
- 3.2.2 Responses received from the SEA Consultation Authorities to the SEA Scoping Report and from initial engagement with other stakeholders have been reviewed and considered in the preparation of the Case for Change. A summary of the SEA Scoping responses and how these have been addressed in the RTS Case for Change is provided in **Appendix B**.
- 3.2.3 Environmental Issues are addressed within the following sections of the RTS Case for Change:
- Section 2.0 Socio-economic Context;
  - Section 3.0 Transport System and Demand; and
  - Section 4.0 The Future Context.
- 3.2.4 Section 5, the Literature Review, sets out that the Case for Change has been informed by a comprehensive review of over 90 local, regional and national policy documents, including Scotland's National Transport Strategy 2 (NTS2) which provides the national transport policy framework and sets out four interlinked national priorities: Reduces Inequalities; Takes Climate Action; Helps Deliver Inclusive Economic Growth; and Improves our Health and Wellbeing. The Literature Review clearly demonstrates how existing and emerging policy has been used to identify problems, issues, constraints and opportunities which the emerging RTS should address.
- 3.2.5 Having regard to all consultation responses and relevant policy, a suite of key environmental issues and policy requirements for the emerging RTS is presented in **Table 3.1** and listed at 3.2.7 below. The suite of key environmental issues originally identified within the SEStran RTS SEA Scoping Report have been refined to reflect:
- The impacts of the Covid-19 pandemic on regional transport issues; and,
  - The need to ensure all aspects of the historic environment are considered, not only those considered to be important.

Table 3.1 Key Issues Relevant to the SEStran RTS SEA

Grouped Baseline Topics	SEA Environmental Aspects	Key Issues
Air and Climate	Air Quality  Climatic Factors	<ul style="list-style-type: none"> <li>The need to tackle poor air quality, particularly within existing Air Quality Management Areas (AQMAs), and to improve air quality for the benefit of human health and the environment.</li> <li>The need to mitigate climate change including through promoting sustainable land use patterns and the decarbonisation of the transport sector.</li> <li>The need to ensure that new development, including transport infrastructure and facilities, is resilient to adverse weather and adaptable to the effects of climate change.</li> </ul>
Physical Environmental	Biodiversity, Flora & Fauna, Soil, Water, Cultural Heritage, Landscape	<ul style="list-style-type: none"> <li>The need to conserve and enhance biodiversity interests including sites designated for their ecological importance.</li> <li>The need to maintain, restore and expand valued habitats and to safeguard protected species.</li> <li>The need to protect and enhance green infrastructure assets.</li> <li>The need to prioritise the redevelopment of previously developed (brownfield) land</li> <li>The need to protect sites designated for their geological interest.</li> <li>The need to protect and enhance the quality of water sources and the water environment</li> <li>The need to locate new development including transport infrastructure away from areas of flood risk, and for such infrastructure to be resilient to flooding (and adverse weather more widely).</li> <li>The need to protect and enhance cultural heritage assets and their settings.</li> <li>The need to conserve and enhance landscape character and to protect visual amenity.</li> </ul>
Social and Economic	Population (including relevant socio-economic issues), Health, Material Assets	<ul style="list-style-type: none"> <li>The need to align with and support the implementation of adopted and emerging relevant national policies, including NTS2 (Scottish Government, 2020) and the emerging Strategic Transport Projects Review 2 (STPR2) and National Planning Framework 4 (NPF4).</li> <li>The need to align with and support the implementation of current and emerging statutory Development Plans and other relevant regional and local policies applicable to the SEStran region, including the finalised Edinburgh City Mobility Plan (2021).</li> <li>The need to develop an integrated and efficient transport system which meets identified needs and supports projected population growth whilst effectively managing travel demand.</li> <li>The need to support the growth of key economic sectors and to deliver sustainable and inclusive economic growth.</li> <li>The need to tackle deprivation and severance and to improve access to key amenities and economic opportunities for all demographic groups and communities.</li> <li>The need to provide transport services appropriate to meet the needs of the projected ageing population.</li> </ul>

3.2.6 These issues and requirements should be reflected within the emerging RTS and taken account of in the associated SEA. It should be noted that whilst key population and health issues need to be addressed in the SEA, these are also considered where relevant in the implementation of applicable equalities duties (refer to separate **Case for Change Equalities Duties Report**).

3.2.7 Existing and emerging policy requirements which the emerging RTS should take account of include the need to:

- Align with relevant existing and emerging policies and proposals within relevant national, regional and local plans and strategies. In particular, the emerging RTS must support the delivery of the recent National Transport Strategy 2 (2020), as well as the implementation of the approved SESplan Strategic Development Plan 2013 (SDP) and the adopted and emerging LDPs and SDPs within the SEStran region;
- Ensure the avoidance of likely significant adverse effects from the implementation of the plan on sites designated at international and national levels for reasons of biodiversity conservation or ecological importance;
- Minimise and appropriately mitigate likely adverse effects on sites designated at the local level for their ecological importance;
- Minimise the environmental impacts of transport provision and infrastructure, including in terms of reducing carbon and greenhouse gas emissions and using natural resources sustainably;
- Reduce congestion and improve air quality, including but not limited to implementing existing Air Quality Action Plans for Air Quality Management Areas (AQMA) within the SEStran region, and improving areas with known poor air quality;
- Underpin the development of a safe, secure, efficient, reliable and integrated transport system across the SEStran region;
- Support improvements in journey times and connectivity to and from key destinations;
- Encourage measures that reduce the need to travel and allow communities in different locations to flourish;
- Ensure the conditions are in place to allow a widespread uptake of active and sustainable modes of transport for all demographic groups and communities;
- Improve the accessibility of the transport system and the provision of a range of transport modes to meet identified needs;
- Ensure that transport is accessible to all and does not contribute to social exclusion or disadvantage, whether through severance or unaffordability;
- Enable the efficient, effective and sustainable movement of people and freight to increase economic productivity, competitiveness and opportunities for all;
- Secure economic growth and inward investment by supporting the delivery of new and upgraded transport infrastructure to increase connectivity and improve access to high quality employment and economic opportunities.
- Minimise the amenity impacts of transport, including in terms of reducing noise and vibration;
- Ensure the avoidance of unacceptable health impacts from transport, in particular impacts on air quality; and,
- Seek to protect and enhance the health and wellbeing of the resident and working population, including through facilitating access to healthcare, safeguarding physical health and providing opportunities to enhance mental health and social wellbeing.

- 3.2.8 Whilst all of the key environmental issues covered in **Table 3.1** and policy requirements listed above should be addressed in the new RTS, the following must be afforded particular importance given their significance at national and international levels:
- i. Responding to the climate emergency;
  - ii. Improving air quality; and,
  - i. Contributing to the delivery of sustainable and inclusive economic growth (discussed in detail within **Appendix A** of the separate **Case for Change Report Equalities Duties Commentary**).

### Coverage of Key Environmental Issues in Case for Change Report

- 3.2.9 The context for the emerging RTS is set out in Sections 2 and 3 of the RTS Case for Change which consider socio-economic and transport system and demand matters respectively. These sections outline pertinent baseline conditions and begin to forecast future trends and predictions with regards to demographics and transport use. Section 4, then introduces the factors likely to influence the future demand for travel in the south east of Scotland. It identifies three factors which need to be taken into consideration in the development of the new RTS:
- Land-Use Development
  - Transport Innovation
  - Travel Behaviour Change
- 3.2.10 Section 7 of the Case for Change Report presents the problems, issues, constraints and opportunities as evidenced in Sections 2, 3, 4, 5 and 6 which influence and underpin the preparation of the emerging RTS.
- 3.2.11 Identifying user-perspective transport problems in the SEStran area was the first step in the preparation of the new RTS. The Case for Change contains a Problems Framework which identifies that the root cause of transport problems is usually associated with the supply of transport, the transport problems then affect travel choices and the subsequent consequences of travel choices have a wider economic, environmental, health and wellbeing and social consequences. The RTS seeks to address the identified problems by developing Transport Planning Objectives (TPOs) with options generated to deliver the TPOs. Identified problems have been categorised in relation to the NTS2's sustainable travel hierarchy:
- All Modes
  - Active Travel
  - Public Transport
  - Mixed Mode
  - Freight
  - Car
- 3.2.12 Each problem is high level in nature and framed around the experience of users of the transport system and network. In overall terms the section of the Case for Change which defines transport provides a good level of coverage of identified key environmental issues and policy requirements, although the user-based framing of problems inherently gives prominence to



issues regarding meeting population needs and improving health outcomes. With reference to the SEA topics:

- *Biodiversity, Flora and Fauna* is not addressed in the Case for Change Report, either directly or indirectly. There is no coverage of safeguarding or supporting protected species, designated sites or habitats within the TPOs or Options. The transport benefits of green infrastructure are not considered and the links between active travel, green networks and additional health benefits from being closer to nature are not explored.
- *Population, Human Health and Material Assets* is given good coverage throughout the Case for Change and across the problems, TPOs and Options. Section 2 sets the socio-economic context and Section 3 covers infrastructure related issues.
- *Soil and Water* are addressed in Section 4 where the importance of integrating land-use planning and transport planning and understanding where growth opportunities will be created so that these can be delivered in a manner that ensures sustainability and inclusivity and optimal use of land. Protecting soil resources and water quality is not considered.
- *Air Issues* are covered in Section 3 where rates of emissions and trends are set out and Air Quality Management Areas (AQMAs) are discussed. Section 4 highlights the detrimental impact high transport emissions can have on the environment, ecosystems and the quality of air and considers alternative fuels which can be employed to reduce transport emissions and improve air quality. Coverage of Air Issues could however be strengthened by including options which directly seek to improve air quality. At present any air quality improvements are the result of options to address social and economic issues.
- *Climate* issues are considered in Section 4 with regards to how using alternatives to fossil fuels to power vehicles can lower climate implications and also considers the climate risks associated with a drive towards electric vehicles without an associated push to alter travel behaviour. However, by adopting a user focused approach, direct effects on social and economic issues are prioritised rather than environmental issues, meaning that climate issues are less prominent.
- *Cultural Heritage* receives only indirect coverage in the Case for Change. Transport network capacity issues are identified as contributing to relevant transport problems with capacity considered a particular issue at certain times of year when there are large numbers of tourists in the region. The TPO to widen public transport connectivity and access across the region will indirectly help to support heritage assets by improving access to them.

3.2.13 The analysis presented above indicates that the Case for Change includes a good level of coverage of many key environmental issues. However, a number of weaknesses and opportunities in relation to individual environmental topics have also been identified.

### **3.3 Assessment of Transport Planning Objectives and Proposed RTS Objectives**

3.3.1 The Case for Change Report records how the SMART and evidence-based Transport Planning Objectives (TPOs) were developed. It provides the robust basis necessary to underpin the development and assessment of sound candidate policies, proposals and transport interventions for potential inclusion within the emerging RTS. It has involved extensive baseline analysis of the socio-economic context and the transport system and demand.

3.3.2 The RTS seeks to address the problems experienced in everyday life by individuals, organisations and businesses in the SEStran area as identified through stakeholder



consultation. From a user perspective the transport problems are considered to relate to a small number of parameters which define any travel such as:

- Cost of travel (especially relative to disposable income)
- Lack of public transport connectivity
- Personal security/safety
- Physical accessibility of services
- Punctuality of travel (public transport punctuality/congestion making road based journey times unreliable)
- Quality and comfort of journey
- Reliability of travel (cancellation of public transport services)
- Requirement for excessive interchange
- Travel time

3.3.3 The Case for Change identifies 29 TPOs, which in turn act as the foundation for four high level proposed RTS Strategic Objectives:

- Strategy Objective 1: Transitioning to a Sustainable, Post-Carbon Transport System
- Strategy Objective 2: Facilitating Greater Physical Activity
- Strategy Objective 3: Widening Public Transport Connectivity and Access Across the Region
- Strategy Objective 4: Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region

### Transport Planning Objectives

3.3.4 A high-level assessment of the compatibility of the 29 identified TPOs with the SEA Objectives included in the RTS SEA Framework (Appendix A) is presented in **Table 3.2** below.

Table 3.2 Compatibility of RTS Transport Planning Objectives with SEA Objectives

SEA Objective	Relevant Transport Planning Objectives (TPO)
Climate Change: Respond to the climate emergency by decarbonising infrastructure, facilitating a low carbon economy and adapting to accommodate the effects of climate change.	The TPOs provide adequate coverage of the Climate Change SEA Objective through seeking to facilitate and encourage active travel by creating environments which better allow people to choose walking and cycling as options. Improvements to public transport to make it more reliable, improve interchanges and improve journey times also support this SEA Objective. The TPOs which relate to car based travel could prove problematic, for instance improving journey times could have a reversed effect and make car travel the preferred mode above active and public transport.
Air Quality and Amenity: Tackle poor air quality, reduce concentrations of harmful	Many of the TPOs included are likely to have a positive impact on Air Quality and Amenity however no TPOs

SEA Objective	Relevant Transport Planning Objectives (TPO)
atmospheric pollutants and minimise exposure to noise and vibration.	specifically address emission reductions and tackling poor air quality.
Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species, soil resources and habitats and by protecting green infrastructure.	Coverage of this SEA Objective is relatively weak. Any TPO that requires the delivery of new infrastructure should have regard for their potential impact on biodiversity, geodiversity and soil and opportunities to enhance the physical environment should be included. Creating environments which allow more people to walk and cycle have the potential to create new green infrastructure and this should be considered as the RTS progresses.
Water, Flood Risk and Resilience: Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to climate change and reducing flood risks.	This SEA Objective receives little direct coverage in the TPOs with no objectives included to directly increase resilience of the transport network against flood risk and adapting to climate change. As the RTS progresses it should be ensured that any transport interventions have regard for this objective and should not contribute to flood risk on the transport network or elsewhere as a result of transport interventions.
Cultural Heritage: Conserve, protect and enhance the historic environment and cultural assets.	Opportunities to conserve, protect and enhance the historic environment and cultural assets have not been considered at this early stage.
Landscape: Protect and enhance the landscape character, townscape character and visual amenity.	Landscape considerations are not given much coverage in the TPOs at this early stage. Actions required to meet any objectives should consider landscape impact and seek to enhance landscape and townscape character and amenity.
Accessibility: Ensure appropriate and affordable access for all to facilities, services, economic opportunities and social activities.	The TPOs give good coverage of this SEA Objective improvements to affordability and accessibility featuring with a particularly strong emphasis with regard to active travel and public transport.
Inclusive Growth: Improve social and economic prosperity for all by enhancing productivity and competitiveness and through reducing societal inequalities.	This SEA Objective receives good coverage in the TPOs in particular with regard to affordability and accessibility and in terms of the freight sector where intervention could improve competitiveness and productivity in the production and distribution of goods.
Health: Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing.	Health is afforded good coverage through the TPOs related to increased safety and security, reduced injuries and fatalities, improved active travel environments, decarbonisation and public transport improvements.
Material Assets: Manage, maintain and where possible improve the efficient and effective use of natural resources, land and infrastructure to meet identified needs.	Through seeking to make improvements to existing road networks and freight links good coverage is given in the TPOs to this SEA Objective. Any interventions resulting from the RTS should seek to ensure that natural resources and land are used efficiently.

- 3.3.5 Overall the identified TPOs provide good coverage of the SEStran RTS SEA Framework, especially in relation to socio-economic related SEA Objectives. Further consideration should be given to ensuring that strategic elements of the RTS provide direct coverage of Biodiversity, Heritage and Landscape SEA Objectives to maximise positive environmental outcomes.

### RTS Strategic Objectives

- 3.3.6 The Case for Change itself includes an assessment of the alignment between the identified 29 TPOs and four proposed RTS Objectives, which demonstrates that the proposed RTS Strategic

Objectives provide good coverage of individual TPOs whilst setting out a manageable number of RTS Strategic Objectives to underpin the development of wider RTS components.

- 3.3.7 An assessment of the compatibility of the proposed RTS Strategic Objectives with the SEA Objectives defined within the RTS SEA Framework (Appendix A) is presented in **Table 3.3** below.

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Table 3.3 Compatibility of RTS Objectives with SEA Framework

SEA Objectives	RTS Objectives				Commentary
	<i>Transitioning to a Sustainable, Post-Carbon Transport System</i>	<i>Facilitating Greater Physical Activity</i>	<i>Widening Public Transport Connectivity and Access Across the Region</i>	<i>Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region</i>	
1. <b>Health:</b> Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing.	+	+	+	+	<p>RTS Objective 1 seeks to reduce emissions and energy use and improve air quality and provides coverage of the Health SEA Objective. By encouraging and facilitating the use of E-vehicles and decarbonisation of public transport and fleet vehicles a resultant reduction in emissions and improved air quality would have a positive effect on peoples physical health.</p> <p>RTS Objective 2, Facilitating Greater Physical Activity, has clear links to the Health SEA Objective as it directly seeks to improve health and wellbeing through transport interventions.</p> <p>RTS Objective 3 provides good coverage of the Health SEA Objective as it seeks to address inequalities in access to healthcare, employment, training and educational opportunities all of which impact on physical, social and mental health and wellbeing.</p> <p>By seeking to reduce personal injuries, RTS Objective 4 relates well to the Health SEA Objective.</p> <p>Overall, the Health SEA Objective is well represented throughout all RTS Objectives.</p>
2. <b>Accessibility:</b> Reduce the need to travel and ensure appropriate and affordable access for all to facilities,	+	+	+	+	<p>The Accessibility SEA Objective receives good coverage across all 4 of the RTS Objectives.</p>

SEA Objectives	RTS Objectives				Commentary
	<i>Transitioning to a Sustainable, Post-Carbon Transport System</i>	<i>Facilitating Greater Physical Activity</i>	<i>Widening Public Transport Connectivity and Access Across the Region</i>	<i>Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region</i>	
services, economic opportunities and social activities.					
3. <b>Material Assets:</b> Manage, maintain and where possible improve the efficient and effective use of natural resources, land and infrastructure to meet identified needs.	+	?	?	?	<p>RTS Objective 1 covers the Material Assets SEA Objective as it looks to shape strategic land use development but the wording could be strengthened to make it clear that an outcome of this would be more efficient use of land, resources and infrastructure.</p> <p>All RTS Objectives refer to regional integration and delivery (systems and joined-up approaches) which could result in improved efficiency and effective use of resources, land and infrastructure but in their current format this is not clear. With further detail and clarification of what regional integration would entail Material Assets would be well represented in the RTS Objectives.</p>
4. <b>Productivity, Competitiveness and Innovation:</b> Deliver an integrated and efficient transport system to increase economic prosperity, support the growth of key economic sectors and deliver increased and more inclusive employment.	+	+	+	+	<p>All RTS Objectives align with this SEA Objective through seeking to enhance the efficiency and performance of the transport system whilst increase accessibility enabling economic growth/prosperity.</p> <p>RTS Objectives 3 and 4 give particularly good coverage of this SEA Objective by seeking to improve accessibility and efficiency.</p>
5. <b>Air Quality and Amenity:</b> Tackle poor air quality, reduce concentrations of	+	+	+	+	RTS Objective 1 aligns with this SEA objective by seeking to reduce harmful emissions, encouraging

SEA Objectives	RTS Objectives				Commentary
	<i>Transitioning to a Sustainable, Post-Carbon Transport System</i>	<i>Facilitating Greater Physical Activity</i>	<i>Widening Public Transport Connectivity and Access Across the Region</i>	<i>Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region</i>	
harmful atmospheric pollutants and minimise exposure to noise and vibration.					<p>behaviour change to reduce the need to travel and use sustainable modes and facilitating E-mobility. All of which should result in better air quality and reduced atmospheric pollutants.</p> <p>Facilitating Greater Physical Activity, RTS Objective 2, gives good coverage to SEA Objective Air Quality and Amenity by seeking to reduce emissions through enhancing 'place' and creating an environment suitable for walking, cycling and wheeling.</p> <p>RTS Objective 3 has the potential to align with this SEA Objective however encouraging and facilitating greater public transport use will not alone result in improved air quality, reduced emissions and noise and vibrations if the public transport systems continue to rely on fossil fuels. The Objective should therefore be strengthened to make it clear that along with facilitating greater access to public transport there will be a drive to decarbonise the public transport systems. Although this is covered in RTS Objective 1 it would be beneficial to reiterate in Objective 3.</p> <p>By seeking to provide safe, sustainable and efficient movement RTS Objective 4 aligns with this SEA Objective.</p> <p>Coverage of Air Quality could however be strengthened by including options which directly seek to improve air</p>

SEA Objectives	RTS Objectives				Commentary
	<i>Transitioning to a Sustainable, Post-Carbon Transport System</i>	<i>Facilitating Greater Physical Activity</i>	<i>Widening Public Transport Connectivity and Access Across the Region</i>	<i>Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region</i>	
					quality. At present any air quality improvements are the result of options to address social and economic issues.
6. <b>Climate Change Mitigation:</b> Decarbonise the transport sector and support wider efforts to mitigate climate change.	+	+	+	+	<p>RTS Objective 1 align with this SEA Objective through reducing transport emissions by reducing avoidable car kilometres, the use of electric vehicles for unavoidable car trips, decarbonising public transport and commercial fleet and facilitating E-mobility.</p> <p>RTS Objective 2 seeks to reduce emissions and therefore aligns with the Climate Change Mitigation SEA Objective, however how it will achieve a reduction in emissions is not covered in great detail.</p> <p>RTS Objective 3, Widening Public Transport Activity and Access aligns with this SEA Objective as an increase in public transport is part of the effort to mitigate climate change however it should be emphasised that the public transport system needs decarbonised before it can fully support climate change mitigation efforts.</p> <p>Making the movement of people and freight more efficient as per RTS Objective 4 would reduce journey times and cut congestion and therefore supports efforts to mitigate climate change.</p> <p>Coverage of Climate Change Mitigation could however be strengthened by including options which directly seek to address the climate emergency. At present any efforts</p>

SEA Objectives	RTS Objectives				Commentary
	<i>Transitioning to a Sustainable, Post-Carbon Transport System</i>	<i>Facilitating Greater Physical Activity</i>	<i>Widening Public Transport Connectivity and Access Across the Region</i>	<i>Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region</i>	
					to decarbonise the transport sector are the result of options to address social and economic issues.
<b>7. Biodiversity, Geodiversity and Soil:</b> Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species, soil resources and habitats and by protecting green infrastructure.	?	?	?	?	<p>The relationship between all RTS Objectives and the Biodiversity, Geodiversity and Soil SEA Objective is uncertain. There is no evident consideration of impact on biodiversity, geodiversity and soil in the RTS Objectives and it is not clear whether or not the Objectives would have a positive or negative impact on these.</p> <p>Policies and proposals to implement these Objectives should include appropriate safeguards in respect of flood risks and the water environment.</p>
<b>8. Water, Flood Risk and Resilience:</b> Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to climate change and reducing flood risks.	+	?	?	?	<p>RTS Objective 1 is compatible with the SEA Objective as transitioning to a sustainable, post-carbon transport system transport indirectly improves water, flood and risk resilience.</p> <p>RTS Objectives 2, 3 and 4 have an uncertain relationship with this SEA Objective as potential impacts (beneficial or adverse) would depend on their implementation.</p> <p>Policies and proposals to implement these Objectives should include appropriate safeguards in respect of flood risks and the water environment.</p>



SEA Objectives	RTS Objectives				Commentary
	<i>Transitioning to a Sustainable, Post-Carbon Transport System</i>	<i>Facilitating Greater Physical Activity</i>	<i>Widening Public Transport Connectivity and Access Across the Region</i>	<i>Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region</i>	
9. <b>Cultural Heritage:</b> Conserve, protect and enhance the historic environment and cultural assets.	?	?	?	?	<p>The RTS Objectives have an uncertain relationship with this SEA Objective as potential impacts (beneficial or adverse) would depend on their implementation.</p> <p>RTS Objectives 3 and 4 have the greatest potential to align with Cultural Heritage as they could make heritage assets more accessible to residents and tourists alike. However, increased visitor numbers should be supported by any required infrastructure to cope with larger volumes of people.</p> <p>Policies and proposals to implement these Objectives should include appropriate safeguards in respect of cultural heritage to conserve, protect and enhance the historic environment and cultural assets.</p>
10. <b>Landscape:</b> Protect and enhance the landscape character, townscape character and visual amenity.	+	?	?	?	<p>RTS Objective 1 aligns with the SEA Objective indirectly as a sustainable, post-carbon transport system should result in an overall positive effect on landscape and townscape.</p> <p>RTS Objective 2, 3 and 4 have an uncertain relationship with this SEA Objective as potential impacts (beneficial or adverse) would depend on their implementation. Policies and proposals to implement these Objectives should include appropriate safeguards in respect of landscape character and visual amenity.</p>

SEA Objectives	RTS Objectives				Commentary
	<i>Transitioning to a Sustainable, Post-Carbon Transport System</i>	<i>Facilitating Greater Physical Activity</i>	<i>Widening Public Transport Connectivity and Access Across the Region</i>	<i>Supporting Safe, Sustainable and Efficient Movement of People and Freight Across the Region</i>	
KEY:	+	Compatible	-	Incompatible	
	0	Neutral	~	No Relationship	Clear
	?	Uncertain			

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- 3.3.8 The assessment provided in **Table 3.3** demonstrates that in general the proposed RTS Objectives provide an appropriate high-level platform from which to develop specific schemes, policies and proposals to address a range of key environmental (as well as socio-economic and wider) issues.
- 3.3.9 However, the analysis also indicates that as individual proposed RTS Strategic Objectives respond to specific TPOs they have differential relationships with individual SEA Objectives and the RTS Strategic Objectives are not necessarily fully integrated. Each of the RTS Strategic Objectives will underpin the development of specific lower-level RTS components including individual options, so to avoid potential tensions, gaps or 'silo working' between the implementation of individual RTS Strategic Objectives (which could undermine the overall environmental performance of the RTS) it will be important for the RTS to include a holistic and visionary strategic framework. The emerging RTS would therefore benefit from the development of an over-arching holistic Vision and clearer linkages between Strategic Objectives to bring these together and from the outset clarify what the RTS seeks to achieve. This would ensure that any lower-level options developed mainly to address one RTS Strategy Objective either contribute to or at least avoid adverse effects on the other Strategic Objectives.
- 3.3.10 Going forward the SEA process will be used to test the relationship between the proposed RTS Strategic Objectives and individual options in order to maximise likely significant beneficial effects and avoid or minimise likely significant adverse effects from the RTS when read and implemented as a whole.

### 3.4 Initial Options Generation Matrix

#### Options Development Process

- 3.4.1 At this early stage the RTS Case for Change includes an initial options generation matrix which does not identify individual 'options' (including policies, proposals, actions, schemes and other interventions) or spatially defined schemes but rather forms the starting point for the subsequent development and appraisal of various types of options to achieve the proposed RTS Strategic Objectives. All option will be developed further, sifted and appraised through Stage 2 – Preliminary Options Appraisal of the STAG process.
- 3.4.2 The initial options generation matrix identifies all potential option types to address relevant transport problems outlined in the Problems Framework and key issues identified within the RTS Case for Change. The matrix demonstrates clear linkages between identified transport problems, TPOs, RTS Strategic Objectives and high level option types, which at this early stage have not been spatially defined and do not relate to individual transport schemes. High level option types were classified into three types:
- Policy Measures: guiding legal and regulatory matters, and perhaps steering the types of capital and revenue measures which may be appropriate to specific policies.
  - Capital Measures: for the construction of new infrastructure 'on the ground', either physical or technical. Tend to be one off investments.
  - Revenue Measures: Spending to support services or initiatives e.g. bus services, promotional campaigns etc which is often ongoing on an annual basis.

#### Influence of Policy Drivers

- 3.4.3 NTS2 and the Scottish Government's NPF4 Position Statement (2020) both call for greater integration between transport and spatial planning. Options developed for potential inclusion in the emerging RTS therefore need to have regard and in some cases facilitate actions and priorities contained in regional and local spatial planning documents, including emerging Regional Spatial Strategies (RSS).

- 3.4.4 Options identified through Transport Scotland's emerging Strategic Transport Projects Review 2 (STPR2<sup>5</sup>) informed development of the initial options generation matrix. It is acknowledged that any individual options developed for the RTS need to be fully integrated with proposals being developed through other processes including STPR2 and through land use plans at local and regional levels.

### Assessment of Initial Options Generation Matrix

- 3.4.5 The Case for Change Report contains an initial list of 67 potential option types which have been generated to meet the TPOs and in response to the issues and problems, as identified through data analysis and stakeholder engagement.
- 3.4.6 Using the Problems Framework the alignment of high level option types with the identified 29 TPOs and problems is assessed in the RTS Case for Change itself. The initial options generation matrix shows how each identified option type will contribute to addressing identified TPOs and individual transport problems. It is however noted that at this stage the matrix does not demonstrate the specific alignment between high level option types and the four proposed RTS Strategic Objectives, as further technical and spatial definition of individual options would be needed in order to undertake a meaningful assessment.
- 3.4.7 A high-level assessment of the compatibility of the high level option types included in the initial options generation matrix with the SEA Objectives set out in the RTS SEA Framework (**Appendix A**) is presented in **Table 3.4** below.

Table 3.4 Compatibility of RTS Initial Options with SEA Objectives

SEA Objective	Initial Options
Climate Change: Respond to the climate emergency by decarbonising infrastructure, facilitating a low carbon economy and adapting to accommodate the effects of climate change.	There are a range of high level options which relate to this objective. These include but are not limited to, measures to reduce car use, improved public transport options, land use planning measures including 20 minute neighbourhoods and active travel schemes.
Air Quality and Amenity: Tackle poor air quality, reduce concentrations of harmful atmospheric pollutants and minimise exposure to noise and vibration.	The RTS Objective to transition to a sustainable post carbon transport system is supported by a number of high level options which relate to improving air quality and reducing harmful pollutants.
Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species, soil resources and habitats and by protecting green infrastructure.	Coverage of this SEA Objective is relatively weak. All high level options which involve delivering new infrastructure should have regard for their potential impact on biodiversity, geodiversity and soil and opportunities to enhance the physical environment should be included within option parameters and detailed design where feasible.
Water, Flood Risk and Resilience: Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to	There is relatively poor coverage of this SEA Objective within the identified high level options. The development of any new transport infrastructure should not detrimentally impact water

<sup>5</sup> STPR2 is being carried out to help deliver the vision, priorities and outcomes for transport set out in NTS2 and aligns with other national plans such as the emerging National Planning Framework (NPF4) and the Scottish Government's Climate Change Plan. STPR2 will guide the national transport investment programme for the next 20 years. It has a two phased approach, with Phase 1 identifying themes and packages which could meet short-term requirements. The Phase 1 process resulted in 20 interventions being identified to be taken forward between Transport Scotland and partner organisations. The outcomes of Phase 2 are expected to be published in Autumn 2021.

climate change and reducing flood risks.	environments or result in flood risk at the site of the new infrastructure or increase flood risk elsewhere.
Cultural Heritage: Conserve, protect and enhance all aspects of the historic environment, including archaeological sites and cultural assets.	Opportunities to conserve, protect and enhance the historic environment and cultural assets have not been specifically identified at this early stage.
Landscape: Protect and enhance the landscape character, townscape character and visual amenity.	Landscape considerations receive only limited coverage in the high level options at this early stage. Placemaking schemes to improve the quality of the built environment for walking and cycling have the potential to protect and enhance landscape and townscape character and amenity.
Accessibility: Ensure appropriate and affordable access for all to facilities, services, economic opportunities and social activities.	The initial options generation matrix includes options which would improve accessibility between communities and key services and facilities giving good coverage to the Accessibility SEA Objective. Options designed to facilitate better access to transport for all those in society and for it to be shaped to cater for the needs of all are included. Options to improve journey times, frequency and reliability of public transport are also included.
Inclusive Growth: Improve social and economic prosperity for all by enhancing productivity and competitiveness and through reducing societal inequalities.	This SEA Objective receives good coverage through Options to improve ticket costing, improving access to public transport and active travel schemes and through Options to improve freight transport.
Health: Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing.	This SEA Objective is well represented both directly and indirectly. Options to improve safety and security on routes to public transport, on public transport itself and at hubs and stations contribute to this meeting this objective. Options to enhance walkability and cycling infrastructure and make active travel and attractive choice goes towards improving mental and physical health.
Material Assets: Manage, maintain and where possible improve the efficient and effective use of natural resources, land and infrastructure to meet identified needs.	This SEA Objective receives good coverage. Multiple Options relate to enhancing existing infrastructure meeting the manage, maintain and improve criteria of this Objective. Options include new and enhanced park and rides, investment in electric bike infrastructure and rail enhancements to support freight modal shift to rail. Options to provide new infrastructure should be carefully developed to ensure efficient use of natural resources and land and the need for this should be clearly measured and established.

#### 3.4.8 A number of identified high-level options cut across multiple themes and SEA Objectives:

- Options which relate to encouraging active travel through improved routes, infrastructure, and hire schemes cover the health objective in terms of improving physical and mental wellbeing as a result of the known positive effects of exercise on both. Encouraging active travel also meets the air quality and amenity objective in that the more people there are using active travel means the less there are using vehicles which contribute to noise and levels of harmful emissions which affect air quality.
- Options to improve accessibility through integration of services, shared mobility, creation of new railway lines, stations and tram extensions and improvements to journey times give good coverage to the accessibility SEA objective.

- Some options have a clear beneficial relationship with one SEA Objective but the potential to adversely impact on others. For example, the tram extensions and new railway lines align well with the accessibility and material assets objectives in that there is potential to provide better access to public transport and make efficient use of existing infrastructure but depending on implementation factors there remains the potential for adverse physical environmental impacts.
- 3.4.9 The high-level and non-spatial nature of all options identified at this early stage means that the initial options generation matrix provides only limited direct coverage of the Biodiversity, Landscape and Cultural Heritage SEA Objectives. However, the ability of individual options to generate positive environmental outcomes requires to be considered through further development and appraisal, as many environmental impacts (beneficial or adverse) would depend upon how and where an option is implemented rather than the basic parameters of initial options themselves.
- 3.4.10 Following the Case for Change consultation, the 67 option types listed within the initial options generation matrix will be subject to further development, sifting and appraisal within Stage 2 - Preliminary Options Appraisal of the RTS development process. All option types will require further technical and spatial development to define them in more detail and provide geographic specificity (where appropriate) prior to individual options being formally assessed in accordance with the methodology outlined within the SEStran RTS SEA Scoping Report (February 2021). To avoid duplication or gaps this approach will integrate the application of relevant criteria from the STAG Technical Database with the SEStran RTS SEA Framework (**Appendix A**).

## 4 Recommendation and Next Steps

### 4.1 Introduction

- 4.1.1 Building upon the analysis in **Section 3**, this section identifies specific recommendations to be addressed in the next stages of the RTS development process to further enhance the consideration of key environmental issues. These recommendations should be considered as the emerging RTS is developed and addressed in the Draft RTS which will be prepared in due course. For the avoidance of doubt, no changes are considered necessary within the current Case for Change Report specifically to address the requirements of the 2005 Act.

### 4.2 Coverage of Key Environmental Issues

- 4.2.1 The Case for Change has good coverage of most environmental issues and no major omissions have been identified, although direct coverage of Biodiversity, Heritage and Landscape SEA Objectives is relatively light. To address the weaknesses identified in **Section 3.2** regarding the absence of explicit coverage of some environmental issues, in the next stage of RTS development consideration should be given to identifying the need to protect and enhance environmental quality as an overarching key issue.
- 4.2.2 **Section 3.4** has identified some weaknesses in the coverage of key environmental issues in the initial options generation matrix. This is expected at this early stage as the key technical, spatial and implementation parameters of individual options (including policies, proposals, actions, schemes and other interventions) still require to be developed. However, opportunities to enhance the coverage of key environmental issues should be explored as options are further developed, sifted, refined and subject to formal appraisal:
- To allow the RTS to fully address the climate emergency and thereby more closely align with the NTS2, in the next iteration of the emerging RTS a clear strategy to address the climate emergency through embedding mitigation and adaptation actions into the transport system should be developed. This should recognise the centrality of tackling the climate emergency within transport policy rather than only considering climate impacts as an outcome from addressing user-based transport problems; and,
  - Consideration should be given to the likely impact of options, both beneficial and adverse, on physical environmental topics including Biodiversity, Geodiversity and Soil, Cultural Heritage and Landscape. The need to protect, conserve and enhance environmental aspects should also be considered in all options ultimately selected for inclusion within the emerging RTS.

### 4.3 Enhancing the RTS, the Objectives & the Options

- 4.3.1 The assessment of identified TPOs, proposed RTS Strategic Objectives and initial options generation matrix provided in **Section 3** indicates that these substantive components of the emerging RTS are all compatible with the SEA Framework (**Appendix A**). However, the emerging RTS would benefit from the development of an over-arching holistic Vision to bring together the RTS Strategic Objectives and from the outset make it clear what the RTS seeks to deliver and achieve.
- 4.3.2 All option types listed within the initial options generation matrix require further definition and testing as at present they represent high level aspirations and generic option types with little detail provided. As individual options are developed they should continue to be assessed for coverage and compatibility against both the RTS Strategic Objectives and SEA Objectives. Any identified tensions or adverse impacts should be identified resolved at the earliest opportunity and opportunities to enhance the sustainability performance of all options should be explored throughout their development. To support this, relevant criteria from the RTS SEA Framework



(**Appendix A**) and STAG<sup>6</sup> criteria will be applied to undertake a detailed options appraisal prior to the preparation of the Draft RTS, with the appraisal process fully documented in formal SEA reporting to accompany the Draft RTS.

#### **4.4 Next Steps**

- 4.4.1 This SEA Environmental Report is being published for consultation alongside the Case for Change Report which has been prepared to underpin the preparation of the new RTS for the SEStran area. This forms the first part of a multi-stage process which will include a detailed options appraisal process and future consultation on a full draft RTS.
- 4.4.2 In accordance with the 2005 Act and best practice the SEA process is being carried out from the outset and in tandem with the development of the emerging RTS to allow key environmental issues to inform the content of the new RTS. All consultation feedback received in respect of the Case for Change Report and this ER will be reviewed and used to inform and refine the proposed RTS Strategic Objectives and the development of individual options derived from the initial options generation matrix. The next stage will be the development and appraisal of individual options to implement the proposed RTS Strategic Objectives (and thereby address all identified TPOs) through Stage 2 – Preliminary Options Appraisal of the STAG process and application of the SEA Framework to test all emerging options.
- 4.4.3 As detailed previously in the SEA Scoping Report, in accordance with the 2005 Act a full Environmental Report (ER) will be prepared to accompany the Draft RTS for consultation, with all relevant information requirements prescribed in Section 14 and Schedule 3 of the 2005 Act addressed in that ER. This will include the identification of all likely significant environmental effects (with appropriate mitigation measures if required) from all proposed RTS components, a detailed review of the approach adopted to identify and assess reasonable alternative options, and full details of how all comments received from the SEA Consultation Authorities at each previous stage have been taken account of in SEA and RTS development process.

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<sup>6</sup> STAG is objective-led rather than solution-led therefore using it avoids pre-conceived solutions being brought forward without considering other options which may meet the identified problems or opportunities.



## Appendix A SEStran RTS SEA Framework

SEA Objectives	Guide Questions: <i>Will the RTS (component)...</i>	Criteria to Assess Candidate Transport Options
1. Climate Change: Respond to the climate emergency by decarbonising infrastructure, facilitating a low carbon economy and adapting to accommodate the effects of climate change.	<ul style="list-style-type: none"> <li>Contribute to decarbonisation of the transport system?</li> <li>Promote modal shift towards sustainable and active travel?</li> <li>Support a sustainable pattern of development which minimises energy consumption and GHG emissions?</li> <li>Reduce reliance on car travel?</li> <li>Promote the use of clean fuels and technologies?</li> <li>Enhance the resilience of infrastructure to adverse weather and the effects of climate change?</li> </ul>	<ul style="list-style-type: none"> <li>Support a sustainable pattern of development that facilitates achieving carbon neutrality.</li> <li>Impacts on climate change mitigation: modal shifts and GHG emissions or saving (construction and operational phases)</li> <li>Resilience to adverse weather and the effects of climate change.</li> </ul>
2. Air Quality and Amenity: Tackle poor air quality, reduce concentrations of harmful atmospheric pollutants and minimise exposure to noise and vibration.	<ul style="list-style-type: none"> <li>Maintain or enhance air quality?</li> <li>Decrease noise and vibration levels at sensitive locations?</li> <li>Reduce exposure to poor air quality?</li> <li>Prevent and reduce emissions of harmful pollutants?</li> </ul>	<ul style="list-style-type: none"> <li>Proximity to and impacts on existing Air Quality Management Areas (AQMA).</li> <li>Proximity to congestion pinch points.</li> <li>Likely operational emissions.</li> </ul>
3. Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and soil resources and by protecting green infrastructure.	<ul style="list-style-type: none"> <li>Ensure appropriate safeguards for the integrity, conservation objectives and feature of sites designated at international, national or local levels for reasons of biodiversity or geodiversity value or species protection?</li> <li>Support the protection and enhancement of valued species and habitats?</li> <li>Support safeguarding against habitat loss or fragmentation?</li> <li>Support the protection and enhancement of protected trees and important woodland areas?</li> <li>Protect and enhance important soil resources?</li> </ul>	<ul style="list-style-type: none"> <li>Proximity to and impacts on sites designated at international, national and local levels for reasons of biodiversity conservation, ecological importance or geological importance (i.e. effects on integrity, objectives and features).</li> <li>Proximity to and impacts on designated woodlands, important trees or hedgerows and other valued habitats.</li> <li>Potential impacts on protected species.</li> </ul>

SEA Objectives	Guide Questions: <i>Will the RTS (component)...</i>	Criteria to Assess Candidate Transport Options
4. Water, Flood Risk and Resilience: Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to climate change and reducing flood risks.	<ul style="list-style-type: none"> <li>• Avoid deterioration and enhance the overall, ecological and chemical classification of water bodies and the water environment in accordance with the Water Framework Directive?</li> <li>• Affect the volume of surface water runoff into or abstraction from water bodies?</li> <li>• Minimise the risk of flooding to people, property, infrastructure and environmental assets?</li> <li>• Manage residual flood risks appropriately and avoid new flood risks?</li> <li>• Seek to minimise new development in areas prone to flood risk or mitigate the potential for such risk?</li> </ul>	<ul style="list-style-type: none"> <li>• Proximity to Flood Risk Zones.</li> <li>• Proximity to and impacts on the WFD status of waterbodies and aquifers.</li> <li>• Resilience to flood risk.</li> </ul>
5. Cultural Heritage: Conserve, protect and enhance all aspects of the historic environment, including archaeological sites and cultural assets.	<ul style="list-style-type: none"> <li>• Conserve, protect and enhance the integrity, character and setting of heritage assets?</li> <li>• Preserve important archaeological sites and protect potential unknown archaeological resources?</li> <li>• Protect, promote, and where appropriate, enhance the historic environment?</li> </ul>	<ul style="list-style-type: none"> <li>• Potential effects on designated or undesignated heritage assets or their settings.</li> </ul>
6. Landscape: Protect and enhance the landscape character, townscape character and visual amenity.	<ul style="list-style-type: none"> <li>• Protect and enhance landscape character?</li> <li>• Safeguard important landscape and townscape features?</li> <li>• Protect visual amenity and valued views?</li> <li>• Prevent urban sprawl?</li> <li>• Maintain and enhance the attractiveness of the public realm?</li> </ul>	<ul style="list-style-type: none"> <li>• Proximity to and impacts on designated landscapes.</li> <li>• Impacts on visual amenity and key views.</li> <li>• Impacts on settlement integration or coalescence.</li> </ul>
7. Accessibility: Ensure appropriate and affordable access for all to facilities, services, employment, economic opportunities and social activities.	<ul style="list-style-type: none"> <li>• Implement the NTS2 Sustainable Travel Hierarchy across the SEStran region?</li> </ul>	<ul style="list-style-type: none"> <li>• Directing high footfall development to highly accessible locations.</li> </ul>

SEA Objectives	Guide Questions: <i>Will the RTS (component)...</i>	Criteria to Assess Candidate Transport Options
	<ul style="list-style-type: none"> <li>• Improve physical access to employment for all?</li> <li>• Reduce the need to travel?</li> <li>• Increase the accessibility of public services, economic opportunities and markets?</li> <li>• Improve the accessibility and integration of the transport network?</li> <li>• Improve the accessibility of education infrastructure, in particular by active travel and public transport?</li> <li>• Enhance access to active travel routes?</li> <li>• Reduce congestion and allow for greater journey time reliability?</li> <li>• Help reduce severance effects of the transport network?</li> </ul>	<ul style="list-style-type: none"> <li>• Proximity to and impacts on the public transport network.</li> <li>• Proximity to the strategic road network (motorways and trunk roads).</li> <li>• Proximity to and impacts on identified congestion pinch points.</li> <li>• Proximity to and impacts on the accessibility of community facilities, public services and key amenities.</li> <li>• Proximity to and impacts on the accessibility of education infrastructure.</li> </ul>
<p>8. Inclusive Growth: Improve social and economic prosperity for all by enhancing productivity and competitiveness and through reducing societal inequalities.</p>	<ul style="list-style-type: none"> <li>• Support better integration of land-use/spatial planning, transport planning and economic development decisions?</li> <li>• Help to integrate labour and housing markets to meet identified population needs in a sustainable manner?</li> <li>• Support the delivery of existing and emerging spatial strategies at national, regional and local levels?</li> <li>• Promote the co-location of synergistic economic activities and land uses?</li> <li>• Support efficient freight movement?</li> <li>• Support increased and diversified employment opportunities?</li> <li>• Address transport needs resulting from existing and changing demographic characteristics?</li> <li>• Address transport needs resulting from existing and changing socio-economic characteristics?</li> </ul>	<ul style="list-style-type: none"> <li>• Economic development, employment benefits and social value unlocked by the intervention.</li> <li>• Ability to help reduce identified inequalities (as assessed through separate reporting).</li> <li>• Support the creation of safe and attractive public realm.</li> <li>• Contribution to area-based regeneration and socio-economic renewal.</li> <li>• Impacts on transport efficiency.</li> <li>• Impacts on freight movement.</li> <li>• Proximity to and impacts on key employment locations (existing and planned).</li> </ul>

SEA Objectives	Guide Questions: <i>Will the RTS (component)...</i>	Criteria to Assess Candidate Transport Options
	<ul style="list-style-type: none"> <li>Support the implementation of relevant equalities duties, as assessed through separate reporting?</li> </ul>	
<p>9. Health: Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing.</p>	<ul style="list-style-type: none"> <li>Facilitate and encourage use of public transport and active travel?</li> <li>Improve access to recreational opportunities and facilities?</li> <li>Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality?</li> <li>Reduce the likelihood of transport-related road accidents and casualties?</li> <li>Improve access to healthcare facilities?</li> <li>Safeguard sensitive environmental receptors to maintain and enhance human health?</li> </ul>	<ul style="list-style-type: none"> <li>Proximity to and impacts on access to healthcare facilities.</li> <li>Proximity to and impacts on active travel networks.</li> <li>Proximity to and impacts on open space provision and accessibility.</li> </ul>
<p>10. Material Assets: Manage, maintain and where possible improve the efficient and effective use of natural resources, land and infrastructure to meet identified needs.</p>	<ul style="list-style-type: none"> <li>Implement the NTS2 Sustainable Investment Hierarchy across the SEStran region?</li> <li>Unlock the delivery of housing to meet identified needs?</li> <li>Prioritise the re-development of previously developed land?</li> <li>Support the provision of adequate infrastructure, services and facilities to meet identified needs?</li> </ul>	<ul style="list-style-type: none"> <li>Alignment with or ability to support land-use/spatial planning and economic development decisions.</li> <li>Proximity to and impacts on the delivery of major development allocations and committed developments.</li> <li>Facilitate the redevelopment of previously developed land.</li> <li>Proximity to and impacts on vacant and derelict land (VDL).</li> <li>Impacts on best and more versatile agricultural land.</li> <li>Impacts on natural resources, including the extraction of mineral resources.</li> </ul>

## Appendix B SEA Scoping Consultation Responses

Table B1: Summary of SEA Scoping Consultation Responses – Issues for RTS Development

SEA Consultation Body	Comment	Response
NatureScot	Scoping Report emphasises the links to and relationship with the NTS2 (adopted February 2020) but notes that the context for the Scoping Report has changed significantly due to the ongoing impacts of the Covid-19 pandemic. NatureScot notes the enhanced importance of addressing both the climate emergency and biodiversity emergency since NTS2 was published. This should be addressed in the final RTS but also that the Scoping Report should highlight that the vision and other aspects of the RTS will be considered against the context of the pandemic. NatureScot recommends that this change in context should be clearly acknowledged in the RTS Case for Change. As part of the options appraisal and eventual interventions to be proposed, impacts of the pandemic throughout the lifetime of the emerging RTS should be considered. This context should also take account of the Strategic Transport Projects Review (STPR2) Phase 1 Report and recommendations published in February 2021.	The Initial Appraisal: Case for Change SEA Report has taken account of the impacts of the Covid-19 pandemic on regional transport issues, as will the final RTS. The impact on transport needs, operations, behaviours and related factors is clearly acknowledged. These impacts are considered alongside other factors affecting changes to transport needs and provision over the 20-year period of the RTS.
	Annex A - Section A.3.28 states reductions in journeys due to Covid-19 are temporary and expected to recover to 2019 levels. NatureScot notes that Scottish Government and others are working to ensure some of the changes are made permanent to help to contribute to a more sustainable transport system for the region.	
	Welcomes the issues scoped into the assessment and the emphasis on using the SEA process to inform the emerging RTS (section 2.4.2) and the stated use of SEA as a planmaking tool (section 4.2.3). Notes the added value that the approach brings (as is set out in the Scoping Report).  Identifies key environmental opportunities for the RTS, including: <i>“The use of nature-based solutions to challenges, especially as part of transport infrastructure projects – this could be a key principle in the new RTS. Improving opportunities for people to have access to and engage with nature through better transport provision – especially for those who don’t have access to a private car.”</i>	The Initial Appraisal: Case for Change report considers a range of key environmental opportunities, as will the emerging RTS, including those submitted by NatureScot.

SEA Consultation Body	Comment	Response
	<i>Enhancing nature as part of proposals by delivering positive effects for biodiversity (also referred to as biodiversity/environmental net-gain) at both a strategy and project level”.</i>	
	NatureScot notes the emerging RTS should recognise the value of natural infrastructure, following the key messages on the importance of natural capital as set out in the Infrastructure Investment Plan.	The emerging RTS will consider the value of natural infrastructure in the context of the RTS, particularly with regard to the networks, connections and storage relating to the enabling of transport infrastructure development, including the promotion of active travel.
	Welcomes the promotion of an integrated approach to planning for transport and other topics, noting the need to promote modes of travel which will contribute to a more sustainable transport system for Scotland.	Integrated approach to transport and land use planning to be adopted in emerging RTS.
	Following the inclusion of inclusive growth as one of the SEA Objectives, NatureScot notes potential tensions between inclusive growth and other environmental objectives. NatureScot request that it be made clear that inclusive growth will not be an overriding objective at any point of the SEA process.	The Inclusive Growth SEA Objective has been identified to provide coverage of the ‘population’ SEA topic prescribed within the 2005 Act. The objective is not solely focused on achieving economic growth but rather takes account of wider socio-economic issues relevant to the transport system. The RTS SEA Framework has been applied in a holistic manner and the Inclusive Growth SEA Objective is not be an over-riding consideration.
	Notes importance of making sure that our active travel network is designed to be resilient to climate change such as the use of trees/bushes for shade and shelter.	This suggestion is welcomed. The Initial Appraisal: Case for Change report has identified a suite of key transport problems and issues which should be addressed in the emerging RTS, including the need to design all travel modes to adapt to the changing climate.

Table B2: Summary of SEA Scoping Consultation Responses - Assessment Issues

SEA Consultation Body	Comment	Response
Historic Environment Scotland	Notes historic environment has been scoped into assessment. HES satisfied with scope and level of detail proposed for assessment subject to the other detailed response provided.	None required.
	In response to Table 4.1, recommendation that “‘heritage assets’ or ‘historic environment assets’ should encompass all aspects of the historic environment including archaeological sites, and that all archaeology should be covered by this, rather than focusing on assets considered to be important, particularly as no criteria for determining whether a site is important or not is specified”.	The Cultural Heritage SEA Objective was amended to read ‘Conserve, protect and enhance all assets of the historic environment including archaeological sites and cultural assets’.

SEA Consultation Body	Comment	Response
	<p>HES notes that proximity is to be used as an assessment criterion for the assessment of spatially specific options. HES queries the use of a quantitative distance-based methodology for the assessment of impacts on setting. HES states the importance of taking qualitative factors into account when assessing impacts on heritage assets.</p> <p>HES provides an alternative question 'will the RTS component protect, promote, and where appropriate, enhance the historic environment?' and alternative criteria for assessing candidate transport interventions and schemes could be 'will there be effects on designated or undesignated heritage assets or their settings?'.</p>	<p>The guide questions provided in the Scoping Report have been used for the qualitative assessment of any impacts on heritage assets across the region. The use of GIS to identify the number and type of heritage assets within close proximity of proposed transport interventions will also form part of the SEA of the emerging RTS. Therefore, a combined qualitative and quantitative approaches will be adopted in the assessment.</p> <p>The suggested guide question and criterion will be included within the set of guide questions provided for assessment. However, it should be noted that the consideration of detailed impacts from individual schemes will be assessed at project level through the normal planning process.</p>
	<p>Agreement with proposed 3 stage process of assessment with a representative panel of stakeholder interests convened to input during Stage 2: Preliminary Options Appraisal. HES recommends that HES is invited to participate in the Stage 2 appraisal panel to ensure early and effective consultation on the draft RTS.</p>	<p>We note and welcome the willingness of HES to participate in the Stage 2 - Preliminary Options Appraisal panel.</p>
	<p>HES recommends expansion of baseline to include the Forth Road Bridge World Heritage Site, Inventory Gardens and Designed Landscapes, Inventory Battlefields, and non-designated historic environment assets, including marine assets.</p>	<p>Provision of a full baseline and policy review is being deferred until the full ER that will accompany the Draft RTS at which time the baseline can be expanded to include HES suggestions.</p>
	<p>Remove reference to The Historic Environment Scotland Policy Statement 2016 and replace with the Historic Environment Policy for Scotland (2019) (HEPS). Also notes that the Historic Environment Circular 1 has now been superseded by the Historic Environment Scotland Circular. Under relevant regional PPS, amend to include the Forth Bridge World Heritage Site Management Plan.</p>	<p>Provision of a full baseline and policy review is being deferred until the full ER that will accompany the Draft RTS, at this stage this comment will be actioned.</p>
	<p>HES in agreement with proposed consultation periods of 6 weeks for the Initial Appraisal: Case for Change Report and its ER, and 12 weeks for the Draft RTS and its ER.</p>	<p>None required.</p>
NatureScot	<p>Notes Table 3.1 and 4.3 refers to protected sites and protected species but important to take account of biodiversity resources found throughout the country. Notes that the main access and engagement with nature will be away from protected sites.</p>	<p>Table 3.1 of the SEA Scoping Report identified the need to conserve and enhance all biodiversity interests, including sites designated for their ecological importance.</p> <p>Guide questions listed in Table 4.3 of the SEA Scoping Report are to be used in a qualitative assessment of each substantive component of the emerging RTS, and any identified reasonable alternatives, to proportionately identify their likely significant effects. SEA reporting includes consideration of biodiversity risks from implementation of the RTS, including likely impacts on designated sites and wider ecological interests.</p>

SEA Consultation Body	Comment	Response
	Notes in Table 3.1 and elsewhere in the Scoping Report the linkages made between transport and poor air quality, suggesting acknowledgement of the zoning in place to address air quality issues eg AQMA, LEZ etc and linkages to wider placemaking.	Noted.
	Section 4.5.1 (third bullet point) – Suggestion to use distance-based thresholds and connectivity to identify risks to biodiversity resources.	Both quantitative and qualitative methods will be used to assess risks to biodiversity resources throughout the region.
	Welcomes inclusion of reference to habitat loss or fragmentation in Table 4.3, noting the importance of connectivity in different habitats.	None required.
	Annex A at Table A.1 - notes St Abb's Head NNR is missing. Notes benefits of better transport infrastructure to allow more visitors to St Abbs Head.	Provision of a full baseline and policy review is being deferred until the full ER that will accompany the Draft RTS, suggested amendments to the baseline will be made at that stage.
	Annex B in Table B1 - The Scottish Biodiversity strategy Post-2020: A Statement of Intent should be listed and key messages implemented throughout the SEA process for the emerging RTS. Also in Table B1, NatureScot's Landscape Character Assessments should be listed either nationally or regionally.	Provision of a full baseline and policy review is being deferred until the full ER that will accompany the Draft RTS, suggested amendments to the baseline will be made at that stage.
	Notes the intention not to fully consult at Options Appraisal stage and notes the importance of the consideration of alternatives at this stage to show stakeholders the analysis and decision-making process to arrive at the list of preferred options.	The Initial Appraisal: Case for Change Report has resulted in the development of SMART and evidence-based Transport Planning Objectives (TPOs) which provide the robust basis for the development and assessment of candidate policies, proposals and transport interventions in the emerging RTS in addition to providing the basis for the appraisal of alternative options. At Stage 2, the Options Appraisal (STAG Appraisal) process will then use integrated SEA and STAG criteria to establish and evaluate the impacts of reasonable alternative options for potential inclusion in the emerging RTS. A representative panel of stakeholder interests will be convened to provide proportionate inputs to the appraisal of options including reasonable alternatives.
	In section 2.4.4 there is mention of use of a representative panel of stakeholder interests to provide inputs to the appraisal of options during Stage 2 – Preliminary Options Appraisal. We are happy to be involved in this panel if the opportunity arises.	The willingness of NatureScot to participate in the Stage 2 - Options Appraisal panel is noted and welcomed.
	NatureScot presume that the consultation period for the Environmental Report will be the same as for the Draft RTS – i.e. 12 weeks. States they are happy with this anticipated timescale for a consultation on the Environmental Report.	Iterative SEA Environmental Reports will be prepared to accompany each formal RTS consultation document, including the Initial Appraisal: Case for Change Report. The Environmental Report which accompanies the Draft RTS will also be consulted on for a 12 week consultation period.



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Table 9.1 Problems Framework including TPOs and Options

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
<b>ALL MODES</b>							
1	Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities	<ul style="list-style-type: none"> <li>- Land use patterns</li> <li>- Location of new developments</li> <li>- All aspects of transport supply side</li> </ul>	<ul style="list-style-type: none"> <li>- Longer trips are made</li> <li>- Mode car trips are made</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Negative health outcomes through lack of physical activity</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 47, 51, 58, 72, 78, 95</li> <li>- Edinburgh and South East Scotland City Region iRSS</li> <li>- NPF4 Housing Land Requirements</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure sustainable connectivity and travel behaviour is embedded in all new development</li> </ul>	<ul style="list-style-type: none"> <li>- Land use planning measures around new development and urban form e.g., 20-minute neighbourhoods, Transit Oriented Development, public transport services and infrastructure</li> </ul>
2	Use of the transport system brings the risk of accidents and personal injury	<ul style="list-style-type: none"> <li>- Traffic speed and driver behaviour e.g., people breaking speed limits</li> <li>- Speed limits too high</li> <li>- Weather events</li> <li>- Human error</li> <li>- Technical failure</li> </ul>	<ul style="list-style-type: none"> <li>- Reduced levels of active travel</li> <li>- Trips not made at all</li> </ul>	<ul style="list-style-type: none"> <li>- Human cost of physical injury</li> <li>- Economic cost of physical injury</li> <li>- Negative health outcomes through lack of physical activity</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 23, 68, 72, 79, 80, 81, 82, 85</li> <li>- Road Accident data</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce injuries and fatalities for all users of the transport networks</li> </ul>	<ul style="list-style-type: none"> <li>- Road safety schemes</li> <li>- Reduced speed limits</li> <li>- Traffic engineering-based speed limiting solutions</li> <li>- Active travel schemes</li> <li>- Technical measures in relation to rail and air safety</li> </ul>

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
<b>ACTIVE TRAVEL</b>							
3	Many do not find cycling a realistic option	<ul style="list-style-type: none"> <li>- Lack of appropriate facilities mean that many do not feel safe cycling (safety and personal security)</li> <li>- Lack of secure parking options</li> <li>- Gaps in cycling provision</li> <li>- Bicycle ownership is not practical for some</li> <li>- High vehicle speeds and intimidation</li> <li>- Freight deliveries</li> </ul>	<ul style="list-style-type: none"> <li>- People do not cycle</li> <li>- People drive instead</li> <li>- People use public transport instead</li> </ul>	<ul style="list-style-type: none"> <li>- Negative health outcomes through lack of physical activity</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 67, 68, 69, 70, 72, 78</li> <li>- Main Mode of Travel data</li> <li>- Access to Bicycle data</li> <li>- Sustrans Hands Up Survey</li> </ul>	<ul style="list-style-type: none"> <li>- Create an environment which allows more people to cycle</li> </ul>	<ul style="list-style-type: none"> <li>- Cycling route / infrastructure improvements</li> <li>- Bike hire and access schemes</li> <li>- Reduced speed limits</li> <li>- Promotional campaigns</li> <li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li> </ul>
4	Walking or wheeling is not an attractive option for some short journeys	<ul style="list-style-type: none"> <li>- Lack of appropriate facilities mean that many do not feel safe walking or wheeling (safety and personal security)</li> <li>- Traffic intimidation</li> <li>- Physical barriers particularly for those with disabilities and mobility impairments</li> </ul>	<ul style="list-style-type: none"> <li>- People do not walk or wheel</li> <li>- People drive instead</li> <li>- People use public transport instead</li> </ul>	<ul style="list-style-type: none"> <li>- Negative health outcomes through lack of physical activity</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 67, 68, 69, 70, 72, 78</li> <li>- Main Mode of Travel data</li> <li>- Sustrans Hands Up Survey</li> <li>- Walking as a Means of Transport data</li> </ul>	<ul style="list-style-type: none"> <li>- Create an environment which allows more people to walk or wheel</li> </ul>	<ul style="list-style-type: none"> <li>- Walking route / infrastructure improvements</li> <li>- Traffic calming / pedestrianisation / walk to school initiatives</li> <li>- 20 mph zones</li> <li>- Promotional campaigns</li> <li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li> </ul>
<b>PUBLIC TRANSPORT</b>							
5	Peak period bus-based journey times can be much longer than off-peak	<ul style="list-style-type: none"> <li>- Buses are slowed down by routine congestion caused by general road traffic (including other buses)</li> </ul>	<ul style="list-style-type: none"> <li>- Discourages bus use</li> <li>- Longer peak hour journeys</li> <li>- People travel by car instead</li> <li>- Peak spreading - earlier and later journeys are made</li> <li>- People do not make the journey</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time (commuting and leisure)</li> <li>- Constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 19, 20, 21, 22, 47, 51, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce peak-period delays for bus-based travel</li> </ul>	<ul style="list-style-type: none"> <li>- Bus priority measures</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> <li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
6 Peak period bus-based <b>journey times</b> can be much more variable than off-peak	<ul style="list-style-type: none"> <li>- Buses are slowed down by congestion caused by variable congestion and congestion caused by incidents</li> <li>- Mis-use of bus lanes</li> </ul>	<ul style="list-style-type: none"> <li>- Discourages bus use</li> <li>- To be sure of making a given appointment, people have to catch an earlier bus, wasting more time</li> <li>- Peak spreading - earlier and later journeys are made</li> <li>- People do not make the journey</li> <li>- People travel by car instead – greater journey flexibility</li> </ul>	<ul style="list-style-type: none"> <li>- As above, plus:</li> <li>- People are late for appointments</li> <li>- Cost of missed appointments – e.g., work and health</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 19, 20, 21, 22, 47, 51, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Improve the punctuality of peak-period bus-based travel</li> </ul>	<ul style="list-style-type: none"> <li>- Bus priority measures</li> <li>- Enforcement of bus lane use</li> <li>- Enforcement of parking regulations</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> <li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li> </ul>
7 Some direct public transport <b>journey speeds</b> are slow so journey times are long and not competitive with car	<ul style="list-style-type: none"> <li>- Indirect service routing</li> <li>- In-vehicle speeds (including bus versus rail)</li> <li>- Frequency of stops increases journey times</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time (commuting and leisure)</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 10, 12, 13, 19, 20, 21, 22, 41, 47, 51, 62, 78</li> <li>- INRIX Road Journey Time data</li> <li>- TRACC Public Transport Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Improve the competitiveness of public transport with car journey times</li> </ul>	<ul style="list-style-type: none"> <li>- Provide more direct bus routes, at least part-day</li> <li>- Reduce number of bus stops</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> <li>- High Speed Rail</li> <li>- Shared mobility – including to tackle forced car ownership</li> <li>- Electrification of rail lines can help increase rail journey speeds.</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
8 Some travel by public transport requires <b>interchange(s)</b> – adding to journey times, access issues, inconvenience, and cost	<ul style="list-style-type: none"> <li>- Most 'regional' public transport is focused on Edinburgh city centre and the relevant access corridor, including services which call at P&amp;R sites</li> <li>- Integration between modes is inconvenient</li> <li>- Integrated ticketing options are limited meaning individual fares often have to be paid</li> <li>- Suburban and out of town employment / leisure / retail locations more difficult to competitively serve by public transport</li> <li>- Other regional travel generators such as Edinburgh Airport require interchange for many</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Employment and other opportunities not taken up</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 5, 8, 9, 12, 16, 28, 30, 40, 41, 44, 47, 51, 55, 62, 69, 78, 95</li> <li>- TRACC Interchange Analysis</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce the time and inconvenience of having to interchange</li> </ul>	<ul style="list-style-type: none"> <li>- Eliminate the need for interchange by providing more direct service to key regional travel generators</li> <li>- Reduce the impact of interchange <ul style="list-style-type: none"> <li>- cost: integrated ticketing to avoid double fare</li> <li>- time: integrated timetabling to reduce wait times including intermodal</li> <li>- comfort / access / hassle: improving shelter / facilities at key interchange points and integrated ticketing</li> </ul> </li> <li>- MaaS</li> <li>- Shared mobility – including to tackle forced car ownership</li> <li>- New public transport modes, including new railway lines, stations and tram extensions</li> <li>- New or improved intermodal facilities e.g., Mobility hubs</li> </ul>
9 People can't <b>get a seat</b> on some public transport services	<ul style="list-style-type: none"> <li>- Mismatch of supply and demand, generally peak hour and more of a factor in rail</li> <li>- Situation exacerbated in summer due to tourists (mainly Edinburgh)</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- Journey is uncomfortable for some and not possible for others</li> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People do not make the trips</li> <li>- People travel by bus instead</li> <li>- Peak spreading - earlier and later journeys</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 5, 6, 14, 16, 47, 51, 78, 95</li> <li>- Transport Focus Passenger Satisfaction Surveys</li> </ul>	<ul style="list-style-type: none"> <li>- Provide appropriate seated capacity on public transport services</li> </ul>	<ul style="list-style-type: none"> <li>- Bigger buses / trains</li> <li>- Higher frequency services</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> </ul>

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
10	Travel by bus or rail is <b>unaffordable</b> for some particularly the unemployed or those on low incomes	<ul style="list-style-type: none"> <li>- Fares levels do not reflect ability to pay</li> <li>- Lack of integrated fares and daily capping across operators</li> <li>- DRT acceptance of concessionary fares</li> </ul>	<ul style="list-style-type: none"> <li>- People have to rely on others' good will for lifts</li> <li>- People do not travel</li> <li>- People do travel but at disproportionate cost to them / their household</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Contributes to poverty</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 41, 44, 45, 47, 51, 62, 78</li> <li>- Transport Focus Passenger Satisfaction Surveys</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce the cost of travel by public transport</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Uniform low / fares</li> <li>- Discounted / free fares targeted at specific groups in need</li> <li>- Daily fare capping across operators</li> <li>- Integrated ticketing to reduce 2-fares trips</li> <li>- Taxicard for discounted taxi fares</li> </ul>
11	Some journeys <b>cannot be made</b> by public transport	<ul style="list-style-type: none"> <li>- There is no public transport service which allows the journey to be made at the time required</li> <li>- There is no public transport service at all</li> <li>- DRT provision is patchy and inconsistent</li> <li>- DRT services not available to all</li> <li>- Land use development patterns</li> </ul>	<ul style="list-style-type: none"> <li>- People drive instead</li> <li>- People car-share / lift-share</li> <li>- People use taxi</li> <li>- People do not make the trips</li> <li>- People drive / get a lift to a location where the journey can be made using public transport</li> <li>- People who would prefer to use public transport cannot do so</li> <li>- People have to rely on good will / lifts</li> </ul>	<ul style="list-style-type: none"> <li>- 'Forced' car ownership impacting disproportionately on some household budgets</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc.)</li> <li>- Social isolation</li> <li>- People do not take up opportunities with social and economic consequences</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 7, 8, 12, 13, 39, 40, 41, 47, 51, 62, 78, 95</li> <li>- TRACC Interchange Analysis</li> <li>- Connectivity to Education, Healthcare and Employment Analysis</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to public transport by geography and time of day</li> </ul>	<ul style="list-style-type: none"> <li>- Earlier and later services</li> <li>- Higher frequency services</li> <li>- Shared mobility – including to tackle forced car ownership</li> <li>- DRT / Community Transport</li> <li>- Semi-scheduled bus services</li> <li>- Taxicard for discounted taxi fares</li> <li>- New public transport modes, including new railway lines, stations, and tram extensions</li> </ul>
12	<b>Physical access</b> to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired	<ul style="list-style-type: none"> <li>- Vehicles</li> <li>- Stops / stations</li> <li>- Access to stops / stations</li> </ul>	<ul style="list-style-type: none"> <li>- People have to use cars instead, either their own or relying on lifts</li> <li>- People do not travel</li> <li>- People do use public transport but at significant inconvenience to them</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Groups in society suffer significant inequality</li> <li>- Social isolation</li> <li>- 'Forced' car ownership</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 11, 17, 47, 51, 59, 60, 61, 62, 63, 64, 65, 78, 83</li> <li>- Demographic data</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to public transport by user group</li> </ul>	<ul style="list-style-type: none"> <li>- Step free access to vehicles</li> <li>- Getting to / from bus / train / tram e.g., step free access at stations, stops, etc.</li> <li>- Journey planning e.g., Traveline, etc</li> <li>- Escorting / chaperoning for vulnerable users</li> <li>- Shared mobility – including to tackle forced car ownership</li> <li>- New public transport modes, including new railway lines, stations and tram extensions</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
13 Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling <b>safe</b> on public transport	<ul style="list-style-type: none"> <li>- Environment feels unsafe</li> <li>- Lack of security (human, technological)</li> <li>- Intimidation by other passengers</li> </ul>	<ul style="list-style-type: none"> <li>- Taxi use</li> <li>- Car use</li> <li>- Lift / share</li> <li>- People do not travel</li> <li>- People who would prefer to use public transport cannot do so</li> </ul>	<ul style="list-style-type: none"> <li>- Groups in society suffer significant inequality</li> <li>- Social isolation</li> <li>- 'Forced' car ownership</li> <li>- Limits employment / training and other opportunities and constrains labour markets</li> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 23, 47, 51, 59, 60, 61, 62, 63, 64, 65, 78, 83</li> <li>- Scottish Household Survey Views of Safety on Public Transport data</li> <li>- Equalities Impact Assessment Scoping evidence base</li> </ul>	<ul style="list-style-type: none"> <li>- Improve actual and perceived personal security on the public transport networks</li> </ul>	<ul style="list-style-type: none"> <li>- Improved security / lighting etc.</li> <li>- In vehicle</li> <li>- at stop / station / interchange</li> <li>- Shared mobility – including to tackle forced car ownership</li> </ul>
14 People do not have <b>full awareness</b> of their public transport options	<ul style="list-style-type: none"> <li>- Information is not provided in a way which all can access</li> <li>- Public transport travel options are not publicised in a way which reaches key groups</li> </ul>	<ul style="list-style-type: none"> <li>- People do not use public transport</li> <li>- People use car instead</li> <li>- People do not make trips</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- People do not take up opportunities with social and economic consequences</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 46, 47, 51, 59, 60, 61, 62, 63, 64, 65, 66, 78</li> <li>- Scottish Household Survey Views on Public Transport Information</li> </ul>	<ul style="list-style-type: none"> <li>- Provide effective information about public transport services for all</li> </ul>	<ul style="list-style-type: none"> <li>- Improved information provision targeted at specific groups</li> <li>- Journey planning e.g., Traveline, etc</li> <li>- Promotion of information sources</li> <li>- MaaS</li> </ul>
<b>MIXED MODE</b>						
15 Combining <b>cycling and public transport</b> use is not possible	<ul style="list-style-type: none"> <li>- Few buses and trains have facilities to carry bikes – those that do have low capacity which creates a degree of uncertainty for users</li> </ul>	<ul style="list-style-type: none"> <li>- Low levels of this form of mixed mode travel</li> <li>- Likely to lead to higher car use</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 1, 2, 4, 18, 69, 78</li> <li>- Stakeholder Feedback</li> </ul>	<ul style="list-style-type: none"> <li>- Improve bike / public transport mixed mode travel options</li> </ul>	<ul style="list-style-type: none"> <li>- Provision of bike-buses</li> </ul>
16 Preferred <b>P&amp;R</b> station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak	<ul style="list-style-type: none"> <li>- Mismatch of supply and demand at station car parks</li> <li>- Differential train frequencies</li> <li>- Fare boundary effects</li> <li>- Spaces used by those who could use active travel instead</li> <li>- Car park is filled with all-day commuters</li> </ul>	<ul style="list-style-type: none"> <li>- People drive for their whole journey</li> <li>- People drive to an alternative station (could be closer or further)</li> <li>- People get a lift to the station (double journey)</li> <li>- People walk / cycle to the station instead</li> <li>- People change their destination – e.g., not going shopping in city centre</li> </ul>	<ul style="list-style-type: none"> <li>- Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Could have a distributional impact if people e.g., drive to out/edge of town retail rather than take a train to the city centre</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 26, 27, 29, 78</li> <li>- ORR Station Usage data</li> <li>- Stakeholder Feedback</li> </ul>	<ul style="list-style-type: none"> <li>- Maximise the reduction in car-km travelled associated with car / rail travel</li> </ul>	<ul style="list-style-type: none"> <li>- Parking charges to discourage short car trips</li> <li>- Improved active travel links to discourage short car trips</li> <li>- Fares and frequency changes to balance demand</li> <li>- Provision of additional parking capacity on site or at new location</li> </ul>

Transport Problem (from a User's Perspective)	Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options	
FREIGHT							
17	In places, peak period <b>commercial vehicle-based journey times</b> can routinely be much longer than off-peak	<ul style="list-style-type: none"><li>- Mismatch of supply and demand, particularly at key regional bottlenecks including City Bypass, Newbridge, Forth Crossings</li><li>- Increased LGV traffic</li><li>- Land use development patterns</li></ul>	<ul style="list-style-type: none"><li>- Longer peak hour journeys</li><li>- Peak spreading - earlier and later journeys are made</li><li>- People do not make the journey</li></ul>	<ul style="list-style-type: none"><li>- Loss of productive time (business)</li><li>- Increased energy usage</li><li>- Increased emissions and pollution</li><li>- Adds to the cost of distributing goods</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 2, 4, 73, 75, 76, 78, 95</li><li>- INRIX Road Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Reduce peak period delays for freight vehicles</li></ul>	<ul style="list-style-type: none"><li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li><li>- Measures to encourage mode shift from road to rail freight</li><li>- Combined bus / commercial vehicle lanes</li><li>- Provide additional road capacity</li><li>- Freight consolidation centres</li></ul>
18	Peak period <b>commercial vehicle-based journey times</b> can be much more variable than off-peak	<ul style="list-style-type: none"><li>- Small variations in traffic volumes create volatile journey times when the network is operating near capacity</li><li>- This is exacerbated by incidents – lack of alternative routes in places – these are thought to be increasing in frequency in part due to increased severe weather events</li><li>- Increased LGV traffic</li></ul>	<ul style="list-style-type: none"><li>- Peak spreading - earlier and later journeys are made</li><li>- Late arrival of goods</li><li>- People re-route onto less appropriate routes</li></ul>	<ul style="list-style-type: none"><li>- As above, plus:</li><li>- Supply chain scheduling and cost impacts of unscheduled delays</li><li>- Noise / emissions / safety etc impacts of traffic re-routing</li></ul>	<ul style="list-style-type: none"><li>- Literature review problems 1, 2, 4, 73, 75, 76, 78, 79</li><li>- INRIX Road Journey Time data</li><li>-</li></ul>	<ul style="list-style-type: none"><li>- Improve peak period journey time reliability for freight vehicles</li></ul>	<ul style="list-style-type: none"><li>- Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures</li><li>- Measures to encourage mode shift from road to rail freight</li><li>- Combined bus / commercial vehicle lanes</li><li>- Provide additional road capacity</li><li>- Freight consolidation centres</li></ul>
19	Cost and practicality of <b>rail freight</b> prevents widespread use	<ul style="list-style-type: none"><li>- Market forces</li><li>- Rail freight intermodal facilities and connections to key nodes</li><li>- Lack of capacity (paths) on the rail network for a significant increase in freight services</li><li>- Pricing and regulatory regimes</li></ul>	<ul style="list-style-type: none"><li>- Virtually all freight is moved by road</li></ul>	<ul style="list-style-type: none"><li>- Negative impacts of CV traffic</li></ul>	<ul style="list-style-type: none"><li>- Literature review problem 1, 2, 4, 77</li><li>- Stakeholder Feedback</li><li>- Rail Network Gauge Clearance</li></ul>	<ul style="list-style-type: none"><li>- Improve the competitiveness of the rail-freight 'offer'</li></ul>	<ul style="list-style-type: none"><li>- Public subsidy for rail freight</li><li>- Innovative approaches to rail train forming</li><li>- New or improved intermodal facilities</li><li>- Additional freight paths on the network</li><li>- Enabling infrastructure works e.g., gauge</li><li>- Additional freight services to serve new origin-destination pairs</li></ul>



Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
20	Commercial vehicle drivers have limited options for <b>secure parking</b> and rest	- There are few bespoke facilities in the region for drivers requiring to rest and overnight	- CVs park in less appropriate locations	- Thefts from vehicles add to costs - Nuisance parking leads to conflict	- Literature review problem 87 - Number of Lorry Rest Stops	- Improve security and safety for drivers of freight vehicles	- Provide new secure freight rest facilities at key locations on the network
21	Commercial vehicles are currently reliant on <b>fossil fuels</b> in the absence of viable / cost effective alternatives	- Alternative fuel solutions not suitably developed for widespread use	- ICE powered vehicles continue to be used	- Ongoing carbon emissions and impact on local air quality and associated health impacts	- Literature review problems 2, 4, 90, 91 - Fleet Composition data	- Decarbonise the freight sector	- Public investment or partnership in e.g., synthetic fuels and hydrogen - Working with the tech sector to fund pilots, etc.
22	Direct <b>sea-based international connectivity</b> is poor	- No ferry service to the EU	- CVs travel south to Channel and other ports - Freight travels by air rather than sea	- Emissions related to use of road and air freight	- Literature review problems 2, 77 - Sea Freight data	- Improve 'external' freight links	- Public subsidy for new ferry services e.g., from Rosyth
<b>CAR</b>							
23	In places, peak <b>period car-based journey times</b> can routinely be much longer than off-peak	- Mismatch of supply and demand, particularly at key regional bottlenecks including City Bypass, Newbridge, Forth Crossings - Increased LGV traffic - Land use development patterns	- Longer peak hour journeys - Peak spreading - earlier and later journeys are made - People do not make the journey	- Wasted time (commuting and leisure) - Loss of productive time (business) - Increased energy usage - Increased emissions and pollution - Constrains labour market efficiency	- Literature review problems 2, 4, 47, 51, 76, 78, 95 - INRIX Road Journey Time data	- Reduce peak period delays for car-based travel	- Additional road capacity at congestion hotspots - Traffic management measures to improve network efficiency - Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures - Rationalise bus services in key corridors
24	Peak period <b>car-based journey times</b> can be much more variable than off-peak	- Small variations in traffic volumes create volatile journey times when the network is operating near capacity - This is exacerbated by incidents – lack of alternative routes in places – these are thought to be increasing in frequency in part due to increased severe weather events - Increased LGV traffic	- To be sure of making a given appointment, people have to allow more time, wasting more time - Peak spreading - earlier and later journeys are made - People do not make the journey - People re-route onto less appropriate routes	- As above, plus: - People are late for appointments - Cost of missed appointments – e.g., work and health - Noise / emissions / safety etc impacts of traffic re-routing	- Literature review problems 1, 2, 4, 47, 51, 76, 78, 79 - INRIX Road Journey Time data	- Improve peak period journey time reliability for car-based travel	- Additional road capacity at congestion hotspots - Traffic management measures to improve network efficiency and planning for resilience (alternative routes) - Measures to reduce car use – Congestion Charging, Road User Charging / parking policies (inc charging by energy / emissions) / WPL / LEZ, digital connectivity measures, land use planning measures - Rationalise bus services in key corridors

Transport Problem (from a User's Perspective)		Supply Side Cause of Transport Problem	Travel Consequence	Societal Consequence	Evidence for This	Transport Planning Objective	Options
25	High cost of town / city centre <b>parking</b>	<ul style="list-style-type: none"> <li>- Scale of parking charges and enforcement regime</li> </ul>	<ul style="list-style-type: none"> <li>- People use public transport or active travel instead</li> <li>- People's destination choice is affected favouring locations with plentiful free parking</li> </ul>	<ul style="list-style-type: none"> <li>- Positive impacts through lower car km</li> <li>- Price mechanisms disproportionately affect those who can least afford to pay</li> <li>- May impact on town / city centre vitality and recovery from Covid19</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 62, 66, 94</li> <li>- Public Survey responses</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure the level and scope of parking charges reflect the strategy objectives</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce parking charges</li> <li>- Provide better alternatives to car-based access</li> </ul>
26	Lack of availability of <b>parking</b> is inconvenient	<ul style="list-style-type: none"> <li>- Mismatch of supply of and demand for parking</li> <li>- Insufficient provision for those most in need, blue badge etc.</li> </ul>	<ul style="list-style-type: none"> <li>- Vehicles spend excessive time circulating looking for parking spaces</li> <li>- People use public transport or active travel instead</li> <li>- People's destination choice is affected favouring locations with plentiful free parking</li> </ul>	<ul style="list-style-type: none"> <li>- Some avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)</li> <li>- Positive impacts of reduced car trips to these areas</li> <li>- Distributional impact on economic activity in urban areas</li> <li>- May impact on town / city centre vitality and recovery from Covid19</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 1, 2, 4, 47, 66, 78, 84, 85, 94</li> <li>- Stakeholder Feedback</li> <li>- Public Survey responses</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure the availability of parking reflects the strategy objectives</li> </ul>	<ul style="list-style-type: none"> <li>- Increase parking capacity</li> <li>- Reduce parking regulation</li> <li>- Increase parking charges to price away some users</li> <li>- Provide better alternatives to car-based access</li> </ul>
27	<b>Road-based travel</b> on the regional road network, including some external links (including ports and airports) can be <b>slow</b> even when traffic volumes are relatively low	<ul style="list-style-type: none"> <li>- Road standard</li> <li>- Horizontal and vertical alignment</li> <li>- Lack of overtaking opportunities</li> </ul>	<ul style="list-style-type: none"> <li>- Journeys take longer</li> <li>- Can lead to accidents</li> </ul>	<ul style="list-style-type: none"> <li>- Wasted time</li> <li>- Loss of productive in-work time</li> <li>- Casualties</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 78</li> <li>- INRIX Road Journey Time data</li> </ul>	<ul style="list-style-type: none"> <li>- Improve journey times on regional / external road network</li> </ul>	<ul style="list-style-type: none"> <li>- Route action plans targeting safety concerns and areas where the lack of overtaking opportunities is a problem</li> <li>- Upgrading the standard of strategic internal and external road links</li> <li>- Provide better alternatives to car-based access – rail / high speed rail</li> </ul>
28	<b>Electric car</b> operation and ownership <b>not practical</b> for all	<ul style="list-style-type: none"> <li>- Facilities for EV charging are patchy</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing use of ICE powered cars</li> <li>- Some may ultimately be precluded from owning a vehicle</li> </ul>	<ul style="list-style-type: none"> <li>- Higher carbon emissions</li> <li>- Some groups may be disproportionately affected by regulatory change around ICE cars (e.g., those who live in flats)</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problem 2, 4, 90, 91</li> <li>- Fleet Composition data</li> <li>- EV Charging Point data</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to electric vehicle ownership / use</li> </ul>	<ul style="list-style-type: none"> <li>- Provision of charging infrastructure (many options) - market led or public responsibility</li> <li>- Electrical grid capacity measures</li> </ul>
29	<b>Cost of electric cars</b> is higher than equivalent ICE cars and too expensive for many at present	<ul style="list-style-type: none"> <li>- Market forces – supply and demand</li> <li>- Government regulation and incentives</li> </ul>	<ul style="list-style-type: none"> <li>- Continuing use of ICE powered cars</li> </ul>	<ul style="list-style-type: none"> <li>- Higher carbon emissions</li> <li>- Lower income groups may be disproportionately affected by regulatory change around ICE cars</li> <li>- Impact should reduce over time as prices equalise</li> </ul>	<ul style="list-style-type: none"> <li>- Literature review problems 2, 4, 62, 90, 91</li> <li>- Fleet Composition data</li> <li>- Lifetime Cost of Electric v Petrol Vehicles data</li> </ul>	<ul style="list-style-type: none"> <li>- Widen access to electric vehicle ownership / use</li> </ul>	<ul style="list-style-type: none"> <li>- Local grants and incentives – winding down from central government</li> <li>- Do nothing and wait for market to respond</li> <li>- Shared mobility access to EVs through car clubs</li> </ul>

## STRATEGY OBJECTIVES SUMMARY

The proposed strategy objectives are outlined below along with why each is relevant, how it could be achieved and the metrics that could be used for monitoring and evaluation. The latter would enable the objectives to eventually be made SMART (Specific, Measurable, Attainable, Relevant, Timed) in line with the requirements of STAG.

### Strategy Objective 1: Transitioning to a sustainable, post-carbon transport system

#### Problems Addressed

- Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities
- Commercial vehicles are currently reliant on fossil fuels in the absence of viable / cost effective alternatives
- High cost of town / city centre parking
- Lack of availability of parking is inconvenient
- Electric car operation and ownership not practical for all
- Cost of electric cars is higher than equivalent ICE cars and too expensive for many at present

#### Why is this Objective Relevant?

- Respond to the Climate Emergency
- Reduce emissions and energy use
- Improve air quality
- Enhance environmental quality

#### How Could it be Achieved?

- Reduce (avoidable) car km in line with the Scottish Government target to reduce car km by 20%
- Shape strategic land-use development
- Facilitate the use of electric vehicles for unavoidable car trips

- Encourage behaviour change in travel habits to reduce the need to travel and the use of sustainable modes
- Decarbonisation of public transport and commercial vehicle fleet
- Facilitating E-mobility (e.g. scooters and bikes)
- Regional integration and delivery (systems and joined-up projects)
- Embracing opportunities provided by technological advancement and societal change

#### Metrics for Monitoring and Evaluation

- Emissions levels, air quality monitoring (car km)

### **Strategy Objective 2: Facilitating greater physical activity**

#### Problems Addressed

- Those living in new developments or travelling to new developments can have long journeys and / or implied car use to undertake day to day activities
- Many do not find cycling a realistic option
- Walking or wheeling is not an attractive option for some short journeys
- Physical access to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired
- Combining cycling and public transport use is not possible

#### Why is this Objective Relevant?

- To improve health and wellbeing
- To reduce emissions

#### How Could it be Achieved?

- By enhancing 'place' and creating an environment suitable for walking, cycling and wheeling
- Regional integration and delivery (systems and joined-up projects)
- Embracing opportunities provided by technological advancement and societal change

#### Metrics for Monitoring and Evaluation

- Scottish Household Survey Travel Diary measures of walking and cycling

**Strategy Objective 3:** Widening public transport connectivity and access across the regionProblems Addressed

- Some travel by public transport requires interchange(s) – adding to journey times, access issues, inconvenience, and cost
- People can't get a seat on some public transport services
- Travel by bus or rail is unaffordable for some particularly the unemployed or those on low incomes
- Some journeys cannot be made by public transport
- Physical access to, and use of the public transport network is a problem or not possible for some users like the elderly, those with disabilities, parents with pushchairs and mobility impaired
- Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling safe on public transport
- People do not have full awareness of their public transport options
- Combining cycling and public transport use is not possible
- Preferred P&R station cannot be used due to lack of parking during commuter (i) peak and (ii) inter peak

Why is this Objective Relevant?

- To reduce inequality of opportunity and encourage more inclusive growth
- To reduce car dependency and forced car ownership and encourage modal shift

How Could it be Achieved?

- By increasing public transport network coverage and removing barriers to access
- By identifying and addressing geographical / time of day / user groups / cost / personal security issues with public transport
- By addressing inequalities in access to healthcare, employment, training and educational opportunities, etc. (drawing on the findings of connectivity and deprivation analysis)
- Regional integration and delivery (systems and joined-up projects)
- Embracing opportunities provided by technological advancement and societal change

Metrics for Monitoring and Evaluation

- Public transport usage from Scottish Household Survey Travel Diary
- CDAT connectivity and deprivation analysis
- EqIA measures

**Strategy Objective 4:** Supporting safe, sustainable and efficient movement of people and freight across the regionProblems Addressed

- Use of the transport system brings the risk of accidents and personal injury
- Peak period bus-based journey times can be much longer than off-peak
- Peak period bus-based journey times can be much more variable than off-peak
- Some direct public transport journey speeds are slow so journey times are long and not competitive with car
- Some travel by public transport requires interchange(s) – adding to journey times, access issues, inconvenience, and cost
- Vulnerable groups (e.g. young, elderly, disabled, women, ethnic minorities, etc.) not feeling safe on public transport
- In places, peak period commercial vehicle-based journey times can routinely be much longer than off-peak
- Peak period commercial vehicle-based journey times can be much more variable than off-peak
- Cost and practicality of rail freight prevents widespread use
- Commercial vehicle drivers have limited options for secure parking and rest
- Commercial vehicles are currently reliant on fossil fuels in the absence of viable / cost effective alternatives
- Direct sea-based international connectivity is poor
- In places, peak period car-based journey times can routinely be much longer than off-peak
- Peak period car-based journey times can be much more variable than off-peak
- Road-based travel on the regional road network, including some external links (including ports and airports) can be slow even when traffic volumes are relatively low

Why is this Objective Relevant?

- Deliver economic growth and increased productivity through the efficient movement of people and goods
- Reduce personal injuries

How Could it be Achieved?

- Reducing / maintaining travel times
- Improving travel time reliability (i.e. minimise congestion and delays they cause)
- Expanding labour markets – connecting the right people to the right jobs
- Improving external connections
- Supporting sustainable logistics
- This objective would support some 'essential' road schemes requiring policy around when a road scheme may be appropriate
- Regional integration and delivery (systems and joined-up projects)
- Embracing opportunities provided by technological advancement and societal change

Metrics for Monitoring and Evaluation

- INRIX journey time and congestion data
- Scottish Household Survey Travel Diary measure of people encountering delays
- Labour market catchment analysis
- Commercial vehicle kms
- Rail-freight tonnes lifted

## **Risk Management**

### **1. INTRODUCTION**

- 1.1 The purpose of this report is to provide the Partnership with its six-monthly update on the risk register and to advise of the proposed development of a risk framework policy, as recommended by Internal Audit as part of its recent audit of resilience arrangements within SEStran.

### **2. MAIN REPORT**

- 2.1 SEStran has been using a Risk Register to record, report and evaluate risks within the organisation since May 2008. All risks are reviewed regularly by the relevant staff and Appendix 1 to this report is the latest version SEStran Risk Register, highlighting the key risks.
- 2.2 The Board should note the key changes made to the register since the last update are as follows:
- **R006 (6.7) Finance**  
This risk has been closed following the adoption of the EU Withdrawal Agreement.
  - **R012 (12.1) Pandemic/Epidemic**  
This is a new risk to deal with issues that could arise from inadequate measures to facilitate staff health, safety and well-being working in the office environment.
  - **R012 (12.2) Pandemic/Epidemic**  
This is a new risk to deal with issues that could arise from inadequate measures to facilitate staff health, safety and well-being in home working arrangements.

### **3. RISK FRAMEWORK POLICY**

- 3.1 The Internal Audit report for 2019/20 has recommended that the organisation should develop a risk management framework to support the risk register. The framework should detail how risks will identified; recorded; assessed and managed. In addition, it should include a risk appetite statement that defines the amount of each type of risk that SEStran is prepared to accept.
- 3.2 Management have agreed to develop this framework over the next 6 months and will present a draft policy and risk template to the Performance and Audit Committee at its meeting in November for approval and implementation.
- 3.3 The Risk Register was presented to Performance and Audit Committee at its meeting on 4<sup>th</sup> June for comment and these are reflected in the final Risk Register.



#### **4. RECOMMENDATIONS**

3.1 The Board are asked to note the contents of the report.

Angela Chambers  
**Business Manager**  
June 2021

#### **Appendix 1: SEStran Risk Register**

Policy Implications	None
Financial Implications	As highlighted in the register.
Equalities Implications	None
Climate Change Implications	None

Risk Number	Risk Detail	Risk Category	Gross Risk Assessment						Planned Response/Mitigation	Net Risk Assessment						Risk After Mitigation	Date and Owner
			Probability		Impact		Risk Score			Probability		Impact		Risk Score			
R001	Policy Appraisal: Poor Quality Lack of consultation	Strategic	1	Remote	3	Moderate	3	Low	Advised by Government of relevant policy changes and Partnership Director and Officers regularly looking out for further policies and responding accordingly. Consultative forums also enable greater visibility and integration of local policies into regional strategy. Make full use of online consultancy options.	1	Remote	2	Minor	2	Low	Low. Partnership staff also continue to monitor their networks for relevant policy discussions. RTS re-write process underway. Tolerate	Ongoing Partnership Director
R002	Project Appraisal and Delivery: Incomplete or of poor quality Late Delivery	Reputational	2	Unlikely	4	Major	8	Medium	Monthly monitoring and management intervention by the project officer and oversight by the Programmes Manager. Regular monitoring and management/project team meetings provides all across the organisation with a clear view of progress and expenditure against budget.	2	Unlikely	3	Moderate	6	Low	Low. Regular reports presented to P&A Committee and Partnership Board, which have been revised to provide focused monitoring template. Tolerate	Ongoing Programmes Manager
R003	Digital/IT: Server failure Comms failure: phones Website	System and Technology	3	Possible	4	Major	12	Medium	SEStran will review the Management Plan for Business Continuity. IT/Wesbite maintained under contract. Both proactively managed by third parties.	3	Possible	2	Minor	6	Low	Low. Contracted IT consultants deliver IT services. Website contract includes security updates. Robust Information Security Policy in place with regular monitoring reports. GDPR compliant and Cyber Essentials Plus Accreditation maintained. Tolerate	Ongoing Business Manager

<b>R004</b>	<b>Reputation:</b> Regard by the public and stakeholders. Negative or inaccurate media coverage leading to misrepresentation of SEStran position	<b>Reputational</b>	<b>3</b>	<b>Possible</b>	<b>3</b>	<b>Moderate</b>	<b>9</b>	<b>Medium</b>	Good relationships with media. Quick response to negative or inaccurate coverage. Board members regularly updated on SEStran work successes and issues. Proactive placement of copy. Agreed broad media positions. Availability of Spokesperson - Senior staff only. No unauthorised media statements.	<b>3</b>	<b>Possible</b>	<b>2</b>	<b>Minor</b>	<b>6</b>	<b>Low</b>	Low. Partnership staff and Board Members continue to promote and advocate activities via speaking, writing or wider networking. Continue to work closely with regional partners. Tolerate	Ongoing Partnership Director
<b>R005</b>	<b>Statutory Duties:</b> Failure to adhere to duties described in legislation and related documentation	<b>Legal and Regulatory</b>	<b>1</b>	<b>Remote</b>	<b>4</b>	<b>Major</b>	<b>4</b>	<b>Low</b>	Board members regularly updated on SEStran work successes and issues. Ongoing monthly liaison with Transport Scotland. Regular liaison with Auditors.	<b>1</b>	<b>Remote</b>	<b>2</b>	<b>Minor</b>	<b>2</b>	<b>Low</b>	<b>Low.</b> Regular monitoring and programming of statutory duties is undertaken by the Partnership Director, Senior Partnership Manager and Business Manager. Audited by third parties. <b>Tolerate</b>	Ongoing Partnership Director
<b>R006</b> 6.0	<b>Financial:</b> Significant deviation from budgeted spend	<b>Financial</b>	<b>2</b>	<b>Unlikely</b>	<b>3</b>	<b>Moderate</b>	<b>6</b>	<b>Low</b>	The Partnership's Financial Rules do not permit the Partnership's spending (whether revenue or capital) to exceed its available budget. Budget and spend is monitored on a monthly basis by SEStran officers, using financial information provided by City of Edinburgh Council (CEC) through the Partnership's Financial Services Service Level Agreement with CEC and supported by qualified accounting staff of CEC. Action is taken by Partnership officers to develop alternative savings measures, including options for development of contingency arrangements, if required and subject to approval by the Partnership. The Partnership's Financial Rules require reporting of financial performances to the Partnership Board on a quarterly basis.	<b>1</b>	<b>Remote</b>	<b>2</b>	<b>Minor</b>	<b>2</b>	<b>Low</b>	<b>Low.</b> Transport (Scotland) Act 2019 includes section on RTPs carrying reserves. <b>Tolerate</b>	November 2021 Partnership Director

6.1	The approved budget for 2021/22 assumes provision for a pay award of 2%, based on alignment with the Scottish Government's public sector pay offer. A 1% increase in pay award uplift equates to an increase in cost of approximately £5,681.	Financial	4	Probable	1	Insignificant	4	Low	Alignment with Scottish Local Government pay policy	4	Probable	1	Insignificant	4	Low	Low Tolerate	November 2021 Partnership Director
6.2	Staff recharges - externally funded projects: The approved budget assumes that £119,000 of staff time can be recharged to externally-funded projects. There is a risk this may not be achievable	Financial	5	Highly Probable	3	Moderate	15	High	Any shortfall in employee recharges will be managed through corresponding reductions in Projects Budget expenditure. In 2021/22, externally-funded projects represent 33% of the approved budget.	4	Probable	2	Minor	8	Medium	Medium: Other funding sources will continue to be pursued. Tolerate	November 2021 Partnership Director
6.3	Inflation: There is a risk that the approved budget does not adequately cover price inflation and increasing demand for services.	Financial	3	Possible	4	Major	12	Medium	When setting the revenue budget, allowance made for specific price inflation and budgets adjusted in line with current cost forecasts.	3	Possible	4	Major	12	Medium	Medium Tolerate	November 2021 Partnership Director
6.4	Delays in payment of external grants results in additional short-term borrowing costs.	Financial	3	Possible	2	Minor	6	Low	SEStran grant claims for projects are submitted in compliance with grant funding requirements to ensure minimal delay in payment. Ongoing monitoring of cash flow is undertaken to manage exposure to additional short-term borrowing costs.	3	Possible	1	Insignificant	3	Low	Low: Grant submission procedures in place, along with financial planning. Tolerate	November 2021 Partnership Director
6.5	Sources of additional income to the Partnership may become constrained in the current economic climate and/or due to changes in operating arrangements.	Financial	4	Probable	3	Moderate	12	Medium	Active Travel funding a high priority for Government with funds consistently available to bid for. Revenue budget for 2021/22 developed to take account of most likely level of external income in 2021/22.	4	Probable	3	Moderate	12	Medium	Medium Tolerate: Adapt expenditure accordingly	November 2021 Partnership Director

6.6	Funding reductions: Future reductions in core funding from Scottish Government and/or council requisitions. This could result in difficulty in delivering statutory obligations/duties.	Financial	3	Possible	4	Major	12	Medium	The Partnership will continue to source and develop external funding. Working with the Scottish Government on a regional response to the pandemic should increase likelihood of funding remaining constant if not increasing.	3	Possible	4	Major	12	Medium	<b>Medium</b> <b>Tolerate:</b> Manage organisation in accordance with available funding but ability of organisation to deliver RTS objectives will inevitably be dictated by available funding. Scottish Government now promoting 3 year budget process, providing more certainty for future planning.	November 2021 Partnership Director
6.7	The deficit on the staff pension fund could lead to increases in the employers pension contribution	Financial	4	Probable	3	Moderate	12	Medium	Following the Lothian Pension Fund Triennial Actuarial Review of 2020, Partnership contribution rates have been advised until 2023/24. Planning assumptions have been updated and included in the indicative revenue budget 2022/23 to 2023/24 reported to the Partnership Board on 19th March 2021.	4	Probable	3	Moderate	12	Medium	<b>Medium</b> <b>Tolerate</b>	November 2021 Partnership Director
6.8	Current staffing levels cannot be maintained due to funding constraints and the Partnership incurs staff release costs	Financial	3	Possible	4	Major	12	Medium	The Partnership continues to seek additional sources of funding for activities aligned to the Partnership's objectives to supplement resources Recruitment control measures in place. Additional resources can be managed through consultancy as required.	3	Possible	4	Major	12	Medium	<b>Medium:</b> Other funding sources will continue to be pursued. <b>Tolerate</b>	Ongoing Partnership Director
R007	<b>HR:</b> Pension Liabilities Redundancy Contingency Inappropriate Behaviour Staffing/Incapacity	People	3	Possible	3	Moderate	9	Medium	SLA in place until May 2022 with Falkirk Council to provide specialist HR advice as required and is under regular review. Legal advice is provided, when required, through a framework contract, which is in place until August 2023	1	Remote	2	Minor	2	Low	<b>Low</b> <b>Tolerate</b>	May 2022 Partnership Director

R008	<b>Corporate:</b> Regional Governance Review.	Strategic	4	Probable	4	Major	16	High	NTS2 Roles and Responsibilities Working Group have made recommendations which are currently being considered by Transport Scotland. Discussions ongoing with Transport Scotland who have indicated they are receptive to enhanced role for RTPs during current phase of lockdown release. NTS2 Roles and Responsibilities WG resumed meetings in September 2020 to consider regional governance arrangements. Monthly meetings between TS and RTPs established May 2020	4	Probable	4	Major	16	High	<b>High:</b> <b>Seek to resolve</b>	Ongoing Partnership Director
R009	<b>Other Funding Sources:</b> Impact on learning and funding	Financial	5	Highly Probable	3	Moderate	15	High	The Partnership has sought to engage in as many relevant EU projects and funds as it can whilst UK authorities are allowed to access these funds. This should mitigate the short-term impact of any EU Exit negotiated and implemented. The Partnership has a proven track record in securing funding for relevant projects from the UK and other partners. It is anticipated that this will continue.	5	Highly Probable	2	Minor	10	Medium	<b>Medium:</b> The risk remains as there is significant uncertainty around the medium (3-5year) horizon for access to funds. Opportunity for renewed collaborative working with EU following Brexit to be explored. SEStran continuing to be accepted as partners in EU funded projects. EU projects secured for further 3 years, with possible extension to two projects. Other funding applications will be made when available. <b>Tolerate</b>	Ongoing Partnership Director
R010 10.1	<b>Governance:</b> Succession Planning Business Continuity	People	3	Possible	3	Moderate	9	Medium	Governance Scheme contains adequate provision to deal with senior officer absence. Staff structure and Business Continuity Plan in place. Senior Partnership Manager appointed.	2	Unlikely	2	Minor	4	Low	<b>Low</b> <b>Tolerate</b>	November 2021 Partnership Director
10.2	Local Government Elections in May 2022 coincides with end of term of NCM's Risk of lack of continuity and loss of expertise.	People	3	Possible	3	Moderate	9	Medium	Early arrangements for reappointment/recruitment of NCMs	2	Unlikely	2	Minor	4	Low	<b>Low</b> <b>Tolerate</b>	November 2021 Partnership Director

R011	<b>Third party Service Level Agreements:</b> Failure or inadequacy of service	People	2	Unlikely	2	Minor	4	Low	Service Level Agreements in place for Financial Services, HR, Legal and Insurance services. Reviewed annually by senior officers. Subject to independent audit scrutiny.	2	Unlikely	2	Minor	4	Low	<b>Low Tolerate</b>	November 2021 Partnership Director
R012 12.0	<b>Pandemic / Epidemic:</b> Interruption of normal service/inability to deliver functions. Financial impact of crisis on sources of funding.	Strategic	3	Possible	4	Major	12	Medium	Adhere to Government restrictions, rules or guidance. Regular communication with Transport Scotland and constituent councils officials to guide any operational changes. Business Continuity Plan. Maintain current functions that can be delivered within working guidance.	3	Possible	3	Moderate	9	Medium	<b>Medium:</b> An ongoing risk remains for future spikes of Covid-19 or other kinds of disease outbreaks <b>Tolerate</b>	Ongoing Partnership Director
12.1	Inadequate measures in place to facilitate staff health, safety and well-being during contingency arrangements or future office arrangements.	People	3	Possible	4	Major	12	Medium	Review and update appropriate policies . Carry out appropriate assessments of office equipment and working arrangements. Follow mitigating actions identified in the COVID Return to Office Working protocol to protect staff. Further develop Risk Management Framework with P&A Committee. Refresh Business Continuity Plan. Liaise with HR Adviser, SG facilities team. Review transition arrangements to normal working arrangements	3	Possible	3	Moderate	9	Medium	<b>Medium</b> An ongoing risk remains for future pandemics and future widespread disease or other outbreaks. Measures will be adjusted in accordance with government advice. <b>Tolerate</b>	September 21 Partnership Director (Subject to SG advice)
12.2	Inadequate measures in place to facilitate staff health, safety and well-being during working from home arrangements.	People	3	Possible	4	Major	12	Medium	Review and update appropriate policies . Carry out appropriate risk assessments of staff personal home working arrangements. Follow mitigating actions identified in the assessment to protect staff. Further develop Risk Management Framework with P&A Committee. Refresh Business Continuity Plan. Liaise with HR Adviser. Review transition arrangements to normal working arrangements	3	Possible	3	Moderate	9	Medium	<b>Medium</b> An ongoing risk remains for future pandemics and future widespread disease or other outbreaks. Measures will be adjusted in accordance with government advice and legislation. <b>Tolerate</b>	September 21 Partnership Director (Subject to SG advice)

Risk Number	Risk Detail	Risk Category	Gross Risk Assessment						Planned Response/Mitigation	Net Risk Assessment						Risk After Mitigation/Appetite for Risk	Date and Owner
			Probability		Impact		Risk Score			Probability		Impact		Risk Score			
R005 5.1	Restricted ability to undertake RTS re-write: Inadequate senior staff resourcing available due to continued absence of Partnership Director	Strategic	4	Probable	3	Moderate	12	Medium	Resolve absence as soon as possible and appoint external resources as required.	2	Unlikely	2	Minor	4	Low	Partnership Director appointed May 2019. Funds identified for RTS re-write	June 2019 CLOSED
6.9	Accommodation: Occupancy Agreement with SG due for renewal February 2019. SG may not renew and alternative premises required at market rates.	Financial	3	Possible	3	Moderate	9	Medium	A notice period of 12 months must be served by each party under the current occupancy agreement. Occupancy Agreement renewed until February 2022.	3	Possible	3	Moderate	9	Medium		June 2019 CLOSED
6.10	ECOMM: Agreement to commit to ECOMM on the basis of being cost neutral. Income depends on number of delegates attending conference.	Financial	3	Possible	3	Moderate	9	Medium	SEStran withdrew offer to host ECOMM due to uncertainty over Brexit and subsequent impact on attendance at the conference.	3	Possible	2	Minor	6	Low		June 2019 CLOSED
6.9	Following the outcome of the EU Referendum, the Partnership is unable to access EU funding.	Financial	5	Highly Probable	3	Moderate	15	High	The Partnership continues to seek alternative funding sources to progress knowledge exchange/transfer.	4	Probable	3	Moderate	12	Medium	Medium Tolerate: Adapt expenditure accordingly Currently involved in 5 EU projects, the completion of which are underwritten by the UK Treasury.	June 2021 CLOSED



Likelihood		Severity		Risk Score		At Risk
1	Remote	1	Insignificant	1	Low Risk	System and Technology
2	Unlikely	2	Minor	2		Reputational
3	Possible	3	Moderate	3		Strategic
4	Probable	4	Major	4		Financial
5	Highly Probable	5	Catastrophic	5		Governance
				6	Medium Risk	Specific Operational
				8		External
				9		Legal and Regulatory
				10		People
				12	High Risk	Physical
				15		
				16		
				20		
				25		

Impact				
Descriptor	Score	Health and Safety Impact	Impact on Service and Reputation	Financial Impact
Insignificant	1	No injury or no apparent injury.	No impact on service or reputation. Complaint unlikely, litigation risk remote.	Loss/costs up to £5000.
Minor	2	Minor injury (First Aid on Site)	Slight impact on service and/or reputation. Complaint possible. Litigation possible.	Loss/costs between £5000 and £50,000.
Moderate	3	Reportable injury	Some service disruption. Potential for adverse publicity, avoidable with careful handling. Complaint expected. Litigation probable.	Loss/costs between £50,000 and £500,000
Major	4	Major injury (reportable) or permanent incapacity	Service disrupted. Adverse publicity not avoidable (local media). Complaint expected. Litigation expected.	Loss/costs between £500,000 and £5,000,000.
Catastrophic	5	Death	Service interrupted for significant time. Adverse publicity not avoidable (national media interest.) Major litigation expected. Resignation of senior management/directors.	Theft/loss over £5,000,000

Likelihood		
Descriptor	Score	Example
Remote	1	May only occur in exeptional circumstances.
Unlikely	2	Expected to occur in a few circumstances.
Possible	3	Expected to occur in some circumstances.
Probable	4	Expected to occur in many circumstances.
Highly Probable	5	Expected to occur frequently and in most circumstances.

Impact					
Catastrophic	5	10	15	20	25
Major	4	8	12	16	20
Moderate	3	6	9	12	15
Minor	2	4	6	8	10
Insignificant	1	2	3	4	5
Likelihood	Remote	Unlikely	Possible	Probable	Highly Probable

Maintain existing measures in place.
Review control measures. Even if the risk is low, there may be things that can be done to bring the risk rating down to minimal.
Improve control measures. If the Rating Action Band is greater than 3 or 4 then a review of the exisiting safety/control measures needs to be done, where additional
Improve control measures immediately and consider stopping work activity until risk is reduced.

## **New Cycling Framework for Scotland**

### **1. INTRODUCTION**

- 1.1 Transport Scotland has commissioned the development of a new strategic Cycling Framework for Active Travel in Scotland (working title), building on the progress through three iterations of the Cycling Action Plan for Scotland (CAPS) between 2010 and 2020 and implementing the recommendations of the 2020 Independent Review of CAPS.

### **2. BACKGROUND**

- 2.1 The primary purpose of the new Framework will be to achieve modal shift for everyday journeys, getting more people to cycle more often, as part of increasing Active Travel in Scotland and delivering the Fairer Scotland Duty.
- 2.2 The Framework will align with NTS2, the Walking Strategy, Accessible Travel Framework, Climate Change Plan and other relevant policy documents and approaches such as 20-minute neighbourhoods. The Framework will include a delivery plan setting out priority annual actions, and actions to 2025 and to 2030.
- 2.3 It will also provide a shift in approach, taking into consideration leading cycling strategies from around the globe, have equality at its core and will demonstrate leadership in bold initiatives and support for cycling. It will bring together the various policy and delivery interests which cycling contributes to, especially in climate change and health, recognising in turn the contribution these and other areas can make in supporting everyday cycling.

### **3. SESTRAN RESPONSE**

- 3.1 SEStran, alongside members of SCOTS has been asked to respond to a questionnaire to inform insights and the formation of the new framework.
- 3.2 The response is appended to this report.

### **3. RECOMMENDATIONS**

- 3.1 The Board are invited to note the content of the report.

Peter Jackson  
**Active Travel Officer**  
June 2021

Policy Implications	Transport Scotland will continue work on the Framework through consultants Arcadis with more stakeholder engagement anticipated later in the year.
Financial Implications	None
Equalities Implications	None
Climate Change Implications	None.

## SEStran Response

### 1. Your name, organisation, position and contact details

*Peter Jackson*

*South East of Scotland Transport Partnership (SEStran)*

*Active Travel Officer*

*[peter.jackson@sestran.gov.uk](mailto:peter.jackson@sestran.gov.uk) 078890 010 287*

### 2. Do you have a cycling, walking or Active Travel Strategy? If yes, please provide details.

*SEStran has a duty to create the Regional Transport Strategy (RTS) for the South East of Scotland. In doing so walking and cycling form part of the key priorities for transport provision in the region. The RTS has clear objectives to support economic growth, increase accessibility, protect the environment, and improve health and safety. Walking and cycling form important roles within each of these objectives with a priority action to promote more cross boundary cycle routes and promote design guidance for inclusion within strategic and local development plans.*

### 3. If you do not have an Active Travel Strategy, what is guiding your investment in active travel infrastructure and in walking and wheeling infrastructure?

*Since 2009 a number of strategy documents have been formed with the most recent in 2020. The SEStran Strategic Network identifies key strategic active travel routes that are separated from motor vehicle traffic across the region with a strategic plan for implementation. This document has been produced in collaboration with local authority partners and other development stakeholders across the region.*

### 4. What does your organisation plan to deliver over the next 5 years for cycling, please include estimated timescales and budgets where available.

*The SEStran Strategic Network publication will inform the projects that will be delivered dependant on the support of continued funding from Transport Scotland and Sustrans Scotland. Since 2014 SEStran has delivered projects totalling £1.4 Million in infrastructure design, £0.75 Million in support of community hubs for the promotion of e-bikes and e-cargo bikes.*

### 5. What are the key issues or barriers that your organisation faces in delivering your Active Travel Strategy or your investment in active travel?

*SEStran have worked with strategic plans to deliver projects as described, however a lack of multi-year funding makes it difficult to deliver whole life-cycle project. Annual resource is required to secure funding and manage projects.*

### 6. How has the COVID-19 pandemic changed your plans/priorities for cycling in the short (1-2 years), medium (3-5 years) and long term (5 years plus)?

*COVID-19 has sharpened the focus in the sector for the need for people orientated towns and cities. This supports the aims of the Strategic Network and other community projects that SEStran work with and as such has not changed the priorities for the future other than to see more work delivered in the short to medium term.*

7. Do you know of any important or successful active travel, placemaking or other strategies relevant to increasing cycling from other councils, regions or around the world? (please be specific)

*Copenhagen Strategic Route development providing fast direct routes into the city from longer distances.*

*French/Belgian authorities pay commuters to cycle over car use.*

*Dutch 'fast' routes – design implications to provide for e-bikes and faster pedelec bikes capable of 45kph.*

8. What strategic actions do you think should be included in the delivery plan of the new Cycling Framework? (please be as specific as possible)

*Multiyear funding*

9. What should the new Cycling Framework and Delivery Plan include to ensure that they are inclusive, and inequalities are addressed? e.g. increase investment in infrastructure that connects more deprived neighbourhoods and meets the needs of the people who live there

*All infrastructure should consider the needs of users of adaptive bicycles and scooter, with designs that support their needs and provide adequate access at any point.*

10. What are the other key Government strategies and National Performance Framework outcomes that can contribute to increased uptake in cycling for everyday journeys (such as planning, placemaking, housing, sport (including 2023 World Championships), health and education?

11. How should the new Cycling Framework be monitored and reviewed, including the wider benefits e.g. in health?

12. Do you have any other comments?

*Vision Zero 2020 and the Cycling Action Plan 2020 did not meet their targets with the biggest reason for choosing not to cycle being safety and a focus on people places, this would be an appropriate time to consider the discussion for presumed liability and support the sustainable travel hierarchy with a legal framework.*



EQUALITIES AND ACCESS TO HEALTHCARE FORUM  
10:00am Wed 31<sup>st</sup> March 2021

**Present:**

**Jim Grieve (Chair)**

Anna Herriman  
Hannah Markley (Minute taker)  
Julie Vinders  
Angela Chambers  
Keith Fisker  
Andrew Ferguson  
John Ballantine  
Andrew McLellan  
Diana Budziosz  
Iain Aikman  
Councillor Gordon Edgar  
Alex Bray  
Ashleigh de Verteuil  
Councillor Chris Horne  
Councillor Colin Davidson  
Councillor Donald Balsillie  
Councillor Peter Smaill  
Councillor Laura Murtagh  
Doreen Steele  
Emma Scott  
Gail Johnson  
Kaylee Brownlee  
Phillip Lunts  
Laura Jones  
Liz Rowlett  
Mike Harrison  
Ken Reid  
Jenny Ritchie  
Duncan Smart  
Thurston Hodge

**SEStran**

SEStran  
SEStran  
SEStran  
SEStran  
SEStran  
SEStran  
Edinburgh Access Panel  
East Lothian Council  
East Lothian Council  
Scottish Borders Council  
Scottish Borders Council  
Cross Country Trains  
Age Scotland  
West Lothian Council  
Fife Council  
Clackmannanshire Council  
Midlothian Council  
Falkirk Council  
Non Councillor Member  
Disability Equality Scotland  
NHS Borders  
NHS Borders  
NHS Borders  
RNIB  
CTSI  
Midlothian Disability Access Panel  
East Lothian Access Panel  
STANTEC  
STANTEC  
BAVS

## Apologies:

Nigel Serafini  
Catriona Burness  
Councillor Lesley Macinnes  
Councillor Claire Miller  
Councillor Cameron Rose  
Councillor Karen Doran

Lothian Buses  
RNIB  
City of Edinburgh Council  
City of Edinburgh Council  
City of Edinburgh Council  
City of Edinburgh Council

Ref.		Actions
1.	<b>WELCOME AND APOLOGIES FOR ABSENCE</b>	
	JG welcomed everyone to the meeting and apologies were noted as above.	
2.	<b>MINUTES FROM 2<sup>nd</sup> OCTOBER AND ACTIONS ARISING</b>	
	The minutes of the last meeting were approved.	
3.	<b>REGIONAL TRANSPORT STRATEGY, EQUALITIES IMPACT ASSESSMENT</b>	
	<p>Duncan Smart and Jenny Ritchie from STANTEC gave a brief overview of the new SEStran RTS development and gave an outline approach to the equalities impact assessment for the new RTS.</p> <p>As part of their equalities engagement STANTEC proposed to give a presentation on what they are doing and the RTS Equalities Duties Assessment Framing Note.</p> <p>The Draft RTS will be produced over the next 6 months and the final RTS will be prepared and published in early 2022.</p> <p>The Equalities duties include Public Sector Equality Duty – 9 protected characteristics, fairer Scotland duty and child rights and wellbeing duties.</p> <p>The Equaities Duties Assessment Framing will identify direct / indirect equalities impacts and wider relations. Qualitative based assessments using objective criteria and guide questions to probe, refine and report likely impacts against each equalities duty.</p> <p>The 3 main key equalities issues have been indenitified through assessments;</p> <ul style="list-style-type: none"><li>• Travel behaviour and differential requirements</li><li>• Income and wealth and affordability</li><li>• Transport barriers (physical accessibility, transport poverty and community safety).</li></ul>	

	<p>The next steps include;</p> <ul style="list-style-type: none"> <li>• Objective setting</li> <li>• Long list options generation</li> <li>• RTS case for change reporting</li> <li>• Options appraisal and strategy developing</li> <li>• SEA and equalities duties applied throughout.</li> </ul> <p>Ken Reid asked STANTEC if stakeholder engagement will include service users and users who have protected characteristics. Jenny Ritchie noted the groups that represent equality characteristics have been approached and a public survey has also been circulated.</p> <p>Doreen Steele questioned if STANTEC plan to engage with Public Health Scotland. Jenny Ritchie mentioned they have reached out to each NHS region.</p> <p>Thurston Hodge asked if STANTEC have consulted with TSI (third sector interphase) community groups. Jenny Ritchie noted they have not contacted these groups yet but will feedback to their team.</p> <p>Jim Stewart will take the action to liaise with STANTEC to reach out to additional organisations.</p>	Jim Stewart
<b>4.</b>	<b>DEMAND RESPONSIVE TRANSPORT (DRT) STRATEGIC STUDY</b>	
	<p>Julie Vinders mentioned SEStran have been working on a project proposal to develop a SEStran MaaS platform using digital technology. SEStran have proposed to trial a DRT element as part of the project.</p> <p>A MaaS platform vision has been developed to tackle transport poverty especially in rural areas. A journey hub is being developed in Musselburgh and the first demonstrator project will be linked to this hub. The project also proposes to include a DRT trial with a transport operator in East Lothian, to trial DRT technology and flexible services in addition to existing fixed line bus services.</p> <p>A second demonstrator project has also been identified to trial DRT in North East Fife and the Scottish Borders.</p> <p>Julie Vinders highlighted, depending on what award SEStran receive from Transport Scotland, a number of demonstrator projects will be taken forward. The awards are likely to be made by the end of April.</p> <p>Cllr Horne noted there could be an economic opportunity benefit by linking DRT to tourism. Julie Vinders mentioned there has been more focus on college students and locals rather than tourists.</p>	
<b>5.</b>	<b>THISTLE ASSISTANCE PROGRAMME</b>	
	<p>Keith Fisker gave a brief update on the Thistle Assistance Journey planning concept. The phase 1 work has been complete and the</p>	



	<p>programme was looking for funding to take phase 2 forward. The Thistle Assistance Programme has been successful and received £150 000 from Scottish Enterprise to complete the phase 2 work over 12 months.</p> <p>The aim is to develop a platform to integrate existing navigation services by developing the mobile and website base application. Keith Fiskien noted specific disabilities will be targeted to fully develop the proto type before launch.</p> <p>Ken Reid asked if there will be a facility to integrate journey assistance into other third party providers. Keith Fiskien mentioned this will be part of the overall ambition.</p> <p>Cllr Balsillie asked how the awareness of the Thistle Card Programme is being raised. Keith Fiskien mentioned the programme has been moved to a new platform and time and money has been spent to develop the new identity. All RTPs are supporting the Thistle Card every year and SEStran have been working with the national entitlement card organisation, Disability Equality Scotland and other various organisations to promote the Thistle Card.</p>	
<b>6.</b>	<b>HATE CRIME CHARTER</b>	
	<p>Julie Vinders highlighted the Hate Crime Charter was launched on Thursday 25<sup>th</sup> March and is now rolled out via social media networks of transport providers and partners. The campaign is intended to reach all transport providers in Scotland and their passengers, communicating the importance of recognising incidents of hate crime and reporting these, which can be done anonymously.</p> <p>Through partnership working, the Working Group has created a Hate Crime Charter to encourage transport providers, members of the public and other services to support its zero-tolerance approach to all forms of hate crime on public transport.</p> <p>The Charter has been published on SEStran's website: <a href="https://sestran.gov.uk/news/hate-crime-charter-launch/">https://sestran.gov.uk/news/hate-crime-charter-launch/</a> and Transport Scotland's website: <a href="https://www.transport.gov.scot/news/tackling-hate-crime-on-public-transport/">https://www.transport.gov.scot/news/tackling-hate-crime-on-public-transport/</a></p> <p>More information on the hate crime campaign, and ways to report hate crime can be found on: <a href="http://accessibletravel.scot/hate-crime/">http://accessibletravel.scot/hate-crime/</a></p> <p>Emma Scott from Disability Scotland noted the Charter has reached over 300,000 people on social media. This was the combined efforts of all the partners. SEStran aim to encourage transport providers to the Accessible Travel Hub to sign up for information on the Charter.</p>	

<b>7.</b>	<b>EQUALITIES OUTCOMES 2021 – 2025 AND MAINSTREAMING REPORT</b>	
	<p>Angela Chambers noted the report was approved by the Partnership Board on the 19<sup>th</sup> March 2021. The board agreed that the Equalities forum should give the report a final review before it is published on the 30<sup>th</sup> April. Jim Grieve asked members to forward any comments to Angela Chambers. The deadline for comments will be prior to the publication date.</p> <p>Ken Reid noted the last paragraph states that it will be SEStrans policy to provide all documents in an accessible format and all documents will be able to be downloaded by pdf and rtf, however this report failed to do so. Angela Chambers apologised for the error the final report will be amended.</p>	<b>Angela Chambers</b>
<b>8.</b>	<b>GENERAL DISCUSSION</b>	
	Jim Grieve asked members to email Hannah Markley with any future topic ideas for the next meeting.	<b>Hannah Markley</b>
<b>9.</b>	<b>AOCB</b>	
	Ken Reid raised the issue of changing NHS estate and the implications of moving key departments to ST Johns (Eye Pavilion) instead of the Bioquarter for public Transport issues both for staff and patients. Andrew McLellan also raised the same issue.	<b>Jim Grieve</b>
<b>10.</b>	<b>DATE OF NEXT MEETING</b>	
	30 <sup>TH</sup> September 2021/details tbc	



INTEGRATED MOBILITY FORUM  
10:00AM TUESDAY 27<sup>TH</sup> APRIL 2021

**Present:**

**Councillor Lesley Macinnes (Chair)**

Minze Walvius  
Lesley Deans  
John Higham  
Paul White  
Kirsty Dunsmore  
Iain Reid  
Katherine Soane  
Greg McDougall  
Katrina Scott  
Emma Crowther  
Kevin Collins  
Councillor Laura Murtagh  
John Scott  
Pauline Donaldson  
Siobhan Eke  
Sara Boyd  
Karl Vanter  
Audrey Laidlaw  
Barry Turner  
Doreen Steele  
Allan Rennie  
Ross Prentice  
Peter Jackson  
Jim Stewart  
Hannah Markley  
Andrew Ferguson  
Julie Vinders  
Anna Herriman  
Beth-Harley Jepson  
Andrew Ferguson  
Andrew Marshall-Roberts  
Councillor Gordon Edgar  
Robina Barton  
Sarah Elliot  
Chris Paterson

**Edinburgh Council**

Advier  
Clackmannanshire Council  
Cycling Scotland  
CPT Scotland  
Dumfries and Galloway Council  
East Lothian Council  
Edinburgh Council  
Edinburgh Council  
Edinburgh Coach Lines  
Edinburgh University  
Falkirk Council  
Falkirk  
First Bus  
Forth Valley College  
Liftshare  
Lothian Buses  
Midlothian Council  
Network Rail  
Non Councillor Member  
Non Councillor Member  
Parliament  
Prentice Coaches  
SEStran  
SEStran  
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SEStran  
SEStran  
SEStran  
ScotRail  
Scottish Borders Council  
Shetland Islands Council  
Stagecoach Bus  
Stantec

**Apologies:**

Councillor Mike Watson  
Susan Keenlyside  
Jim Grieve

Clackmannanshire Council  
Fife Council  
SEStran

Ref.		Actions
<b>1.</b>	<b>Welcome and Introductions</b>	
	Councillor Macinnes welcomed everyone to the meeting and apologies were noted as above.	
<b>2.</b>	<b>Minutes of IMF 10 October 2020</b>	
	The minutes of the last meeting were approved.	
<b>3.</b>	<b>'Share-North Mobility Hubs' Presentation &amp; Discussion</b>	
	<p>Minze Walvius from Advier (Dutch consultancy) gave a presentation on Mobility Hubs in new housing developments with a main focus on the Netherlands.</p> <p>People who are using shared cars almost tripled during Covid and became members of car clubs. A hub is the starting point or transfer point where mobility services, people logistics and business smart are combined. A hub is a (social) connector/integrator.</p> <p>In response to a question regarding Electric Bike Highways and how these work,. Minze noted the Netherlands have developed new infrastructure or have combined existing bike infrastructure.</p> <p>In response to a question on number and spread how many mobility hubs and how far apart do you think is optimal for a city. Minze confirmed the Netherlands advise 300m from the home.</p> <p>It was agreed that the slides should be circulated following the meeting. The Chair thanked Minze for his interesting and informative presentation.</p>	

4.	<b>Cycling Scotland, Cycling Friendly Programme Presentation &amp; Discussion</b>	
	<p>John Higham (Development Officer – Employers) from Cycling Scotland gave a presentation on cycling friendly programmes.</p> <p>Cycling Friendly programmes include;</p> <ul style="list-style-type: none"> <li>• Cycling Friendly communities</li> <li>• Cycling friendly campus</li> <li>• Cycling friendly schools</li> <li>• Cycling friendly social housing fund.</li> </ul> <p>Cycling Friendly Employer supports workplaces across Scotland to take a leading role in increasing cycling to and at work. They set out guiding frameworks for workplaces to encourage and support staff to cycle.</p> <p>The cycling friendly employer development fund provides grants of up to £25,000 per site for improving cycling facilities such as bike racks. The fund is now open for 2021-22 funding <a href="#">Employer - Cycling Friendly - Our Programmes - Cycling Scotland</a></p> <p>Lesley Deans asked if cycle training should be delivered as part of the curriculum in order to ensure all children have the ability to cycle safely in the future, at the moment Bikeability is not delivered consistently across all LA areas. John Higham noted that it is not something he has done, but can provide contacts within the bikeability scheme. However it would be great to see this in the curriculum.</p> <p>Any further questions on Bikeability Scotland training in schools or adult cycle training please feel free to get in touch with Beth-Harley Jepson <a href="mailto:bethharleyjepson@cycling.scot">bethharleyjepson@cycling.scot</a></p>	
5.	<b>Regional Transport Strategy Update</b>	
	<p>Chris Paterson from Stantec gave a brief overview of the new SEStran RTS development.</p> <p>The Draft RTS will be produced over the next 6 months and the final RTS will be prepared and published in early 2022. Stantec are currently working on a case for change document and this will be complete for SEStran by early May 2021.</p> <p>Chris Paterson also advised the RTS development is being undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG). The RTS has been developed by using a large engagement programme and by creating a public survey (998 responses for far). There has been a good level of engagement across all stakeholders.</p> <p>What Stantec tried to find out from each stakeholders;</p>	

	<ul style="list-style-type: none"> <li>• Cross boundary delivery problems</li> <li>• Specific problems those using active travel</li> <li>• Specific problems faced by car users, rail users, rail industry, bus users and the bus industry.</li> </ul> <p>The next steps include;</p> <ul style="list-style-type: none"> <li>• Objective setting</li> <li>• Long list options generation</li> <li>• Reporting case for change</li> <li>• Options appraisal and strategy developing</li> </ul> <p>Jim Stewart confirmed that the Partnership Board will be continually notified on progress.</p>	
<b>6.</b>	<b>DRT/MaaS Investment Fund</b>	
	<p>Julie Vinders advised SEStran have been working on a project proposal to develop a regional MaaS platform using digital technology. SEStran have proposed to trial a DRT element as part of the project.</p> <p>A MaaS platform vision has been developed to tackle transport poverty especially in rural areas. A journey hub is being developed in Musselburgh and the first demonstrator project will be linked to this hub. The project also proposes to include a DRT trial with a transport operator in East Lothian, to trial DRT technology and flexible services in addition to existing fixed line bus services.</p> <p>A second demonstrator project has also been identified to trial DRT in North East Fife and the Scottish Borders.</p> <p>Julie Vinders highlighted that, depending on the outcome of the MaaS Investment Fund round 2 bid, a number of demonstrator projects will be taken forward. The awards are likely to be made by the end of April. SEStran will be informing key stakeholders with the MaaS investment fund outcome once announcements can be made. Andrew Ferguson noted SEStran are also looking at UK funding opportunities.</p>	
<b>7.</b>	<b>Bus Partnership Fund</b>	
a)	<p><b><u>Fife Bus Alliance</u></b> Fife have submitted two separate bids (West Fife and Central/North East Fife).</p>	
b)	<p><b><u>Forth Valley Bus Alliance</u></b> – The alliance involves all three LAs and the group have put together a bid with Stagecoach and First Group.</p>	
c)	<p><b><u>Edinburgh Corridor Group</u></b> A bid was created based on interventions on key corridors, in and out of Edinburgh city centre.</p>	

d)	<p><b><u>West Lothian Bus Alliance</u></b></p> <p>A bid was not submitted in April, however the alliance is looking to submit in October.</p> <p>Matthew Davis flagged the importance of planning bus priority measures spatially on a strategic basis alongside improvements to walking and cycling.</p> <p>Anna Herriman noted SEStran are trying to maximise full use of the available fund across all parts of the region and will continue to support all alliances/bids.</p>	
<b>8.</b>	<b>Regional Transport Transition Group</b>	
	<p>Julie Vinders gave a brief update on the Regional Transport Transition Group. In response to Covid, SEStran become involved in a working group in the South East of Scotland region with all LA partners to develop a transport transition plan for immediate temporary measures; e.g. public transport to respond to Covid 19.</p> <p>The Scottish Government provided £10 million to support the rapid deployment of bus priority infrastructure by local authorities. LAs in the South East of Scotland were awarded £1.2m for pop up bus priority measures. Led by the City of Edinburgh Council, the South East Scotland Transport Transition Group has worked with bus operators and SEStran to develop the measures.</p>	
<b>9.</b>	<b>AOCB</b>	
	None	
<b>10.</b>	<b>Next Meeting</b>	
	Date of Next Meeting – 7 <sup>th</sup> October 2021	



**Logistics & Freight Forum**  
**Wednesday 19<sup>th</sup> May 2021, 2pm**  
**Microsoft Office Teams**

**Present:**

**Cllr Colin Davidson (Chair)**

Andrew Beveridge  
 Ken Gourlay  
 Jane Findlay  
 Stuart Fargie  
 Matthew Roberts  
 John Mitchell  
 Ian McCrory  
 Marianne Bull  
 Michel Drever  
 Dorothy Smith  
 Jim Grieve  
 Keith Fiskien  
 Jim Stewart  
 Anna Herriman  
 Peter Jackson  
 Hannah Markley  
 Greg McDougall  
 Jonathan Cowie  
 Douglas Norris  
 Simon Hindshaw  
 Doreen Steele  
 Johannes Betz  
 Eilis Garvey  
 Kevin Collins  
 Laura McIntyre  
 Mags Simpson  
 Greg March  
 Karl Watts  
 Ronnie McCrone  
 Chris Paterson  
 Rose Tweeddale  
 Michael McDonnell  
 Justin Huthersall  
 Jim May  
 Gavin Roser

**Fife Council**

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 Fife Council  
 SEStran  
 SEStran  
 SEStran  
 SEStran  
 SEStran  
 SEStran  
 City of Edinburgh Council  
 Edinburgh Napier University  
 CILT (UK)  
 NCM  
 NCM  
 Hafen Hamburg  
 TRL  
 Falkirk Council  
 Falkirk Council  
 FTA  
 Rail Ops Group  
 Rail Ops Group  
 WHM  
 Stantec  
 Transport Scotland  
 Road Safety Scotland  
 Transport Scotland  
 Transport Scotland  
 European Freight Leaders



Lesley Deans  
Darren McEwan  
David Prescott  
Ella Tallyn

Clackmannanshire Council  
PepsiCo  
Vista Rail Freight  
University of Edinburgh

### **Apologies:**

Andrew Malcolm  
Chris Clarke

Malcolm Group  
Transport Scotland

Ref.		Actions
<b>1.</b>	<b>Welcome and Introductions</b>	
	The Chair welcomed members to the meeting and apologies were noted as above.	
<b>2.</b>	<b>Review of Last Meeting</b>	
	Cllr Davidson highlighted the Forth Freight study is now complete and the Levenmouth project is now looking at a potential mobility hub.	
<b>3.</b>	<b>Forth Freight Study Update</b>	
	<p>Keith Fisker advised that the freight study was progressed in 2020 and the case for change report was submitted to Transport Scotland.</p> <p>Chris Paterson from Stantec gave a brief overview of the new SEStran RTS development because there is a freight element involved in the Regional Transport Strategy (RTS). Chris will provide members with slides.</p> <p>The Draft RTS will be produced over the next 6 months and the final RTS will be prepared and published in early 2022. Stantec have handed in their Case for Change first draft to SEStran. Preliminary Options Appraisal will be completed next in the summer.</p> <p>Chris Paterson also advised the RTS development is being undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG). The RTS has been developed by using a large engagement programme and by creating a public survey (around 1000 responses). There has been a good level of engagement across all stakeholders.</p> <p>SEStran published a Main Issue report in June 2020. Stantec have used the outcomes of the main issues report to help build the Case for Change report. The document also considers the RTS main issues against NTS2 themes (reducing inequalities, taking climate action etc).</p> <p>What Stantec tried to find out from each stakeholder;</p> <ul style="list-style-type: none"> <li>•Cross boundary delivery problems</li> <li>•Specific problems those using active travel</li> </ul>	<b>Jim Stewart</b>

	<ul style="list-style-type: none"> <li>• Specific problems faced by car users, rail users, rail industry, bus users and the bus industry.</li> </ul> <p>The next steps include;</p> <ul style="list-style-type: none"> <li>• Objective setting</li> <li>• Long list options generation</li> <li>• Reporting case for change</li> <li>• Options appraisal and strategy developing</li> </ul>	
<b>4.</b>	<b>Road Safety Scotland (RSS) presentation</b>	
	<p>Michael McDonnell, Director of Road Safety Scotland gave a brief presentation regarding the 'Only an Excuse' RSS Speeding Campaign for 30-55 year olds.</p> <p>RSS have produced resources online for children up to 18 years old.</p> <p>Road safety have tackled 'The Fatal Four':</p> <ul style="list-style-type: none"> <li>• Seatbelts (16%)</li> <li>• Speeding (excessive/inappropriate)</li> <li>• Distraction (mobiles/satnav/infotainment)</li> <li>• Drink/Drug-Driving (limits/licit/illicit)</li> </ul> <p>The campaign was launched to align with Scotland's road safety framework to 2030. The framework focuses on the Safe System (made up of 5 pillars) which aims to aid Scotland to have the best road safety performance in the world.</p> <p>Safe Road Use is one of the pillars and is the latest campaign. RSS have liaised with Police Scotland to ask what are the common excuses of speeding. Michael McDonnell also noted it takes 6 months before an air date for the campaign because data needs to be gathered first before the campaign goes live.</p> <p>A creative brief is then introduced, for example radio or video adverts. The 'A Little Bit' video is below:  <a href="https://vimeo.com/516156371/6b4766909f">https://vimeo.com/516156371/6b4766909f</a></p> <p>Michael McDonnell is happy to respond to further questions by email:  <a href="mailto:michael.mcdonnell@transport.gov.scot">michael.mcdonnell@transport.gov.scot</a></p>	
<b>5.</b>	<b>Evolution of Rail Freight</b>	
	<p>Gregory March, Head of Policy Rail Operations (UK) Ltd gave a brief presentation of the Evolution of Rail Freight.</p> <p>The pandemic has seen record volumes for e-commerce. Royal Mail and private carries have reported record parcel volumes and unprecedented demand. Gregory March also mentioned E-commerce will continue to grow.</p>	

	<p>Gregory March described the Orion trains will allow on demand logistics by using next generation high speed logistic trains to support optimised end-to-end delivery. The aim is to simplify logistics.</p> <p>Cllr Colin Davidson noted it would be interesting to revisit Gregory March next year.</p>	
<b>6.</b>	<b>Drones &amp; Logistics</b>	
	<p>Stuart Fargie from Fife Council gave a presentation on Drones &amp; Logistics.</p> <p>Stuart Fargie highlighted the balanced business case approach;</p> <ul style="list-style-type: none"> <li>- Strategic Case</li> <li>- Operation Case</li> <li>- Financial Case</li> <li>- Commercial Case</li> <li>- Legal Case</li> </ul> <p>Stuart Fargie also noted pilot drones will be used for industrial buildings. Furthermore, drones will allow for future commercial trading opportunities, establish a service officering for external customers and introduce opportunities to develop income.</p> <p>The drone strategy plan is below:</p> <ul style="list-style-type: none"> <li>- Year 1: Operational</li> <li>- Year 2: Income Generation</li> <li>- Year 3- Future Next Steps</li> </ul> <p>Stuart Fargie highlighted the councils still to make several decisions.</p>	
<b>7.</b>	<b>GeoPact - Technology &amp; Logistics</b>	
	<p>Ella Tallyn, University of Edinburgh, presented the GeoPact project to the group.</p> <p>Keith Fiskien highlighted the GeoPact project is part of SEStrans Block Chain European project.  <a href="https://northsearegion.eu/bling/">https://northsearegion.eu/bling/</a></p> <p>Smart Contracts in Action can use location data to make programmatic agreements about what happens when something is in a particular location. Ella Tallyn mentioned Geopact is a smart objective with technological systems.</p> <p>Ella Tallyn also noted GeoPact has worked with Zedify and University receptionists by using the lockbox and phone app. The next steps include considering future transport planning within government and build on the Geoblockly workshop.</p>	

<b>8.</b>	<b>AOB</b>	
	Greg McDougall from City of Edinburgh Council advised that the City of Edinburgh Council are hosting a city freight forum in early June to begin the process of formally addressing freight and servicing in the city, particularly as the City Mobility Plan contains a policy on freight management. If anyone is interested, then members are to contact <a href="mailto:greg.mcdougall@edinburgh.gov.uk">greg.mcdougall@edinburgh.gov.uk</a>	
<b>9.</b>	<b>Date of next meeting</b>	
	November 2021 (TBC)	



**Remote Chief Officer Liaison Group Meeting  
2:00pm Wednesday 26<sup>th</sup> May 2021  
Microsoft Teams**

**Present:**

**Jim Grieve (JG) (Chair)**

Jamie Robertson (JR)  
Jason Hedley (JS)  
Graeme Johnstone (GJ)  
Kevin Collins (KC)  
Ken Gourlay (KG)  
Graeme Malcolm (GM)  
Lesley Deans (LD)  
Jim Stewart (JS)  
Hannah Markley (HM)  
Julie Vinders (JV)  
Anna Herriman (AH)  
Keith Fisker (KF)  
Peter Jackson (PJ)

**SEStran**

City of Edinburgh Council  
Scottish Borders Council  
Scottish Borders Council  
Falkirk Council  
Fife Council  
West Lothian Council  
Clackmannanshire Council  
SEStran  
SEStran  
SEStran  
SEStran  
SEStran  
SEStran

**Apologies:**

Daisy Narayanan  
Iain Shaw  
Peter Forsyth  
Andrew Ferguson

City of Edinburgh Council  
City of Edinburgh Council  
East Lothian Council  
SEStran

Ref.		Actions
<b>1.</b>	<b>Welcome and Apologies for Absence</b>	
1.1	The Chair welcomed the Officers to the meeting and apologies were noted as above.	
<b>2.</b>	<b>Minutes and Matters Arising</b>	
2.1	<i>Wednesday 17<sup>th</sup> February 2021</i> Agreed as a correct record.	

<b>3.</b>	<b>Financial Reports</b>	
a)	<p><i>Unaudited Accounts 2020/21</i></p> <p>There was an under spend of £122k (core budget and projects budget) RTPI was £22k over budget. The provision of the Transport 2019 act allows a reserve policy of 29k.</p>	
b)	<i>Finance Officer's Report</i>	
<b>4.</b>	<b>Tripshare/Liftshare</b>	
4.1	<p>Due to the current restrictions there is no appetite for a regional Tripshare approach. JS met with RTP Lead Officers to discuss a way forward with the procurement side. The Leads were interested to approach Transport Scotland to see if there is a national platform for them to take forward. However, there are currently data issues associated with any type of contract. JS noted that there could be an option for the RTP Leads to jointly fund a consultant to create a contract.</p> <p>The plan is to take a board report in September to recommend a future procurement strategy and investigate how to take the project forward.</p>	
<b>5.</b>	<b>DRT/ MaaS Investment Fund Update</b>	
5.1	<p>JV gave a brief update on DRT and the MaaS Investment Fund. SEStran submitted a project bid to the MaaS fund to develop a SEStran DRT MaaS platform. For example mobility hubs in East Lothian, Musselburgh and then expand into other areas.</p> <p>Currently there is no news on the outcome yet, however JV will keep COs updated. There was £1million left and 15 applications in total so TS have still to make their decision.</p> <p>GJ highlighted the levelling fund because SBC are looking at a DRT proposal so there might be an opportunity to link in with the work in SEStran.</p>	<b>Julie Vinders</b>
<b>6.</b>	<b>RTS Update</b>	
6.1	<p>JS noted the consultation stage is complete, around 1000 responses from the survey were received. Currently waiting on a draft of Stantec's report. JS will circulate once received.</p> <p>JS also highlighted a draft Case for Change for the RTS was received. SEStran have given Stantec some feedback with a few amendments needed. JS will send round to COs once available.</p> <p>The next steps include;</p> <ul style="list-style-type: none"> <li>•Objective setting</li> <li>•Long list options generation</li> <li>•Reporting case for change</li> <li>•Options appraisal and strategy developing</li> </ul>	<p><b>Jim Stewart</b></p> <p><b>Jim Stewart</b></p>

	<p>JS made COs aware of the ESES RTWG meetings to discuss the basic outline structure of the RTS. The first one is on Wednesday the 9<sup>th</sup> June and the second one is on Wednesday 7<sup>th</sup> July.</p> <p>Following the two meetings, a draft RTS will be prepared and then circulated prior to the September board meeting.</p>	
<b>7.</b>	<b>RTPI/Bus Partnership Fund Update</b>	
	<p>KF noted the RTPI system is currently working through the development stage and is making process because the system has passed the factory testing. The system handover will be in July. A data group meeting with bus operators and LAs was well attended.</p> <p>KF mentioned Novus FX training for each LA is a priority and Trapeze will be organising the training. Each LA should receive an invite to attend the training in due course.</p> <p>JG highlighted Transport Scotland have been clear that the Bus Partnership Fund is all about infrastructure and will not actually fund RTPI. However there is a strong believe RTPI is an important tool to get people on buses.</p>	<b>Keith Fiskien</b>
<b>8.</b>	<b>Freight Study Update and Presentation</b>	
	KF advised that the freight study was progressed in 2020 and the case for change report was submitted to Transport Scotland.	
<b>9.</b>	<b>Thistle Assistance Journey Planner Presentation</b>	
	<p>KF gave a brief update on the Thistle Assistance Journey planning concept. The phase 1 work is complete and the programme was looking for funding to take phase 2 forward. The Thistle Assistance Programme has been successful and received £150 000 from Scottish Enterprise to complete the phase 2 work over 12 months.</p> <p>The aim is to develop a platform to integrate existing navigation services by developing the mobile and website base application.</p>	
<b>10.</b>	<b>Do the Ride Thing</b>	
	<p>PJ mentioned the Awareness campaign was created in the process of GO-Ebike. The messaging around covid is currently being adapted and a media campaign has just started.</p> <p>At the end of summer there will be more on street posters to reinforce messaging about sharing space. Furthermore, videos are being finalised and edited and then websites will be going live.</p> <p><a href="https://www.dotheridething.co.uk/">https://www.dotheridething.co.uk/</a></p>	

<b>11.</b>	<b>ScotRail Timetable</b>	
	<p>Each LA have fed back into discussions with ScotRail regarding the timetable. ScotRail are proposing a post covid timetable and will be submitting it to the Scottish Government. The outcomes are still being worked through.</p> <p>The updated timetable will go live from December 2021 – May 2022, however timescales are still being discussed.</p>	
<b>12.</b>	<b>AOCB</b>	
	JV advised that the Edinburgh LEZ Delivery group has picked up work again. Previously there were regional LEZ groupings before Covid. COs are interested to attend the regional LEZ groupings again. JV will begin to schedule meetings in the diary.	<b>Julie Vinders</b>
<b>13.</b>	<b>Date of Next Meeting</b>	
	The date of the next meeting is scheduled for <b>2:00pm on Wednesday 25<sup>th</sup> August 2021.</b>	