GO SEStran
South East of Scotland
Transport Partnership

SESTRAN PARTNERSHIP BOARD MEETING

Held Remotely via Microsoft Office Teams
10:00am Friday 18th March 2022

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

AGENDA B – POINTS FOR NOTING

B1. **MINUTES**

Gavin King
Secretary to SESTRAN
Democracy, Governance and Resilience Senior Manager
Strategy & Communication Division
The City of Edinburgh Council
Waverley Court 2.1
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11 March 2022

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

SEStran Partnership Board Minutes

10am, Friday 3 December 2021

Microsoft Teams

Present	Name	Organisation Title
	Cllr Gordon Edgar (Chair)	Scottish Borders Council
	Laura Alexander	Non-Councillor Member
	Cllr Donald Balsillie (A1-A3)	Clackmannanshire Council
	Cllr Lachlan Bruce	East Lothian Council
	Cllr Dave Dempsey (A1-A2)	Fife Council
	Cllr Karen Doran	City of Edinburgh Council
	Vivienne Gray	Non-Councillor Member
	Cllr Chris Horne	West Lothian Council
	Simon Hindshaw	Non-Councillor Member
	Richard Llewellyn	Non-Councillor Member
	Cllr Lesley Macinnes (A1-A2)	City of Edinburgh Council
	Cllr John McMillan (A1-A5)	East Lothian Council
	Cllr Claire Miller	City of Edinburgh Council
	Cllr Laura Murtagh (A1-A5)	Falkirk Council
	Cllr Cameron Rose	City of Edinburgh Council
	Doreen Steele	Non-Councillor Member
	Catherine Thomson	Non-Councillor Member
	Barry Turner	Non-Councillor Member

In Attendance		
	Joanna Buggy	BEAR Scotland
	Kevin Collins	Falkirk Council
	Angela Chambers	SEStran
	Tommy Deans	BEAR Scotland
	Cheryl Fergie	SEStran

Andrew Ferguson	SEStran
Keith Fisken	SEStran
Peter Forsyth	East Lothian Council
Ken Gourlay	Fife Council
Jim Grieve	SEStran
Anna Herriman	SEStran
Peter Jackson	SEStran
Graeme Johnstone	Scottish Borders Council
Graeme Malcolm	West Lothian Council
Iain Shaw	City of Edinburgh Council
Sarah Stirling	City of Edinburgh Council
Julie Vinders	SEStran

Apologies for Absence

Cllr Colin Davidson	Fife Council
Cllr Ian Ferguson	Fife Council
Cllr Jim Fullarton	Scottish Borders Council
Cllr David Key	City of Edinburgh Council
Cllr Peter Smaill	Midlothian Council

A1.   Presentation – Trunk Roads in South East Scotland

Joanna Buggy and Tommy Deans from BEAR Scotland provided a presentation on the work carried out by the organisation to maintain trunk roads in South East Scotland.

BEAR Scotland was formed in 2000 as an alliance between three roads sector organisations which joined together to provide maintenance of trunk roads in Scotland. They were responsible for the North East, North West and South East contracts.

In South East Scotland the annual budget was £62m, covering territory from South Fife to Stirling and down to the Scottish Borders. A total of 506km of trunks roads were covered and 870 bridges/structures.

BEAR Scotland had committed to a higher standard of maintenance with road AI being utilised in safety inspections. More focus was being given to route strategies, to route by route improvements, and to improve accessibility for vulnerably road users. The organisation valued enhanced collaboration and a customer focus and were keen to be proactive in engaging with customers to improve their experience.

On motorways BEAR Scotland were involved in every aspect of work. On single carriageways they carried out almost all works except for sweeping and litter picking which were still contracted to councils.

A big focus for the organisation was on emergency response. A 24 hour response was provided and a one hour target response for responding to calls in emergencies with an approximately 98% compliance rate. Trunk Road Incident Support vehicles were out on the roads twelve hours a day on patrol and had a 20 minute response time to help with broken down vehicles and aiding the police with road traffic collisions.

The winter service was provided 24/7 from 1 October to 15 May with a 1 hour emergency response time.

During the discussion it was raised that it would be helpful for BEAR Scotland to give the presentation to the East Lothian Community Council. Councillor McMillan agreed to arrange this with the presenters.

Decision

To note the presentation.

A2. Minutes

Decision

1) To agree the minute of the SEStran Partnership Board of 24 September 2021 as a correct record.

2) To agree the minute of the SEStran Partnership Board of 29 October 2021 as a correct record.

3) To agree the minute of the Succession Planning Committee of 18 November 2021 as a correct record.

4) To agree the minute of the Performance and Audit Committee of 19 November 2021 as a correct record.

A3. Non-Councillor Member Recruitment for the Term 2022-2026

The Partnership Board were asked to nominate and appoint an Elected Board Member to the selection panel to take part in the Non-Councillor Member recruitment process, for the new term from 2022 – 2026.

Decision

1) To appoint Councillor Laura Murtagh to be included in the recruitment and selection panel for the Non-Councillor Member appointments for the 2022-2026 term.

2) To note the reappointment and recruitment process for the new term of the Non-Councillor Members for 2022-2026.

3) To note that SEStran would be required to make any appointments in line with duties as stated in The Gender Representation on Public Boards (Scotland) Act 2018.

(Reference – report by the Secretary, submitted)

A4. Finance Reports

A4(a) Finance Officer's Report

A second update on the financial performance of the Core and Projects budgets of the Partnership was provided for the year 2021/22, in accordance with the Financial Regulations of the Partnership. Analysis of financial performance to the end of October 2021 was also presented.

The Partnership's Core and Projects budgets for 2021/22 were approved by the Partnership on 19th March 2021.

Decision

1) To note the forecast underspend on the Core revenue budget of £78,000.

2) To note the forecast overspend on the Projects revenue budget of £1,000.

3) To note that a further update on 2021/22 financial performance would be presented to the next meeting of the Partnership.

(References – SEStran Partnership Board, 19 March 2021 (item A3); report by the Treasurer, submitted)

A4(b) Indicative Financial Plan 2022-23 to 2024-25

An update was provided on financial planning being progressed for the 2022/23 revenue budget and on the indicative financial plans for 2023/24 – 2024/25.

Decision

1) To note the financial planning assumptions for the period 2022/23 to 2024/25.

2) To note that financial planning for 2022/23 to 2024/25 would continue to be developed for approval of a revenue budget by the Partnership at its meeting in March 2022.

3) 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, 19 November 2021 (item A5(a)); report by the Treasurer, submitted)

A4(c) Mid Term Review Treasury Management Activity

The investment activity undertaken on behalf of the Partnership during the first half of the 2021/22 Financial Year was reviewed.

Decision

To note the investment activity undertaken on behalf of the Partnership.

(References – SEStran Performance and Audit Committee, 19 November 2021 (item A5(b)); report by the Treasurer, submitted)

A5. Projects Performance Report

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

The discussion considered the role of SEStran in promoting the concept of the 20 minute neighbourhood. This work would be reflected through the Regional Transport Strategy (RTS), through a place-based approach, as the principles of a 20 neighbourhood would require to be adapted for a rural context.

The Board were advised that methods to attract new users in the go e-bike scheme and to increase uptake were currently being taken into consideration.

Decision

To note the progress against individual project areas, outlined in the Performance Report (Appendix 1 of the report by the Senior Partnership Manager).

(References – SEStran Performance and Audit Committee, 19 November 2021 (item A8); report by the Senior Partnership Manager, submitted)

A6. MaaS-DRT Update

Following the publication in March 2020 of the Strategic Study on Demand Responsive Transport (DRT), SEStran had been pursuing opportunities to pilot tech-enabled enhancements to existing bus services, both as standalone projects and as part of a Mobility as a Service (MaaS) project in the region.

An update was provided on progress so far, following regular updates as part of the Project Reports.

The Board were advised that the BID to the Transport Scotland MaaS Investment Fund would be successful and was currently waiting on a formal announcement.

A presentation was provided which highlighted the following points:

- The project would create a digital platform where a range of transport could be booked and paid for. Initially the Brunton Hall area in East Lothian would be the focus, with the aim to integrate various physical modes of transport in the area.
- The potential in mobility hubs to provide easier to access alternatives to the private car.
- A DRT element would be included as a trial. It was felt that this could be utilised to optimise services and improve the user experience, particularly in rural areas. A pilot would allow the 109 service to be flexible between Tranent and Humbie to allow services to operate within an outlined zone, which was modelled to increase capacity on the service by allowing it to respond to demand.

The proposed project would launch in 2022.

Discussion took place on linkages between the East Lothian area and its neighbouring areas, on marketing and promotion of the scheme, and the ongoing learning network with MaaS providers.

Decision

1) To note the terms of the report and the successful award of funding.

2) To agree to officers pursuing further funding for both this project and other stand-alone DRT projects in the region.

3) To delegate to the Partnership Director powers to enter necessary agreements with consortium partners to deliver the project and to reach agreement with Transport Scotland on the terms of the grant, subject to appropriate legal advice.

(Reference – report by the SEStran Project Officer and the SEStran Consultant, submitted)

Declaration of Interest

Councillor Claire Miller declared a non-financial interest as a board member of Transport for Edinburgh.

A7. Programme of Meetings

The proposed calendar of SEStran Partnership Board meetings in 2022 was outlined, with the full schedule of SEStran meetings contained in Appendix 1 of the report. The schedule had been drafted in line with previous meeting cycles and complied with audit reporting requirements.

The proposed dates for the Partnership Board were:

- Friday 18 March 2022
- Friday 17 June 2022 (subject to Administrations being formed following the May elections)
- Friday 23 September 2022
- Friday 2 December 2022

Decision

1) To approve the proposed programme of meetings for 2022.

2) To note that meetings would continue to be hosted virtually until further notice.

(Reference – report by the Business Manager, submitted)

A8. Date of Next Meeting

Decision

To note that the next meeting would be held on Friday 18 March 2022 at 10.00am.

B1. Risk Management

B1.1 Risk Register

A six-month update on the risk register was provided, which was an integral part of SEStran's Risk Management process.

The Risk Register was presented to Performance and Audit Committee at its meeting of 19 November for comment and these were reflected in the final Risk Register.

Decision

To note the report.

(References – SEStran Performance and Audit Committee, 19 November 2021 (item A6(a)); report by the Business Manager, submitted)

B1.2 Risk Management Framework

The proposed Risk Management Framework policy, attached as Appendix 1 of the report by the Business Manager, was presented.

Decision

To note the report.

(References – SEStran Performance and Audit Committee, 19 November 2021 (item A6(b)); report by the Business Manager, submitted)

B2. HR Policy Review

The proposed Hybrid Working policy, attached as Appendix 1 of the report by the Business Manager, was presented. An update on the wider annual HR policy review was also provided.

Decision

To note the report.

(References – SEStran Performance and Audit Committee, 19 November 2021 (item A7); report by the Business Manager, submitted)

B3. Climate Change Duties Report

An update was provided on SEStran's responsibilities, as a public body, in relation to the Climate Change Act (Scotland) 2009.

Decision

To note the report.

(Reference – report by the SEStran Project Officer, submitted)

B4. Minutes

Decision

1)   To note the minute of the Equalities and Access to Healthcare Forum of 30 September 2021.

2)   To note the minute of the Integrated Mobility Forum of 7 October 2021.

3)   To note the minute of the Chief Officer Liaison Group meeting of 10 November 2021.

PERFORMANCE & AUDIT COMMITTEE

**REMOTE MEETING VIA MS OFFICE TEAMS
ON FRIDAY 4 MARCH 2022
1.00pm**

PRESENT:	Name	Organisation Title
	Councillor Imrie (Chair)	Midlothian Council
	Councillor Dempsey	Fife Council
	Councillor McMillan (A1 – A6)	East Lothian Council
	Councillor Murtagh (A1 – A8)	Falkirk Council
	Councillor Rose	City of Edinburgh Council
	Simon Hindshaw	Non-Councillor Member
	Doreen Steele	Non-Councillor Member

IN ATTENDANCE:	Name	Organisation Title
	Stuart Allan	City of Edinburgh Council
	Angela Chambers	SEStran
	Cheryl Fergie	SEStran
	Andrew Ferguson	SEStran
	Keith Fisken	SEStran
	Jim Grieve	SEStran
	Anna Herriman	SEStran
	Peter Jackson	SEStran
	Karen Jones	Azets
	Colin McCurley	City of Edinburgh Council
	Lesley Newdall	City of Edinburgh Council
	Iain Shaw	City of Edinburgh Council
	Sarah Stirling	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

Councillor Balsillie, Callum Hay and Barry Turner.

A3. DECLARATION OF INTERESTS

Councillor Cameron Rose declared a non-financial interest in item
6(a), Revenue Budget 2022/23 and Indicative Financial Plan 2023/24

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to 2024/25, as a quasi-Trustee member of the Lothian Pension Fund.

A4.   **MINUTES**

To approve the minute of the Performance and Audit Committee of 19 November 2021 as a correct record.

A5   **AUDIT PLANS 2021/22**

(a) External Audit Plan 2021-22

The work plan for the 2021/22 external audit of the South East of Scotland Transport Partnership was summarised.

Decision

To note the External Audit Plan for 2021/22.

(Reference – report by the External Auditor, submitted)

(b) Internal Audit 2021/22

The City of Edinburgh Council Internal Audit (IA) team performed one annual review to provide assurance over the controls established to mitigate certain key SEStran partnership risks.

An update was provided on the outcomes of the 2021/22 SEStran IA review. The Performance and Audit Committee's insights were sought on areas for potential inclusion in the scope of the planned 2022/23 audit.

Discussion occurred on the potential risks of SEStran aiming to meet objectives within its resources. Lesley Newdall agreed to take this away for consideration.

Decision

To note the outcomes of the 2021/22 IA review, and the associated costs.

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

A6.   **FINANCE REPORTS**

(a) Revenue Budget 2022/23 and Indicative Financial Plan 2023/24 to 2024/25

The revenue budget for 2022/23 and an indicative financial plan for 2023/24 to 2024/25 were presented for review by the

Performance and Audit Committee.

The proposed revenue budget for 2022/23 would be presented to the Partnership Board for approval at its meeting on 18 March 2022.

The committee was advised that the Scottish Government had confirmed the revenue grant for 2022/23 would be £782,000.

Discussion occurred on concerns raised regarding being able to source alternative funding for projects going into future years and whether this was being built into the forecast. Confirmed sources were currently built in and SEStran had an objective to source additional external funding to replace EU funding streams.

Decision

1) To note the financial planning assumptions for the Partnership's proposed revenue budget for 2022/23.

2) To note that financial planning for 2023/24 to 2024/25 would continue to be developed throughout 2022 for consideration by the Partnership in December 2022.

3) 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.

(Reference – report by the Treasurer, submitted)

(b) Annual Treasury Management Strategy

A Treasury Management Strategy for 2022/23 was proposed.

Decision

1) To review the Annual Treasury Management Strategy.

2) To refer the Strategy to the Partnership Board to approve the continuation of the current arrangement, as outlined in Appendix 1 of the report.

(Reference – report by the Treasurer, submitted)

A7.   STAFFING UPDATE

The Committee, in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting during consideration of items A7 of the minute for the reason that it involved the likely disclosure of exempt information as defined in Paragraphs 1 and 6 of Part 1 of Schedule 7(A) of the Act.

An update report was considered in relation to the Partnership's staffing arrangements.

Decision

Detailed in the Confidential Schedule, signed by the Chair, with reference to this minute.

(References – SEStran Performance and Audit Committee 3 May 2019 (item A4); report by the Business Manager and the SEStran HR Adviser, submitted)

A8.   RECRUITMENT PROCESS FOR PARTNERSHIP DIRECTOR

The current Partnership Director had indicated his intention to retire this year.

In terms of the Governance Scheme, it fell to the Performance and Audit Committee to take decisions on all staffing matters which were not otherwise delegated to the Partnership Director. This included performance appraisal and remuneration matters related to the Partnership Director, and changes to terms and conditions.

A recruitment process would be set into motion, given the current Partnership Director's intention to retire.

Decision

1)   To agree the recruitment process as set out in the Appendix of the report, and recommend to the Board that they establish an Appointments Committee to enable the recruitment process to be finalised.

2)   To agree the terms and conditions set out at paragraph 2.2, delegating to the Business Manager and HR Adviser, in consultation with the Chair, any further changes to such terms as may be deemed necessary.

3)   To agree to the appointment of specialist HR consultants to assist and advise on the recruitment process for this level of post.

(Reference – report by the Business Manager, submitted)

A9. PROJECTS PERFORMANCE REPORT

Details were provided on progress over the last quarter across SEStran's projects and key work streams. Impacts on progress or delivery were explained where required.

The committee was advised that there was ongoing engagement with several projects within Fife, including the Levenmouth project, Mobility Hub funded study, the SEStran Strategic Network and RTPI work in Newburgh. Anna Herriman would ensure the report fully reflected all the work taking place within Fife.

Keith Fisken provided a presentation on the Connect Project. Co-funded by the Interreg North Sea Region Programme, this project aimed to promote green transport and mobility, with a focus on innovative or improved transport and logistics solutions and long-distance road transportation. The budget was €3.67m, with 50% of this funded by the EU.

Connect was taking a regional approach to maximising logistic flows and new infrastructure, across several international partners. SEStran had been tasked with assessing ports within the Connect framework to determine how applicable and robust the framework was. It was felt that the current infrastructure could be adapted to maximise potential for modal shift.

The study on Forth Ports would be reported back in early 2023.

Decision

1)   To progress on existing projects outlined in the Performance Report at Appendix 1 of the report.

2)   To note the inception of the Go SEStran project summarised in paragraph 2.3 of the report and outlined in the Performance Report at Appendix 1.

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

A10. HEALTH AND SAFETY POLICY

The Performance and Audit Committee were presented with a copy of the Health and Safety Policy Statement attached as an Appendix

to the main report. This concluded the annual HR policy review.

It was raised that it would be helpful to include within the report the responsibility of ensuring that health and safety policies for SEStran contractors were appropriate and up to date.

Decision

1)   To approve the amendments made to the Health and Safety Policy Statement for implementation.

2)   To add the responsibility of ensuring appropriate healthy and safety policies were in place for contractors to the roles of the Partnership Director and the Senior Partnership Manager.

(Reference – report by the Business Manager, submitted)

A11.   DATE OF NEXT MEETING

1.00pm on Friday 9 September 2022.

External Audit Plan 2021/22

1.   PURPOSE OF REPORT

1.1   To present the External Audit Plan for 2021/22.

2.   SESTRAN 2021/22 – ANNUAL AUDIT PLAN

2.1   Azets, as the appointed independent external auditor of the Partnership, have prepared an Annual Audit Plan for 2021/22. This plan details the audit approach based on an understanding of the characteristics, responsibilities and principal activities, risks and governance arrangements of the Partnership. A copy of the Plan is appended to this report.

2.2   The External Audit Plan 2021/22 was considered and noted by Performance and Audit Committee at its meeting on 4 March 2022.

3   RECCOMENDATION

3.1   It is recommended that members review and note the External Audit Plan for 2021/22.

Karen Jones
External Auditor, Azets
11 March 2022

Appendix: External Audit Plan 2020-21

South East of Scotland Transport Partnership

External Audit Annual Plan 2021/22

March 2022

Table of Contents

Introduction

Introduction

1. This document summarises the work plan for our 2021/22 external audit of the South East of Scotland Transport Partnership ("the Partnership").

2. The core elements of our work include audits of:

   - the 2021/22 annual accounts and related matters;
   - the Partnership's arrangements for, where applicable, financial sustainability, financial management, governance and transparency and value for money; and
   - any other work requested by Audit Scotland.

Audit appointment

3. The Accounts Commission is an independent body appointed by Scottish Ministers responsible for securing the audit of local authorities and other local government bodies. The Commission's work is governed mainly by the Local Government (Scotland) Act 1973.

4. Audit Scotland is an independent statutory body that provides the Accounts Commission with the services required to carry out its statutory functions, including monitoring the performance of auditors through a quality control process.

5. The Accounts Commission has appointed Azets as external auditor of the Partnership for the six year period

2016/17 to 2021/22[1]. This document summarises the audit plan for 2021/22 and includes;

- the responsibilities of Azets as the external auditor;
- our audit strategy;
- our planned audit work and how we will approach it;
- our proposed audit outputs and timetable; and
- background to Azets and the audit management team.

Auditor independence

6. International Standards on Auditing in the UK (ISAs (UK)) require us to communicate on a timely basis all facts and matters that may have a bearing on our independence.

7. We comply with the Financial Reporting Council's (FRC) Ethical Standard. In our professional judgement, the audit process is independent and our objectivity is not compromised in any way.

8. We set out in Appendix 2 our assessment and confirmation of independence.

Adding value through the audit

9. All of our clients demand of us a positive contribution to meeting their ever-changing business needs. Our aim is to add value to the Partnership through our external audit work by being constructive and forward

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[1] In October 2020, the Accounts Commission extended our audit appointment for one year through to the audit of the 2021/22 financial year to provide

continuity and stability in the current challenging environment.

looking, by identifying areas of improvement and by recommending and encouraging good practice. In this way, we aim to help the Partnership promote improved standards of governance, better management and decision making and more effective use of resources.

Feedback

10. Any comments you may have on the service we provide, the quality of our work and our reports would be greatly appreciated at any time. Comments can be reported directly to any member of your audit team.

Openness and transparency

11. This report will be published on Audit Scotland's website www.audit-scotland.gov.uk.

AZETS

Respective responsibilities of the auditor and the Partnership

Respective responsibilities of the auditor and the Partnership

Auditor responsibilities

Code of Audit Practice

12. The Code of Audit Practice outlines the responsibilities of external auditors appointed by the Accounts Commission and it is a condition of our appointment that we follow it.

Our responsibilities

13. Auditor responsibilities are derived from statute, the Code of Audit Practice, International Standards on Auditing (UK) (ISAs (UK)), professional requirements and best practice. These are to:
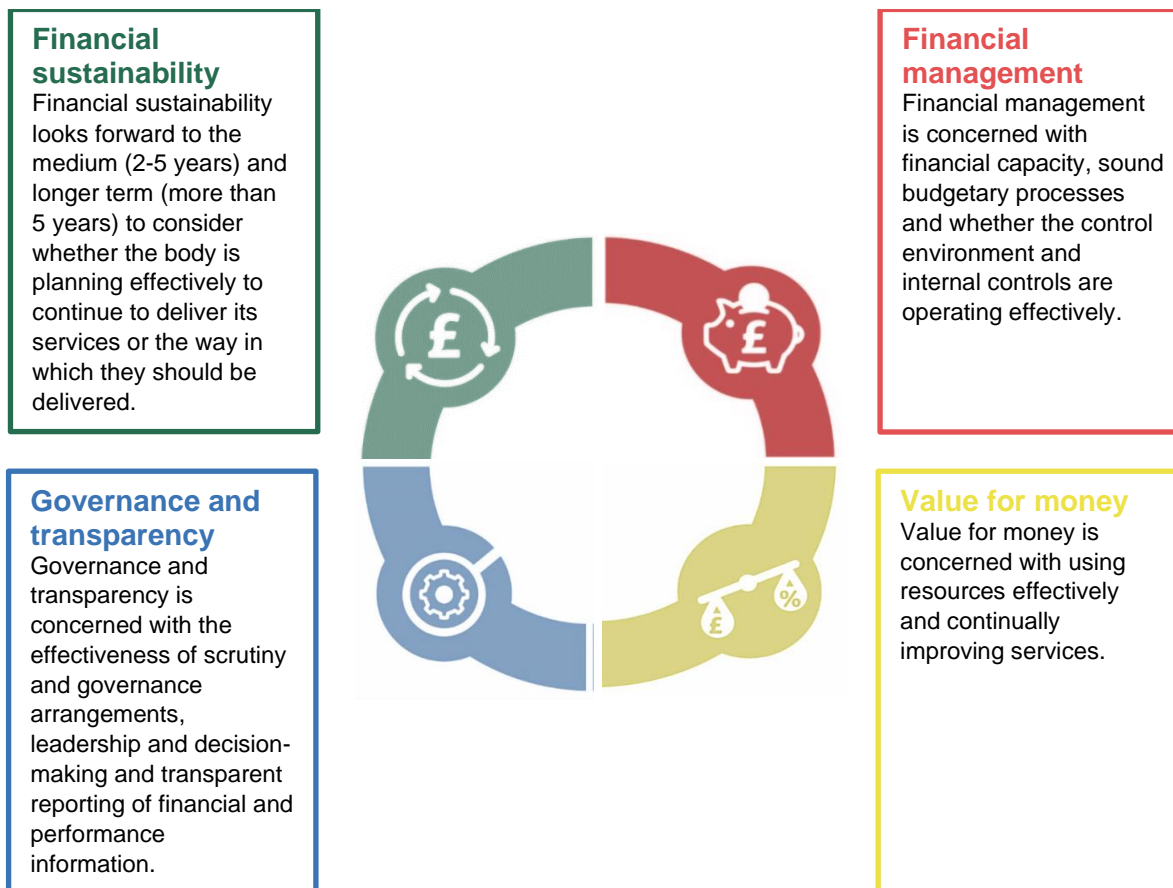
- undertake statutory duties, and comply with professional engagement and ethical standards;
- provide an opinion on financial statements;
- review and report on, as appropriate, other information such as annual governance statements, management commentaries and remuneration reports;
- notify the Controller of Audit when circumstances indicate that a statutory report may be required; and
- demonstrate compliance with the wider scope of public audit.

Wider scope audit work

14. The special accountabilities that attach to the conduct of public business, and the use of public money, mean that public sector audits must be planned and undertaken from a wider perspective than in the private sector. This means providing assurance, not only on the financial statements, but providing audit judgements and conclusions on the appropriateness, effectiveness and impact of corporate governance and performance management arrangements and financial sustainability.

15. The Code of Audit Practice sets out four audit dimensions that frame the wider scope audit work into identifiable audit areas. These are summarised in Exhibit 1.

Exhibit 1: Audit dimensions within the Code of Audit Practice

Financial sustainability
Financial sustainability looks forward to the medium (2-5 years) and longer term (more than 5 years) to consider whether the body is planning effectively to continue to deliver its services or the way in which they should be delivered.

Financial management
Financial management is concerned with financial capacity, sound budgetary processes and whether the control environment and internal controls are operating effectively.

Governance and transparency
Governance and transparency is concerned with the effectiveness of scrutiny and governance arrangements, leadership and decision-making and transparent reporting of financial and performance information.

Value for money
Value for money is concerned with using resources effectively and continually improving services.

16. Where the application of the full wider scope is judged by us not to be appropriate then our annual audit work on the wider scope is restricted to:

- Audit work to allow conclusions to be made on the appropriateness of the disclosures in the governance statement; and

- Consideration of the financial sustainability of the organisation and the services that it delivers over the medium and longer term.

17. Our assessment takes into account the size, nature and risks of the organisation. Taking these factors into consideration, we have concluded that application of the restricted wider scope is appropriate at the Partnership.

18. Weaknesses or risks identified by auditors are only those which have come to their attention during their normal audit work in accordance with the Code of Audit Practice and may not be all that exist. Communication by Azets of matters arising from the audit of the financial statements or of risks or weaknesses does not absolve management from its responsibility to address the issues raised and to maintain an adequate system of control.

Best Value

19. Appointed auditors have a duty to be satisfied that local government bodies have made proper arrangements to secure best value.

20. Our work in respect of the Partnership's best value arrangements will be integrated into our audit approach, including our work on the wider scope audit dimensions as set out in this plan.

21. Audit Scotland has requested that external auditors focus on the audited body's arrangements relating to the best value theme of fairness and quality. We will consider this in the context of our wider scope audit work and include commentary in our annual audit report as appropriate.

Partnership responsibilities

22. The Partnership has primary responsibility for ensuring the proper financial stewardship of public funds, compliance with relevant legislation and establishing effective arrangements for governance, propriety and regularity that enable them to successfully deliver their objectives. The Partnership's responsibilities are summarised in Exhibit 2.

Exhibit 2: Partnership responsibilities

Area	Partnership responsibilities
Financial statements: Annual accounts containing financial statements and other related reports should be prepared.	The Partnership has responsibility for: • preparing financial statements which give a true and fair view of its financial position and its expenditure and income, in accordance with the applicable financial reporting framework and relevant legislation; • maintaining accounting records and working papers that have been prepared to an acceptable professional standard and that support its financial statements and related reports disclosures; • maintaining proper accounting records; and • preparing and publishing, along with their financial statements, an annual governance statement, management commentary (or equivalent) and a remuneration report that are consistent with the disclosures made in the financial statements

Area	Partnership responsibilities
Financial sustainability: Financial sustainability looks forward to the medium and longer term to consider whether the organisation is planning effectively to continue to fulfil its functions in an affordable and sustainable manner.	The Partnership is responsible for putting in place proper arrangements to ensure the financial position is soundly based having regard to: • Such financial monitoring and reporting arrangements as may be specified; • Compliance with any statutory financial requirements and achievement of financial targets; • Balances and reserves, including strategies about levels and their future use; • Plans to deal with uncertainty in the medium and long term; and • The impact of planned future policies and foreseeable developments on the financial position.
Financial management: Financial management is concerned with financial capacity, sound budgetary processes and whether the control environment and internal controls are operating effectively.	The Partnership is responsible for ensuring that financial affairs are conducted in a proper manner. Management is responsible, with the oversight of those charged with governance, for communicating relevant information to users about the entity and its financial performance. The Partnership is responsible for developing and implementing effective systems of internal control as well as financial, operational and compliance controls. These systems should support the achievement of its objectives and safeguard and secure value for money from the public funds at its disposal. The Partnership is responsible for establishing arrangements to prevent and detect fraud, error and irregularities, bribery and corruption and also to ensure that its affairs are managed in accordance with proper standards of conduct.

Area	Partnership responsibilities
Governance and transparency: Governance and transparency is concerned with the effectiveness of scrutiny and governance arrangements, leadership and decision making, and transparent reporting of financial and performance information.	The Partnership is responsible for establishing arrangements to ensure the proper conduct of its affairs including the legality of activities and transactions, and for monitoring the adequacy and effectiveness of these arrangements. Those charged with governance should be involved in monitoring these arrangements. The Partnership is also responsible for establishing effective and appropriate internal audit and risk management functions.
Value for money: Value for money is concerned with the appropriate use of resources and ensuring continual improvement of services delivered.	The Partnership has a specific responsibility to ensure that arrangements have been made to secure best value. They are responsible for ensuring that these matters are given due priority and resources, and that proper procedures are established and operate satisfactorily.

Audit strategy

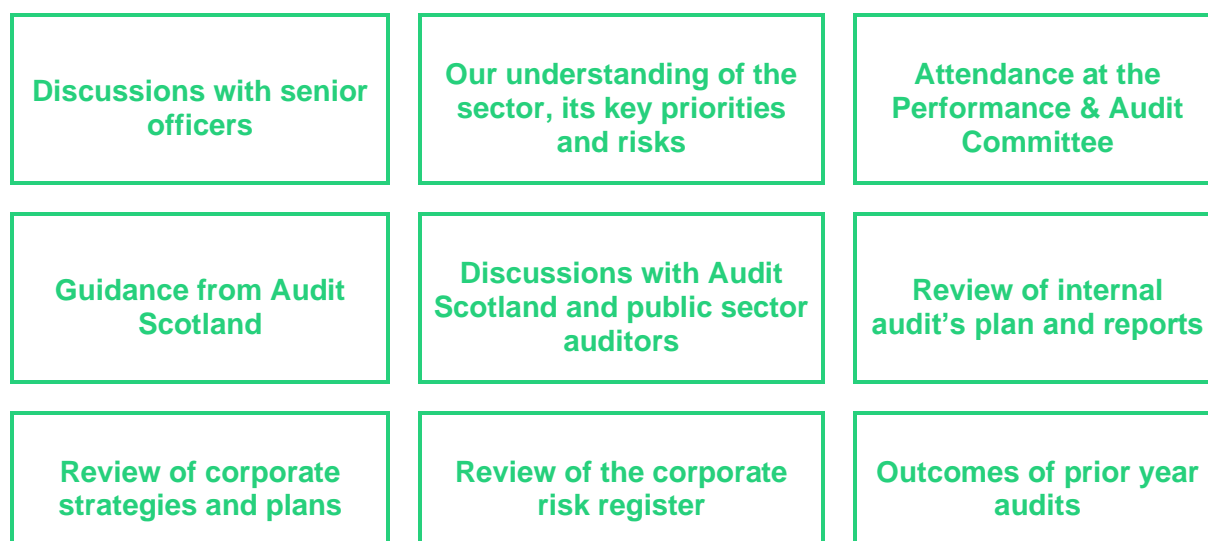# Audit strategy

Risk-based audit approach

23. We follow a risk-based approach to audit planning that reflects our overall assessment of the relevant risks that apply to the Partnership. This ensures that our audit focuses on the areas of highest risk. Our audit planning is based on:

Discussions with senior officers	**Our understanding of the sector, its key priorities and risks**	**Attendance at the Performance & Audit Committee**
Guidance from Audit Scotland	**Discussions with Audit Scotland and public sector auditors**	**Review of internal audit's plan and reports**
Review of corporate strategies and plans	**Review of the corporate risk register**	**Outcomes of prior year audits**

24. Planning is a continuous process and our audit plans are therefore updated during the course of our audit to take account of developments as they arise.

Communication with those charged with governance

25. Auditing standards require us to make certain communications throughout the audit to those charged with governance. We have agreed with the Partnership that these communications will be through the Performance & Audit Committee.

Professional standards and guidance

26. We perform our audit of the financial statements in accordance with International Standards on Auditing (UK (ISAs (UK)), the International Standard on Quality Control 1 (UK), Ethical Standards, and applicable Practice Notes and other guidance issued by the Financial Reporting Council (FRC).

Partnership working

27. We coordinate our work with Audit Scotland, internal audit, other external auditors and relevant scrutiny bodies, recognising the increasing integration

Audit Scotland

28. Although we are independent of Audit Scotland and are responsible for forming our own views and opinion, we do work closely with Audit Scotland throughout the audit. This helps, for example, to identify common priorities and risks, treat consistently any issues arising that impact on a number of audited bodies, and further develop an efficient and effective approach to public audit. We share information about identified risks, good practices and barriers to improvement so that lessons to be learnt and knowledge of what works can be disseminated to all relevant bodies.

29. Audit Scotland undertakes national performance audits on issues affecting the public sector. We review the Partnership's arrangements for taking action on any issues reported in the national performance reports which may have a local impact. We also consider the extent to which the Partnership uses the national performance reports as a means to help improve performance at the local level.

Internal Audit

30. We will consider the findings of the work of internal audit within our audit process and look to minimise duplication of effort, to ensure the total audit resource to the Partnership is used efficiently and effectively.

Service organisations

31. A number of the constituent local authorities provide services to the Partnership including financial ledger, payroll and human resources services. Where those services (and associated systems) have a material impact on the annual accounts we will work with those authorities to understand the controls in place over the systems used in delivering these services.

COVID-19 – impact on our 2021/22 audit strategy

32. The COVID-19 pandemic has had, and continues to have, a significant and profound effect on every aspect of Scottish society.

33. We appreciate that different organisations have been impacted differently by COVID-19, as have finance teams, and some organisations are better set up for remote working. We also know that plans can change quickly and it only takes the absence of one key member of staff from a finance team to have a big impact. Equally our own teams may also be impacted by the pandemic. The wellbeing of our clients and our staff is paramount. Maintaining a pragmatic and flexible approach will enable change at short notice as new issues emerge, or current risks change in significance.

Remote working

34. As we continue to follow Scottish Government guidelines, and acknowledge the Partnership's working arrangements, we are currently planning to carry out our audit remotely. We have the following arrangements in place:

- All of our people have the equipment, technology and systems to allow them to work remotely, including secure access

to all necessary data and information.

- All of our staff are fully contactable by email, phone call and video-conferencing.
- All meetings are now held over Skype, Microsoft Teams or by telephone.
- We are keeping all of our staff fully up to date with the latest government guidance in order to keep everyone as safe as possible.

35. If resourcing levels in any part of our business are compromised due to illness or inability to work, we will refocus our teams as necessary to deliver to deadlines. Our teams are holding regular catch ups to allow us to re-prioritise workloads as necessary.

Secure sharing of information

36. We use a cloud-based file sharing service that enables users to easily and securely exchange documents.

Audit evidence

37. Working remotely, does unfortunately result in the audit team requesting audit evidence which we would have previously obtained through other means, for example, face to face meetings or access to systems and client premises.

38. Where required we will consider other ways in which we can obtain audit evidence or carry out alternative audit procedures.

39. We will employ greater use of technology to examine evidence, but only where we have assessed both the sufficiency and appropriateness of the audit evidence produced.

Regular contact

40. During the 'fieldwork' phase of our audit, we will look to agree regular catch-ups with key personnel to discuss the progress of the audit. The frequency of these meetings will be discussed and agreed with management.

Audit reporting

41. It may be likely that the current circumstances lead to more modified opinions in auditor's reports, than would typically have been the case in previous years.

42. Where necessary, we will engage with the Performance & Audit Committee to explain the implications of our proposed report and consider whether there are other procedures that could be undertaken, at a future point yet to be determined which could mitigate any modification either fully or in part.

43. Sufficient time should be set aside by the Performance & Audit Committee to allow for comprehensive, complete and informed communication with the auditor. This will need to take account of the potential for extended communication to explain any modified audit reports, or to report any higher than expected deficiencies or misstatements, that may result from the current circumstances.

44. We will use DocuSign (electronic signatures) for signing annual accounts.

45. Electronic signatures simplify the process of signing the accounts. Accounts can be signed using any device from any location. There is no longer a need for duplicate copies to be signed, thus reducing the risk of missing a signature and all signatories

have immediate access to a high
quality PDF version of the accounts.

Annual accounts

Annual accounts

Introduction

46. Audited bodies' annual accounts are an essential part of accounting for their stewardship of the resources made available to them and their financial performance in the use of those resources. This section sets out our approach to the audit of the Partnership's annual accounts.

Approach to audit of the annual accounts

47. Our opinion on the annual accounts will be based on:

Risk-based audit planning

48. We focus our work on the areas of highest risk. As part of our planning process we prepare a risk assessment highlighting the audit risks relating to each of the key systems on which the annual accounts will be based.

Accounting systems and internal controls

49. We evaluate the key accounting systems and internal controls and determine whether they are adequate to prevent material misstatements in the annual accounts.

50. The systems we review and the nature of the work we perform will be based on the initial risk assessment. We will examine and test compliance with best practice and the Partnership's own policies and procedures.

51. We will take cognisance of any relevant internal audit reviews of systems and controls.

52. Since the start of the pandemic, the risk of fraud and error has increased as the control environment and internal controls change. Potential areas of risk include:

- Public sector staff working under extreme pressure leading to some internal controls suspended or relaxed;

- Procurement fraud or, normal controls being relaxed to allow bodies to buy goods or services which are required urgently, possibly from new suppliers;

- Weakened governance arrangements;

- Admin and finance staff being redeployed to operational areas; and

- Staff working remotely may pose potential security risks e.g. when using personal devices and/or using removable devices to download data.

53. We will update the risk assessment following our evaluation of systems and controls, considering the impact pandemic has had on the Partnership's accounting systems and controls. This will ensure that we continue to focus attention on the areas of highest risk.

54. This work is not for the purpose of expressing an opinion on the effectiveness of internal controls. We will report to the Partnership significant deficiencies in internal controls that we identify during the audit. These matters will be limited to those which we conclude are of

sufficient importance to merit being reported to the Partnership. The scope of our work is not designed to be an extensive review of all internal controls.

Prevention and detection of fraud or error

55.   We plan our audit in such a way to obtain reasonable assurance of detecting material misstatements in the annual accounts resulting from fraud or error.

56.   Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the annual accounts.

57.   We will assess the susceptibility of the Partnership's annual accounts to material misstatement, including obtaining an understanding of how fraud might occur, by:

- making enquiries of management as to where they considered there is susceptibility to fraud, their knowledge of actual, suspected and alleged fraud; and

- considering the internal controls in place to mitigate risks of fraud and non-compliance with laws and regulations.

58.   Our work as auditor is not intended to identify any instances of fraud of a non-material nature and should not be relied upon for this purpose. Material misstatements that arise due to fraud

can be harder to detect than those that arise from error as they may involve deliberate concealment or collusion.

Laws and regulations

59.   We plan and perform our audit recognising that non-compliance with statute or regulations may materially impact the annual accounts. Our audit procedures include the following:

- Identification of the laws and regulations applicable to the Partnership through enquiries with management, and from our knowledge and experience of the Partnership and the sector;

- A focus on specific laws and regulations which we consider may have a direct material effect on the annual accounts or the operations of the Partnership;

- Reviewing minutes of relevant meetings;

- Enquiring of management and the Partnership's legal representatives the position in relation to litigation, claims and assessments; and

- Performing detailed testing of transactions and balances.

60.   There are however inherent limitations in our audit procedures described above. The more removed that laws and regulations are from financial transactions, the less likely it is that we would become aware of non-compliance.

A final audit of the annual accounts

61.   During our final audit we will test and review the material amounts and disclosures in the annual accounts.

The extent of testing will be based on our risk assessment.

62. Our final audit will seek to provide reasonable assurance that the annual accounts are free from material misstatement and comply with the Code of Practice on Local Authority Accounting in the United Kingdom 2021/22 (the Code).

Independent auditor's report

63. Our opinion on whether the financial statements give a true and fair view of the financial position and the income and expenditure will be set out in our independent auditor's report which will be included in the annual accounts.

64. We also provide an opinion on other prescribed matters including the remuneration report, annual governance statement and management commentary.

Materiality

65. Materiality is an expression of the relative significance of a matter in the context of the financial statements as a whole. A matter is material if its omission or misstatement would reasonably influence the decisions of an addressee of the auditor's report. The assessment of what is material is a matter of professional judgement over both the amount and the nature of the misstatement. We review our assessment of materiality throughout our audit.

66. Performance materiality is the working level of materiality used throughout the audit. We use performance materiality to determine the nature, timing and extent of audit procedures carried out. We perform audit procedures on all transactions, or group of transactions, and balances

that exceed our performance materiality. This means that we perform a greater level of testing on the areas deemed to be at significant risk of material misstatement.

67. Performance materiality set at a value less than overall materiality for the financial statements as a whole to reduce to an appropriately low level the probability that the aggregate of the uncorrected and undetected misstatements exceed overall materiality.

68. Our initial assessment of materiality and performance materiality is set out in the table below:

	Materiality £
Overall materiality: Our initial assessment is based on approximately 1.5% of the Partnership's 2020/21 gross expenditure as disclosed in the 2020/21 audited annual accounts. We consider this to the principal consideration for the users of the annual accounts when assessing the financial performance of the Partnership. In performing our audit we apply a lower level of materiality to the audit of the Remuneration Report. Our materiality is set at £5,000.	23,000
Performance materiality: using our professional judgement we have calculated performance materiality at approximately 75% of overall materiality.	17,250

69. We will report any misstatements identified through our audit that fall into one of the following categories:

    - All material corrected misstatements;

    - Uncorrected misstatement with a value in excess of 5% of the overall materiality figure; and

    - Other misstatements below 5% threshold that we believe warrant reporting on qualitative grounds.

Key audit risks in the annual accounts

70. Auditing standards require that we inform the Performance & Audit Committee of our assessment of the risk of material misstatement in the annual accounts. We have set out our initial assessment below, including how the scope of our audit responds to those risks. We will provide an update to the Performance & Audit Committee if our assessment changes significantly during the audit.

Exhibit 3 – Key audit risks in the annual accounts

Management override

In any organisation, there exists a risk that management have the ability to process transactions or make adjustments to the financial records outside the normal financial control processes. Such issues could lead to a material misstatement in the financial statements. This is treated as a presumed risk area in accordance with ISA (UK) 240 - *The auditor's responsibilities relating to fraud in an audit of financial statements.*

71. In response to this risk we will review the Partnership's accounting records and obtain evidence to ensure that any significant transactions outside the normal course of business are valid and accounted for correctly. We will adopt data analytics techniques to review and test aspects of this significant risk. We will assess whether judgements and assumptions made in determining accounting estimates as set out in the annual accounts are indicative of potential bias.

Revenue recognition

Under ISA (UK) 240 - *The auditor's responsibilities relating to fraud in an audit of financial statements* there is a presumed risk of fraud in relation to revenue recognition. The presumption is that the Partnership could adopt accounting policies or recognise income and expenditure transactions in such a way as to lead to a material misstatement in the reported financial position.

72. In respect of the Partnership's funding received as requisition from the constituent local authorities and Scottish Government grant funding, we do not consider the risk of revenue recognition to be significant due to a lack of incentive and opportunity to manipulate transactions of this nature. We have concluded, however, the risk of fraud in relation to revenue recognition is present in all non-government or requisition revenue streams.

73. We will evaluate each material revenue stream, including the controls over revenue accounting. We will conduct substantive testing on all material revenue streams to confirm revenue has been recognised appropriately and in line with accounting policies.

Risk of fraud in the recognition of expenditure

As most public sector bodies are net expenditure bodies, the risk of fraud is more likely to occur in expenditure. There is a risk that expenditure may be misstated resulting in a material misstatement in the financial statements.

74. In response to this risk we will evaluate the significant non-pay expenditure streams and review the controls in place over accounting for expenditure. (Payroll is subject to separate tailored testing). We will consider the Partnership's key areas of expenditure and obtain evidence that the expenditure is recorded in line with appropriate accounting policies and the policies have been applied consistently across the year. We will review accruals around the year end to consider if there is any indication of understatement of balances held through consideration of accounting estimates.

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Pension liability(significant accounting estimate)

An actuarial estimate of the pension fund asset/liability is calculated on an annual basis under IAS 19 and on a triennial funding basis by an independent firm of actuaries with specialist knowledge and experience. The estimates are based on the most up to date membership date held by the pension fund and have regard to local factors such as mortality rates and expected pay rises with other assumptions around inflation when calculating the liabilities. There is a risk that the assumptions used are not appropriate.

75.   We will review the controls in place to ensure that the data provided from the pension fund to the actuary is complete and accurate. We will review the reasonableness of the assumptions used in the calculation against other local government pension fund actuaries and other observable data. We will agree the disclosures in the financial statements to information provided by the actuary.

Other risk factors

Impact of COVID-19 on the annual accounts

76.   Further to the identification of significant audit risks, we also continue to monitor the impact COVID-19 could have on the annual accounts. COVID-19 continues to present unprecedented challenges to the operation, financial management and governance of organisations, including public sector bodies. It is uncertain how long these challenges will persist.

77.   We continue to monitor government and relevant announcements as they pertain to the audit and will adapt our audit approach as required.

Accounting estimates

78.   Changes to ISA (UK) 540 - *Auditing Accounting Estimates and Related Disclosures* which is applicable for accounting periods beginning on or after 15 December 2019 places increased regulatory requirements on the auditor in respect of the auditing of significant estimates at the planning and completion stages of the audit.

79.   As part of the planning stages of the audit we identify all accounting estimates made by management and determine which of those are significant to the overall annual accounts. Consideration was given to asset valuations and impairment, pension assumptions, provisions, depreciation and accruals. Other than pension assumptions we have not determined the accounting estimates to be significant. We will however revisit our assessment during the fieldwork and completion stages of our audit.

Wider scope audit

Wider scope audit

Introduction

80. As described previously, the Code of Audit Practice frames a significant part of our wider scope responsibilities. Following consideration of the size, nature and risks of the Partnership, the application of the full wider scope audit is judged by us not to be appropriate. Our annual audit work will therefore be restricted to:

- Audit work to allow conclusions to be made on the appropriateness of the disclosures in the governance statement; and
- Consideration of the financial sustainability of the organisation and the services that it delivers over the medium and longer term.

81. Our planned audit work against these two areas is risk based and proportionate. Our initial assessment builds upon the understanding of the Partnership's key priorities and risks which we developed from previous years, along with discussions with management and review of committee minutes and key strategy documents.

82. At this stage of our audit planning process, we have identified one significant risk to the wider scope of our audit (Exhibit 4).

83. Audit planning however is a continuous process, and we will report all identified significant risks in our annual audit report.

Exhibit 4 – Wider scope significant risk

Financial sustainability

The Partnership approved the Indicative Financial Plan 2022-2025 in December 2021. This presents a balanced budget across all three years, assuming Scottish Government funding and council requisitions will remain at the same level as 2021/22 and will remain at this level over the three year period. The achievement of a balanced financial outturn depends upon continued tight control and monitoring of income and expenditure. The 2022/23 revenue budget will be presented to the Partnership in March 2022, including an update on the General Fund reserve position as per the Reserves Policy.

With Scottish Government grant funding and council requisitions remaining at the same level, representing a reduction in real terms, the Partnership relies on external funding to ensure a balanced position. However, with European Union projects ending over the next two years, funding will reduce from £106,000 in 2021/22 to nil by 2023/24. The Partnership do not see this as a significant risk to its financial sustainability but are looking into arrangements to succeed those existing funding streams and has identified the need to increase funding levels as a key objective within its Business Plan 2021/22 to 2023/24.

The development of the new Regional Transport Strategy (RTS) has been a key area of focus in 2021/22, with the draft RTS due to be considered by the Partnership in March 2022 and subsequently shared with Scottish Government for approval. The RTS will set out a clear framework for how transport and mobility will be provided, developed and improved in the South East of Scotland region, whilst meeting aspirations for a sustainable and economically active growth area over and beyond the next 10 years. As a key driver for service delivery in the medium to long term, it is essential that SEStran has appropriate financial plans in place to support the delivery of this strategy in a sustainable manner.

84. During our audit we will continue to review whether the Partnership has appropriate arrangements in place to manage its financial position. Our work will include an assessment of progress made in developing financially sustainable plans which reflect the medium and longer term impact of COVID-19 and that continue to support the delivery of the Partnership's statutory functions and strategic objectives.

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Audit outputs, timetables and fees

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Audit outputs, timetable and fee

Audit outputs

Audit Scotland has set target dates for 2021/22 which transition to more regular timescales. This is subject to agreement with the Scottish Government, and Audit Scotland will confirm the dates in due course. Audit Scotland has provisionally set a target date of 31 October (which requires a further amendment to the accounts regulations for 2021/22).

We have set out below target months which align to the Partnership's schedule of Performance & Audit Committee and Partnership meetings. We aim to meet these scheduled meetings however this will be monitored during the audit process and may require to be revised to reflect emerging issues as a result of the pandemic.

Audit output	Description	Target month	Deadline for submission to Audit Scotland
External audit plan	This report sets out the scope of our audit for 2021/22.	March 2022	31 March 2022
Independent Auditor's Report	This report will contain our opinion on the financial statements, the audited part of the remuneration report, annual governance statement and management commentary.	September 2022	31 October 2022
Annual Report to the Partnership and the Controller of Audit	At the conclusion of each year's audit we issue an annual report setting out the nature and extent of our audit work for the year and summarise our opinions, conclusions and the significant issues arising from our work. This report pulls together all of our work under the Code of Audit Practice.	September 2022	31 October 2022

85. Prior to submitting our outputs, we will discuss all issues with management to confirm factual accuracy and agree a draft action plan where appropriate.

86. The action plans within the reports will include prioritised recommendations, responsible officers and implementation dates. We will review progress against the action plans on a regular basis.

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Audit fee

87.   Audit Scotland sets an expected fee that assumes the body has sound governance arrangements in place, has been operating effectively throughout the year, prepares comprehensive and accurate draft accounts and meets the agreed timetable for audit. The expected fee is reviewed by Audit Scotland each year and adjusted if necessary based on auditors' experience, new requirements, or significant changes to the audited body.

88.   As auditors we negotiate a fee with the Partnership during the planning process. The fee may be varied above the expected fee level to reflect the circumstances and local risks within the body.

89.   For 2021/22 we proposed setting the audit fee at the expected fee level

	2021/22	2020/21
Auditor remuneration	£9,090	£8,900
Pooled costs	£950	£850
Audit support costs	£490	£490
Total fee	**£10,530**	**£10,240**

90.   We will take account of the risk exposure of the Partnership and the management assurances in place. We assume receipt of the draft working papers at the outset of our on-site final audit visit. If the draft accounts and papers are late, or

agreed management assurances are unavailable, we reserve the right to charge an additional fee for additional audit work. An additional fee will be required in relation to any other significant exercises not within our planned audit activity.

Audit timetable

91.   A summary timetable, including audit outputs, is set out as follows:

FEB 22	Planning meeting to inform the 2021/22 audit
MAR 22	Presentation of External Audit Plan to the Performance and Audit Committee
JUN 22	Unaudited annual accounts presented to those charged with governance
JUL 22	Final audit commences
SEP 22	Presentation of our Annual Audit Report to the Performance and Audit Committee

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Appendices

AZETS

Appendix 1: Azets

Azets deliver accounting, tax, audit, advisory and business services, digitally and locally.

With over 6,500 advisers and specialists across our office network, we help people and organisations of all shapes and sizes save time, work smarter and achieve their goals. Our job is to give you the support you need so you can focus on what you do best.

We have been external auditors within the public sector for at least fifty years. We provide a comprehensive range of services to clients across the public sector, including NHS bodies, local authorities, central government bodies and FE colleges. We also provide services to charities, schools, as well as private and public limited companies.

Your audit management team

Karen Jones

Director

karen.jones@azets.co.uk

Karen is one of our directors responsible for the audit of some of our Audit Scotland external audit appointments. She has considerable experience in planning and delivering audits, producing management reports and liaising with senior officers.

Karen will be the Engagement Lead in charge of our audit of the Partnership.

Nicola MacKenzie

Manager

nicola.mackenzie@azets.co.uk

Nicola has over 7 years' public sector external audit experience, joining the firm in 2014 as an audit trainee. She has extensive experience of public sector audit across local government, central government, health and further education sectors.

Nicola will manage the fieldwork team and work alongside Karen to deliver the audit engagement.

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Appendix 2: Confirmation of independence

International Standard on Auditing (UK) 260 "Communication with those charged with governance" requires us to communicate on a timely basis all facts and matters that may have a bearing on our independence.

In particular, FRC's Ethical Standard stipulates that where an auditor undertakes non audit work, appropriate safeguards must be applied to reduce or eliminate any threats to independence. Azets has not been appointed by the Partnership to provide any non-audit services during the year.

We confirm that we comply with FRC's Ethical Standard. In our professional judgement, the audit process is independent and our objectivity has not been compromised in any way. In particular there are and have been no relationships between Azets, the Partnership, its Partnership members and senior management that may reasonably be thought to bear on our objectivity and independence.

Appendix 3: Statement of understanding

Introduction

The purpose of this statement of understanding is to clarify the terms of our appointment and the key responsibilities of the Partnership and Azets.

Annual accounts

We will require the annual accounts and supporting working papers for audit by the agreed date specified in the audit timetable. It is assumed that the relevant Partnership staff will have adequate time available to deal with audit queries and will be available up to the expected time of completion of the audit. We will issue a financial statements strategy in advance of our final audit visit which sets out our expectations in terms of audit deliverables. This document helps to ensure we can work together effectively to deliver an efficient and effective audit.

Fees

We base our agreed fee upon the assumption that all of the required information for the audit is available within the agreed timetable. If the information is not available within the timetable we reserve the right to charge a fee for the additional time spent by our staff. The fee will depend upon the level of skill and responsibility of the staff involved. The indicative financial statements strategy referred to above is a key means for us to clarify our expectations in terms of quality, quantity and extent of working papers and supporting documentation.

Representations

As auditors we do not act as a substitute for the Partnership's responsibility to establish proper arrangements to ensure that public business is conducted in accordance with the law and proper standards, and that public money is safeguarded and properly accounted for and used economically, efficiently and effectively.

As part of our normal audit procedures, we will ask you to provide written confirmation of certain oral representations which we have received from the Partnership during the course of the audit on matters having a material effect on the annual accounts. This will take place by means of a letter of representation, which will require to be signed by the Treasurer.

Internal audit

It is the responsibility of the Partnership to establish adequate internal audit arrangements. The audit fee is agreed on the basis that an effective internal audit function exists.

We will liaise with internal audit to ensure an efficient audit process.

Fraud and irregularity

In order to discharge our responsibilities regarding fraud and irregularity we require any fraud or irregularity issues to be reported to us as they arise. In particular we require to be notified of all frauds which:

- Involve the misappropriation of theft of assets or cash which are facilitated by weaknesses in internal control
- Are over £5,000

We also require a historic record of instances of fraud or irregularity to be maintained and a summary to be made available to us after each year end.

Anti-money laundering

The Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 impose an obligation on the Auditor General to inform the National Crime Agency (NCA) if he knows or suspects that any person has engaged in money laundering or terrorist financing. Audit Scotland has extended this responsibility to the Accounts Commission in respect of local government.

We require the Partnership to notify us on a timely basis of any suspected instances of money laundering so that we can inform Audit Scotland who will determine the necessary course of action.

Ethics

We are bound by the ethical guidelines of our professional body, the Institute of Chartered Accountants in England and Wales.

Service

If at any time you would like to discuss with us how our service to you could be improved or if you are dissatisfied with the service you are receiving please let us know by contacting Karen Jones. If you are not satisfied, you should contact our Ethics Partner, Bernadette Higgins. In the event of your not being satisfied by our response, you may also wish to bring the matter to the attention of the Institute of Chartered Accountants in England and Wales.

We undertake to look at any complaint carefully and promptly and to do all we can to explain the position to you.

Reports

During the course of the audit we will produce reports detailing the results and conclusions from our work.

Any recommendations arising from our audit work will be included in an action plan. Management are responsible for providing responses, including target dates for implementation and details of the responsible officer.

Agreement of terms

We shall be grateful if the Performance & Audit Committee would consider and note this statement of understanding. If the contents are not in accordance with your understanding of our terms of appointment, please let us know.

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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 2021/22 SEStran IA review, and to request the Partnership's insights on areas for potential inclusion in the scope of the planned 2022/23 audit.

2. **BACKGROUND, SCOPE AND OUTCOMES OF 2021/22 IA REVIEW**

Audit Background

2.1 Topic 16 of the current SEStran Regional Transport Strategy focuses on the high priority development and promotion of urban cycle networks to support Active Travel, which is also a key strategic priority for the Scottish Government, with Transport Scotland (TS) committed to increasing cycling and walking for transport and leisure.

2.2 To support these Active Travel objectives various strategies have been published outlining cycle network principles, recommendations, and investment strategies. The most recent iteration, The SEStran Strategic Network - Cross Boundary Active Travel Routes Connecting People and Places report was published in May 2020 and set out a network of active travel routes to take forward to feasibility and design phases.

2.3 SEStran will be responsible for working in partnership with the local authorities to support the design of the projects, which will then be passed to the relevant local authorities for implementation.

Audit Scope

2.4 The scope of the 2021/22 IA review was to assess the adequacy of design and operating effectiveness of the key controls established by SEStran to support design of their Active Travel network development responsibilities, and effective management and allocation of external funding.

Audit Outcomes

2.5 The overall review outcome was effective (green) and confirmed that the control environment and governance and risk management frameworks established to support the design of projects, included in the Active Travel Strategic Network and management and allocation of external funding, were adequately designed and operating effectively.

2.6 This provides assurance that risks are being effectively managed, and that SEStran's objectives of designing projects for subsequent implementation by relevant local authorities should be achieved.

2.7 Whilst SEStran adopted a robust tendering process to secure contractors to complete the design of the projects in line with SEStran's Standing Orders, there is currently no established process to identify and record potential procurement conflicts of interest.

2.8 Additionally, whilst the Strategic Network sets out completion routes across five implementation phases, there is a key dependency on both the appetite of Partners and availability of funding, that will determine whether the full strategy can be achieved and drive its implementation timeframes.

2.9 Consequently, one low rated and one advisory finding were raised reflecting these points and are included at section 3 of the report.

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

2.11 Management actions to address the two medium rated Internal Audit recommendations raised in the Covid-19 Resilience Arrangements review completed in May 2021 have also been effectively implemented and embedded.

2.12 The full report is included at Appendix 1.

3. 2022/23 INTERNAL AUDIT REVIEW

3.1 The Council's proposed 2022/23 Internal Audit annual plan will be presented to the Governance, Risk, and Best Value Committee on 8 March 2022, and includes one Internal Audit review for SEStran, which is consistent with the level of assurance provided in prior years.

3.2 The 2022/23 review is likely to be completed between January and March 2023, and potential areas for inclusion in scope have not yet been discussed with the SEStran management team.

3.3 Any insights or recommendations from the Board on key risks or areas of concern to consider for inclusion in scope of the planned 2022/23 IA review would be welcome.

3.4 The Internal Audit plan was considered by the Performance and Audit Committee at its meeting on 4 March 2022.

4. RECOMMENDATIONS

The Board is requested to:

- note the outcomes of the 2021/22 IA review, and the associated costs; and

- provide any insights or recommendations on key risks or areas of concern that the Board would like IA to consider including in the 2022/23 IA review.

Appendix 1: Internal Audit 2021/22 Report

Lesley Newdall

Chief Internal Auditor, City of Edinburgh Council

E-mail: lesley.newdall@edinburgh.gov.uk | Tel: 0131 469 3216

23 February 2022

Policy Implications	None
Financial Implications	SEStran is charged an annual fee for provision of the annual IA assurance review. The fee for 2021/22 is £5,000, which remains consistent with the 2020/21 fee applied.
Equalities Implications	None
Climate Change Implications	None

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◆EDINBVRGH◆
THE CITY OF EDINBURGH COUNCIL

The City of Edinburgh Council
Internal Audit

South East of Scotland Transport Partnership (SEStran)
Active Travel Network Development

Final Internal Audit Report

24 February 2022

OO2101

Overall report rating:

Effective	The control environment and governance and risk management frameworks have been adequately designed and are operating effectively, providing assurance that risks are being effectively managed, and that SEStran's objectives should be achieved.

Contents

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 combined core and projects budget of circa £1,472K (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.

Active Travel Networks

Active travel means getting about in a physically active way, like walking or cycling. It usually means short journeys and can include walking to the shops or local school, cycling to work or to see friends and family, or cycling to the train station.

Topic 16 of the current SEStran RTS focuses on the high priority development and promotion of urban cycle networks to support Active Travel, which is also a key strategic priority for the Scottish Government, with Transport Scotland (TS) committed to increasing cycling and walking for transport and leisure.

To support these Active Travel objectives, SEStran produced the following strategic documents that were based on desktop studies; consultation; and 'audits' of existing Active Travel infrastructure and routes.

1. Strategy for Investment in Development of a Strategic Urban Cycle Network in February 2010 that outlined SEStran's vision for a new cycling infrastructure across the region that would be given a status equal to that of the provision of new infrastructure for other road users, and should support completion of 6.3% of journeys to work by bicycle by 2023.

   The strategy included 13 urban cycling network principles and costed recommendations for development of a strategic regional cycle network to support cyclists across the short; medium; and longer term.

2. The SEStran Strategic Cross Boundary Cycle Development report published in June 2015 aimed to guide investment in cross-local authority boundary sections of the cycling network, with particular focus on routes suitable for commuters.

   The report included a list of barriers; missing links; and solutions to support the cross-boundary commuter cycling network. These solutions were not costed, but assessed investment criteria as either low; medium or high.

3. The SEStran Strategic Network – Cross Boundary Active Travel Routes Connecting People and Places report published in May 2020 built on the previous studies with ongoing focus on developing and improving cross boundary commuter routes. This work was completed in partnership with eight local authorities and partners.

A range of improvement proposals were identified and assessed using a multi criteria assessment methodology to determine their impact and prioritise potential implementation. This was supported by completion of a further cost benefits analysis, and identification of a number of 'quick wins' that could deliver immediate benefit.

Delivery of the network routes was then allocated into five phases with those that should deliver the greatest benefit to be introduced first. Each route was also allocated an approximate or 'banded' cost.

SEStran Active Travel Network Development Responsibilities

SEStran will be responsible for working in partnership with the local authorities to support the design of the projects, which will then be passed to the relevant local authorities for implementation.

To support this, £200K funding from both Transport Scotland and SUStrans (Sustainable Transport) has been secured and used to procure local consultants to review and prepare the design of the projects for presentation to and agreement by the relevant local authorities, with four projects currently in progress. This process involves significant external consultation, and the consultants provide regular progress updates to both the local authority and SEStran.

Transport Scotland also has the following specific grant funding requirements that SEStran must comply with:

1. Proposals submitted annually with approval and confirmation of funding received in April.

2. Quarterly reports provided to support financial claims for projects in progress.

3. Final summary report provided at the end of each financial year.

4. Six monthly evaluation report provided in relation to funding provided in previous year – this includes a self-assessment against funding requirements.

Scope

The objective of this review was to assess the adequacy of design and operating effectiveness of the key controls established by SEStran to support design of their Active Travel network development responsibilities, and effective management and allocation of external funding.

Progress with implementation of the two medium rated Internal Audit recommendations raised in the Covid-19 Resilience Arrangements review completed in May 2021 was also considered.

Limitations of Scope

The review was not intended to provide assurance on the content of the May 2020 Strategic Network – Cross Boundary Active Travel Routes Connecting People and Places report, but to consider how effectively this has been used as a baseline to support prioritisation of project design and allocation of funding.

Recognising that current active travel projects are at the feasibility assessment stage, our review was limited to providing assurance on the design of the engagement and consultation process to be applied once the design of relevant active travel initiatives has been completed.

Reporting Date

Our audit work concluded on 21 February 2022, 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	
Low	1. Identifying and recording conflicts of interest
Advisory	2. Strategic risk associated with delivery of the Strategic Network

Opinion

Effective (green)

Our review confirmed that the control environment and governance and risk management frameworks established to support the design of projects included in the Strategic Network and management and allocation of external funding, were adequately designed and operating effectively. This provides assurance that risks are being effectively managed, and that SEStran's objectives of designing projects for subsequent implementation by relevant local authorities should be achieved.

Additionally, management actions to address the two medium rated Internal Audit recommendations raised in the Covid-19 Resilience Arrangements review completed in May 2021 have been effectively implemented and embedded.

The May 2020 Strategic Network document sets out SEStran's vision to work collaboratively with Partners to deliver a network of cross boundary active travel routes across the South East of Scotland area.

Whilst the Strategic Network sets out completion of these routes across five implementation phases there is a key dependency on both the appetite of Partners and availability of funding, that will determine whether the full strategy can be achieved and drive its implementation timeframes. Recognising this, an advisory finding has been raised recommending that this strategic risk is included in the SEStran risk register and shared with the Board.

Currently, SEStran is designing the travel routes detailed in the Strategic Network using contractors as funding becomes available.

Our review confirmed that a robust tendering process has been adopted to secure contractors to complete the design of the projects included in the Strategic Network. This process included clear specifications for tendered works, with assessment of submissions consistently and fairly undertaken in line with best practice.

We confirmed that SEStran currently has no established process to identify and record potential procurement conflicts of interest. Whilst it is acknowledged that professional staff should be expected to declare conflicts of interest, in the absence of a formal process, such instances may not be identified.

Consequently, 1 low rated and 1 advisory finding has been raised.

Further information is included at Section 3.

Areas of good practice

- Tailored tender specifications were proportionate to the work being procured and include (where applicable) the requirement for suppliers to detail their project management methodology and approach to consultation and engagement.

- Assessment of tender submissions is undertaken in a fair and consistent manner, aligned with best practice and tailored to the requirements of each piece of work undertaken.

- Project management (minute taking, project risk, change management) is outsourced to suppliers where applicable with oversight from SEStran Officers. This reduces the administrative burden on SEStran Officers.

- In recognition of delays to implementation of the Strategic Network resulting from COVID-19, the first tender specification prepared in relation to the Strategic Network included additional resource to continue engagement with Partners, which is considered a fundamental requirement to support delivery of the Strategic Network.

3. Detailed findings

1. Conflicts of interest	Low

SEStran's Standing Orders Part 5: Contract Standing Orders paragraph 3 outlines that no employee of SEStran who has an actual, or potential conflict of interest or a direct or indirect pecuniary interest in a tender should be involved in the tendering process.

Our review identified that there is no formal process for identifying and recording actual, potential, or perceived conflicts of interest of Officers on a routine basis, or during the tender process.

Risks

The potential risks associated with our findings are:

- When COIs are not properly managed the outcomes could lead to antitrust violations; bribery, corruption or fraud; competition disadvantage; data breaches; or insider trading.

1.1 Recommendation: Conflicts of interest declarations

1. We recommend that an appropriate process is designed and implemented that requires staff to declare any actual, potential, or perceived conflicts of interest, including nil return, on a routine basis (e.g. annually), after a significant change in personal circumstance, and at the preparation and planning stage of any new procurement.

2. Guidance should be provided to ensure that conflicts of interest are clearly defined and understood by all staff involved in the procurement of goods and services, and that they are aware of their responsibilities in relation to conflicts of interest.

1.1 Agreed Management Action: Conflicts of interest declarations

Guidance will be added to our Anti-bribery Policy and Procedures to the effect that staff will be required to declare any potential conflicts of interest

Owner: Jim Grieve, Partnership Director **Contributors:** Angela Chambers, Business Manager	**Implementation Date:** June 2022

2. Strategic risk associated with delivery of the Strategic Network	Advisory

The Strategic Network sets out completion of its routes across five implementation phases, however there is a key dependency on both the appetite of Partners, and availability of funding, that will determine whether the full strategy can be achieved and drive its implementation timeframes.

SEStran's risk register includes general risks relating to project appraisal and delivery which has a net risk score assessed as low, and reputation which is also has a net risk score assessed to be low. There is no specific risk recorded detailing the inherent risks associated with this project, or the mitigating controls put in place to manage the risk.

2.1 Recommendation: Strategic risk associated with delivery of the Strategic Network

Given the findings detailed in this report, it is recommended that SEStran documents the inherent reputational risk associated with the Strategic Network, and its reliance on external Partners and sources of funding becoming available to drive its delivery.

Appendix 1: Basis of our classifications

Finding rating	Assessment rationale
Critical	A finding that could have a: ***Critical*** impact on operational performance that would prevent SEStran from being able to operate in the long term*; ***Critical*** 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; ***Critical*** breach in laws and regulations that could result in material fines or long-term consequences; or ***Critical*** impact on the reputation of the organisation which could threaten its future (long term) viability.
High	A finding that could have a: ***Significant*** impact on operational performance that would prevent SEStran from being able to operate in the medium term**; ***Significant*** monetary or financial statement impact that is below the external audit's financial statements materiality threshold, but requires an adjustment to the financial statements; ***Significant*** breach in laws and regulations that could result in material fines or medium-term consequences; or ***Significant*** impact on the reputation of the organisation which could threaten its future (medium term) viability.
sMedium	A finding that could have a: ***Moderate*** impact on operational performance that would prevent SEStran from being able to operate in the short term***; ***Moderate*** monetary or financial statement impact that is below the external audit financial statements materiality threshold, but requires an adjustment to the financial statements; ***Moderate*** breach in laws and regulations resulting in moderate fines and short-term consequences; or ***Moderate*** impact on the reputation of the organisation that could threaten its future (short term) viability.
Low	A finding that could have a: ***Minor*** impact on operational performance that does not prevent SEStran from being able to operate; ***Minor*** 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; ***Minor*** breach in laws and regulations with limited consequences; or ***Minor*** impact on the reputation of the organisation that does not threaten its future viability.
Advisory	A finding that does not have a risk impact but has been raised to highlight areas of inefficiencies or good practice.

* **Long term -** a period of one year or more
** **Medium term -** a period of 3 to 12 months
*** **Short term -** 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
Strategy	SEStran has developed an appropriate strategy to support their Active Travel network development responsibilities including: • prioritisation of planning for the design projects in alignment with the May 2020 Strategic Network – Cross Boundary Active Travel Routes Connecting People and Places report • identification of all relevant partners • agreement of roles and responsibilities with relevant local authorities and partners (including governance and oversight responsibilities) and establishing partnership agreements (where required) • identification and procurement of consultants and temporary resources required • evaluating and sourcing funding to support project delivery.

Procurement and Project Management	1. All external consultants have been appropriately and consistently procured using a standard framework, with all tenders consistently assessed and outcomes recorded.
	2. A clear requirement specification has been produced and agreed with all temporary employees and consultants engaged.
	3. A clear project management methodology has been defined and consistently applied to support all projects. This should include:
	
	  • a business requirements specification that outlines the detailed scope of each project
	  • a change management process that records the rationale for and obtains approval of all changes to the original scope
	  • a multi criteria analysis for each project
	  • a project plan that includes key delivery dates and project dependencies
	  • ongoing updates to project plans (as required)
	  • identification, assessment, recording, and management of any risks that could potentially impact the project
	  • clear guidance on how to assess the current status of individual projects (for example red; amber; green with supporting definitions)
	  • standard project reporting that provides regular progress updates to relevant SEStran Committees and the Board, and enables consistent comparison of progress across projects
	  • an escalation process that can be applied to highlight any significant issues out with the routine governance reporting cycle
	  • appropriate project management teams are in place that include representation from relevant partner organisations where applicable
	  • project management team meetings are minuted with details of agreed actions recorded, together with completion responsibilities and timeframes

	• actions are tracked, reviewed and updated at subsequent meetings.
Management and Allocation of Funds	1. All external funding received has been accurately recorded in relevant SEStran accounts and allocated against relevant projects. 2. The terms of external grant funding received are clearly understood and have been communicated to all relevant project team members. 3. Processes have been established to record how grant funding has been utilised, with supporting documentation (e.g. invoices) retained. 4. Processes have been established to support generation and provision of financial reports to relevant bodies (for example Transport Scotland). 5. All reports produced are reviewed by management to confirm that they are complete and accurate prior to submission. 6. Regular checks are performed to ensure ongoing compliance with external funding requirements. 7. Where breaches are identified, these are immediately escalated to management and reported to the relevant funding provider.
Engagement and Consultation	A standard engagement requirement has been designed for consultants, which is included in project tender documentation and contracts and consistently applied across all relevant projects, including: • guidance on how to establish the population to be consulted • standard questions to be included as part of each consultation process • guidance on how to define consultation questions that are specific to individual projects • consultation timeframes • guidance on how to publish / communicate the consultation exercise and engage all relevant parties identified • guidance on how to collate and assess consultation outcomes, including identification of themes within individual projects and themes across all ongoing projects • guidance on how to incorporate consultation outcomes into the scope of relevant projects and provide feedback to those involved in the consultation process.

Revenue Budget 2022/23 and Indicative Financial Plan 2023/24 to 2024/25

1.	**Introduction**

1.1 This report presents a revenue budget for 2022/23 and an indicative financial plan for 2023/24 to 2024/25, for approval.

2. Main Report

Scottish Government Budget 2022-23

2.1 The 2022-2023 Scottish Budget Bill was passed by the Scottish Parliament on 10th February 2022.

2.2 Transport Scotland has advised revenue grant funding of £782,000 for 2022/23, which is the same level of funding as 2021/22.

Proposed Revenue Budget 2022/23

2.3 Section 3 of the Transport (Scotland) Act 2005, as amended by the Section 122 of the Transport (Scotland) Act 2019 requires the constituent councils of a Regional Transport Partnership to meet the estimated net expenses of the Partnership.

2.4 A financial planning report was considered by the Partnership on 3rd December 2021. The Partnership noted the financial planning assumptions being progressed for 2022/23 to 2024/25. These assumptions included no change from 2021/22 funding levels for constituent council requisitions and Scottish Government grant.

2.5 A revenue budget with a standstill council requisition of £190,000 has been prepared in consultation with officers of the Partnership and the Partnership's Chief Officers Group.

2.6 The three-year planning assumptions presented to the Partnership on 3rd December 2021 have been updated for:

2.6.1 Changes to EU project expenditure and income to reflect the inclusion of net additional project expenditure for Bling (£20,000), Connect (£18,000), Surflogh (£48,000) and ShareNorth (£18,000). Changes to project spend and income reflect project extensions and slippage from 2021/22;

2.6.2 staff recharges to EU projects – these are forecast to be £172,000, following review of EU projects;

2.6.3 estimated Pension Fund strain costs of £10,000 based on an actuarial assessment of the difference between anticipated annual salary cost increases assumed in the 2020 Actuarial Valuation and actual salary cost increases.

2.7 An analysis of the proposed core budget for 2022/23 and indicative financial plans for 2023/24 to 2024/25 is shown in Appendix 1.

2.8 Proposed Project activity for 2022/23 is shown in Appendix 2(a). Indicative Project activity for 2023/24 is shown in Appendix 2(b) with Project activity for 2024/25 shown in Appendix 2(c). The indicative plan presents expenditure and income balanced for each financial year.

2.9 In addition to the proposed Project activity included in Appendix 2, the GO SEStran project was awarded £212,440 for the development of Mobility as a Service (MaaS) and Demand Responsive Transport (DRT) pilots in the SEStran region over the course of a one-year period ending 31 December 2022. A draft grant agreement is anticipated to be made available by Transport Scotland prior to the end of March 2022.

2.10 Appendix 3 shows all budgeted expenditure and income since 2017/18. Scottish Government grant funding has remained fixed at £782,000 since 2011/12. Council requisitions reduced by 5% in 2017/18 from £200,000 to £190,000.

2.11 For 2022/23, external income of £554,000 is anticipated to fund 36% of the Partnership's proposed expenditure. Subject to confirmation by Transport Scotland of funding for the GO SEStran referred to at paragraph 2.9, it is anticipated the external funding percentage will increase.

2.12 The 2022/23 Council requisitions, based on the proposed budget are shown in the table below:

Council	Requisition
Clackmannanshire	£6,039
East Lothian	£12,704
Edinburgh	£62,123
Falkirk	£18,905
Fife	£44,050
Midlothian	£10,968
Scottish Borders	£13,568
West Lothian	£21,643
Total	**£190,000**

2.13 In accordance with the provisions of the Transport Scotland (2019) Act, the Partnership has agreed a Reserves Policy. The Partnership has established an unallocated General Fund reserve of £29,000, based on 5% of the core revenue budget for 2020/21. 5% of the proposed core budget for 2022/23 is £31,000. It is anticipated it will be possible to increase the unallocated General Fund reserve to £31,000, following confirmation of the 2021/22 outturn. An update is provided in the Finance Officer report, which is included with the papers presented to this meeting.

2.14 Following confirmation of the 2021/22 outturn, an earmarked balance will be established to meet any slippage on project delivery from 2021/22 to 2022/23.

2.15 A risk assessment for 2022/23 is included at Appendix 4.

3 **Next Steps**

3.1 Following approval of the proposed budget by the Partnership, requisitions will be issued by the Treasurer to constituent councils.

3.2 An update of the Projects budget to reflect any project slippage will be provided to the Partnership, following confirmation of the final outturn for 2021/22 and after conclusion of the Annual Audit.

4 **Recommendation**

4.1 It is recommended that the Partnership:

4.1.1 approves the proposed Core budget for 2022/23, as detailed at Appendix 1;

4.1.2 approves the proposed Projects budget for 2022/23, as detailed at Appendix 2(a);

4.1.3 notes that financial planning for 2023/24 to 2024/25 will be developed throughout 2022 for review by the Partnership in December 2022;

4.1.4 note that the proposed budget is subject to a number of risks. All income and expenditure of the Partnership will continue to be monitored closely with updates reported to each Partnership meeting.

5 **Background Reading/External References**

5.1 [Indicative Financial Plan 2022/23 to 2024/25 - report to Partnership Board 3rd December 2021](#)

Hugh Dunn
Treasurer
18th March 2022

Appendix   Appendix 1 – Core Budget 2022/23 and Indicative Budget 2023/24 to 2024/25

Appendix 2(a) – Projects – 2022/23

Appendix 2(b) - Projects - Indicative Activity 2023/24

Appendix 2(c) – Projects – Indicative Activity 2024/25

Appendix 3 - SEStran Budget 2017/18 – 2022/23

Appendix 4 - Risk Assessment 2022/23

Contact   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.
Equalities Implications	There are no equality implications arising.
Climate Change Implications	There are no climate change implications arising as a result of this report.

Proposed Core Budget 2022/23 and Indicative Budget 2023/24 to 2024/25

	Approved Budget 2021/22	Indicative Budget 2022/23	Indicative Budget 2023/24	Indicative Budget 2024/25
	£000	£000	£000	£000
Employee Costs				
Salaries	400	408	424	439
National Insurance	44	50	52	55
Pension Fund	131	144	139	144
Recharges	(99)	(172)	(39)	0
Recharges – Active Travel	(20)	(20)	(20)	(20)
Training & Conferences	10	10	10	10
Interviews & Advertising	2	2	2	2
	468	**422**	**568**	**630**
Premises Costs	**17**	**17**	**17**	**17**
Transport	**8**	**8**	**8**	**8**
Supplies and Services				
Communications & Computing	48	48	48	48
Hosted ICT – Novus FX	44	46	46	46
Printing, Stationery & General Office Supplies	7	7	7	7
Insurance	6	6	6	6
Equipment, Furniture & Materials, Miscellaneous	4	4	4	4
	109	**111**	**111**	**111**
Support Services				
Finance	30	30	30	30
Legal Services / HR	7	7	7	7
	37	**37**	**37**	**37**
Corporate & Democratic				
Clerks Fees	12	12	12	12
External Audit Fees	11	11	11	11
Members Allowances and Expenses	1	1	1	1
	24	**24**	**24**	**24**
Interest	**0**	**0**	**0**	**0**
Total Gross Expenditure	**663**	**619**	**765**	**827**
Funding				
Scottish Government Grant	(473)	(429)	(575)	(637)
Council Requisitions	(190)	(190)	(190)	(190)
Total Funding	**(663)**	**(619)**	**(765)**	**(827)**

Service	2021/22	2022-23			Activity
	Approved Budget £'000	Gross Expenditure £'000	Income £'000	Net Expenditure £'000	
Sustainable Travel	69	63	0	63	
Urban Cycle Network	0	100	(100)	0	100% funded by Sustrans.
Urban Cycling Officer	34	21	0	21	Cycling Scotland representation
Active Travel	0	200	(200)	0	
RTS Development	80	60	0	60	
GO e-BIKE	20	10	0	10	
Thistle Assistance	6	30	(24)	6	
Consultancy support	25	30	0	30	
Equalities Action Forum	3	10	0	10	
EU – Funded Projects					
ShareNorth	0	36	(18)	18	Ends June 2022
Surflogh	25	99	(50)	49	Ends June 2023
Bling	13	66	(33)	33	Ends June 2023
Primaas	9	59	(50)	9	Ends July 2023
Regio-Mob	0	30	(25)	5	Ends November 2022
Connect	17	68	(34)	34	Ends December 2023
Real-Time Passenger Information System (RTPI)					
Maintenance	23	25	0	25	
Income – screens	(15)	0	(20)	(20)	
Total	**309**	**907**	**(554)**	**353**	

	2022/23	2023-24			
Service	**Indicative Budget £'000**	**Gross Expenditure £'000**	**Income £'000**	**Net Expenditure £'000**	**Activity**
Sustainable Travel	63	115	0	115	
Urban Cycle Network	0	100	(100)	0	100% funded by Sustrans.
Urban Cycling Officer	21	21	0	21	Partnership Activity
Active Travel	0	200	(200)	0	
RTS Development	60	18	0	18	
GO e-BIKE	10	10	0	10	
Thistle Assistance	6	30	(24)	6	
Consultancy Support	30	0	0	0	
Equalities Action Forum	10	10	0	10	
EU – Funded Projects					
ShareNorth	18	0	0	0	Ends June 2022
Surflogh	49	5	(2)	3	Ends June 2023
Bling	33	5	(2)	3	Ends June 2023
Primaas	9	15	(13)	2	Ends July 2023
Regio-Mob	5	0	0	0	Ends November 2022
Connect	34	18	(9)	9	Ends December 2023
Real-Time Passenger Information System (RTPI)					
Maintenance	25	25	0	25	
Income – screens	(20)	0	(15)	(15)	
Total	**353**	**572**	**(365)**	**207**	

Service	2023/24 Indicative Budget £'000	2024-25 Gross Expenditure £'000	Income £'000	Net Expenditure £'000	Activity
Sustainable Travel	115	70	0	70	
Urban Cycle Network	0	100	(100)	0	100% funded by Sustrans.
Urban Cycling Officer	21	21	0	21	Partnership Activity
Active Travel	0	200	(200)	0	
6RTS Development	18	18	0	18	
GO e-BIKE	10	10	0	10	
Thistle Assistance	6	30	(24)	6	
Equalities Action Forum	10	10	0	10	
EU – Funded Projects					
ShareNorth	0	0	0	0	Ends June 2022
Surflogh	3	0	0	0	Ends June 2023
Bling	3	0	0	0	Ends June 2023
Primaas	2	0	0	0	Ends July 2023
Regio-Mob	0	0	0	0	Ends November 2022
Connect	9	0	0	0	Ends December 2023
Real-Time Passenger Information System (RTPI)					
Maintenance	25	25	0	25	
Income – screens	(15)	0	(15)	(15)	
Total	**207**	**484**	**(339)**	**145**	

Summary of Revenue Budget 2017/18 – 2024/25

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Core	478	531	584	581	663	619	765	827
Projects	510	614	590	1,030	786	882	547	459
RTPI	339	108	100	50	23	25	25	25
Total Budget	**1,327**	**1,253**	**1,274**	**1,661**	**1,472**	**1,526**	**1,337**	**1,311**
External Funding								
EU Grants	95	139	82	142	106	210	26	0
Other income	260	142	220	547	394	344	339	339
Total External Funding	**355**	**281**	**302**	**689**	**500**	**554**	**365**	**339**
Scottish Government	782	782	782	782	782	782	782	782
Council Requisition	190	190	190	190	190	190	190	190
Total Funding	**1,327**	**1,253**	**1,274**	**1,661**	**1,472**	**1,526**	**1,337**	**1,311**

9

Risk Description	Existing Controls
Pay awards The indicative budget makes provision for a pay award of up to 3% in 2022/23. An uplift of 1% in pay award equates to an increase of £5,833.	Prudent planning assumption with ongoing monitoring of public sector pay negotiations.
Staff recharges – Projects The indicative budget assumes that £192,000 of staff time can be recharged to Projects. There is a risk this may not be achievable.	Any shortfall in employee cost recharges will be offset by a corresponding reduction in Projects Budget expenditure.
Inflation There is a risk that the indicative budget does not adequately cover price inflation and increasing demand for services.	Allowance made for specific price inflation. Budgets adjusted in line with current cost forecasts.
Delays in payment of grant by the EU - results in additional short-term borrowing costs.	SEStran grant claims for EU funded projects are submitted in compliance with requirements of EU processes to ensure minimal delay in payment. Ongoing monitoring of cash flow will be undertaken to manage exposure to additional short-term borrowing costs.
Pension Fund Contributions The deficit on the staff pension fund could lead to increases in the employer's pension contribution.	Following Lothian Pension Fund's Triennial Actuarial Review in 2020, Partnership employer pension fund contribution rates are now confirmed at 33.1% until 31 March 2024. This rate is included in the indicative financial plan for 2022/23.
Funding Reductions Reduction in funding from Scottish Government and/or council requisitions. There is a risk that current levels of staffing cannot be maintained due to funding constraints and that the Partnership will incur staff release costs.	Continue to seek to source external funding. Recruitment control and additional sources of external funding for activities aligned to the Partnership's objectives to supplement resources.

Finance Officer's Report

1.   Introduction

1.1   This report presents the third update on financial performance of the Core and Projects budgets of the Partnership for 2021/22, in accordance with the Financial Regulations of the Partnership. This report presents an analysis of financial performance to the end of January 2022.

1.2   The Partnership's Core and Projects budgets for 2021/22 were approved by the Partnership on 19th March 2021.

2.   Core Budget

2.1   The Core budget provides for the day-to-day running costs of the Partnership and includes employee costs, premises costs and supplies and services. The approved Core budget is £663,000. Details of the Core budget is provided in Appendix 1.

2.2   Cumulative expenditure for the ten months to 31st January 2022 was £467,000. This is within the Core budget resources available for the period.

2.3   Estimates have been updated to reflect current expenditure commitments. Commitments include Pension Fund strain costs of £10,000 for each of 2020/21 and 2021/22 based on an actuarial assessment of the difference between anticipated annual pensionable salary cost increases of 2.8% assumed in the 2020 Actuarial Valuation and actual pensionable salary cost increases of 9.4%. The additional cost for 2020/21 was advised by Lothian Pension Fund in January 2022.

2.4   It is currently projected that expenditure for the year will be £59,000 less than budget, mainly due to increased staff recharges to EU projects (£53,000) and forecast underspends on staff travel, conference and training budgets, reflecting ongoing working from home.

Projects Budget

2.5   The approved Projects budget is detailed in Appendix 2.

2.6   The Partnership carried forward an earmarked balance of £0.105m, reflecting expenditure slippage on projects in 2020/21.

2.7   Net expenditure to 31st January 2022 was £668,000.

2.8   Net expenditure on projects in 2021/22 is forecast to be £17,000 less than budget. This forecast is based on a full spend in 2021/22 of project slippage balances brought forward from 2020/21.

2.9   Expenditure on both the core and projects budgets will be subject of ongoing review for the remainder of 2021/22. The Partnership's Reserves Policy will be applied when reviewing the year-end outturn.

Cash Flow

2.10   As previously noted at Partnership meetings, the Partnership maintains its bank account as part of the City of Edinburgh Council's group of bank accounts. Cash balances are effectively lent to the Council and are 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.

An update of month-end balances is shown in the following table:

Date	Balance due to SEStran(+ve) /due by SEStran (-ve)
	£
30 April 2021	+198,470.25
31 May 2021	+270,664.49
30 June 2021	+365,517.43
31 July 2021	+381,345.29
31 August 2021	+399,171.63
30 September 2021	+316,006.44
31 October 2021	+354,399.01
30 November 2021	+53,068.04
31 December 2021	-51,397.21
31 January 2022	-844,938.56

2.11   Interest is charged/paid on the month end net indebtedness balances between the Council and the Partnership. Interest will be calculated in March 2022.

2.12   The cash flow balance at 31st January 2022 was mainly attributable to an incorrect payment of £671,500 to the Partnership's bank account from the Scottish Government, which was corrected in February 2022. A grant claim is also being progressed for costs of £49,000 incurred on the GO e-Bike project.

Reserves

2.13   The Board's Reserves Policy recommends establishment of an unallocated General Fund Reserve of £29,000, based on 5% of the Partnership's core revenue budget.

2.14 The unallocated General Fund Reserve of £29,000 was established as at 31st March 2021, following confirmation of the 2020/21 outturn.

2.15 The Reserves Policy recommends that where slippage occurs on approved revenue projects, the balance of slippage is retained as an earmarked balance. £105,000 of project slippage has been carried forward from 2020/21, to reflect the Policy.

2.16 Following confirmation of the 2021/22 outturn, an earmarked balance will be established to meet any slippage on project delivery from 2021/22 to 2022/23.

3   Recommendations
It is recommended that the Partnership notes:

3.1 the forecast underspend on the Core revenue budget of £59,000;

3.2 the forecast slippage on the Projects revenue budget of £17,000.

Hugh Dunn
Treasurer
18th March 2022

Appendix   Appendix 1 – Core Budget Statement at 31st January 2022
Appendix 2 – Projects Budget as at 31st January 2022

Contact   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.

Core Budget 2021/22 – as at 31st January 2022   **Appendix 1**

	Annual Budget £'000	Period Budget £'000	Period Actual £'000	Annual Forecast £'000	Forecast Variance £'000
Employee Costs					
Salaries	400	334	326	392	(8)
National Insurance	44	37	36	43	(1)
Pension Fund	131	107	107	149	18
Recharges – EU Projects	(99)	(82)	(127)	(152)	(53)
Recharges – Cycling Officer	(20)	0	0	(20)	0
Training & Conferences	10	8	0	0	(10)
Interviews & Advertising	2	2	0	0	(2)
	468	**406**	**342**	**412**	**(56)**
Premises Costs					
Office Accommodation	**17**	**13**	**15**	**17**	**0**
Transport					
Staff Travel	**8**	**7**	**0**	**1**	**(7)**
Supplies and Services					
Communications & Computing	48	40	46	53	5
Hosted Service - Novus FX	44	44	46	46	2
Printing, Stationery & General Office Supplies	7	6	4	4	(3)
Insurance	6	6	7	7	1
Equipment, Furniture & Materials	1	1	0	0	(1)
Miscellaneous Expenses	3	2	4	4	1
	109	**99**	**107**	**114**	**5**
Support Services					
Finance	30	0	0	30	0
Legal Services / HR	7	0	0	7	0
	37	**0**	**0**	**37**	**0**
Corporate & Democratic					
Clerks Fees	12	0	0	12	0
External Audit Fees	11	0	3	11	0
Members Allowances and Expenses	1	1	0	0	(1)
	24	**1**	**3**	**23**	**(1)**
Total Expenditure	**663**	**526**	**467**	**604**	**(59)**
Funding:					
Scottish Government Grant	(473)	(409)	(409)	(473)	0
Council Requisitions	(190)	(190)	(190)	(190)	0
Total Funding	**(663)**	**(599)**	**(599)**	**(663)**	**0**
Net Expenditure/ (Income)	**0**	**(73)**	**(132)**	**(59)**	**(59)**

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Projects Budget 2021/22 - as at 31st January 2022   **Appendix 2**

	Approved Budget	Balance from 20/21	EU /Other Grant	Net Expenditure Budget	Period Actual	Annual Forecast	Forecast Variance
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
EU Projects							
Share-North	0	20	0	20	57	42	22
Surflogh	50	(14)	(25)	11	71	32	21
Bling	26	(1)	(13)	12	29	16	4
Primaas	60	2	(51)	11	31	4	(7)
Connect	34	4	(17)	21	34	15	(6)
Regio-Mob	0	0	0	0	3	1	1
Total EU Projects	**170**	**11**	**(106)**	**75**	**225**	**110**	**35**
RTPI	23		(15)	8	91	40	32
Active Travel Fund	200		(200)	0	161	0	0
Leith Docks and Newburgh (LRDF)	55		(55)	0	9	0	0
Regional Transport Strategy	80	76	0	156	89	123	(33)
Sustainable Travel	69		0	69	14	20	(49)
GO e-Bike	20	18	0	38	50	19	(19)
Urban Cycle Networks	134		(100)	34	54	40	6
Projects Consultancy Support	25		0	25	30	38	13
Equalities Action Forum	3		0	3	0	0	(3)
Thistle Assistance	30		(24)	6	(55)	7	1
Total	**809**	**105**	**(500)**	**414**	**668**	**397**	**(17)**

ANNUAL TREASURY MANAGEMENT STRATEGY

1   Purpose of Report

1.1   The purpose of this report is to propose a Treasury Management Strategy for 2022/23.

2   Annual Treasury Management Strategy

2.1   The Partnership currently maintains 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 in accordance with the former Local Authority (Scotland) Accounts Advisory Committee's (LASAAC) Guidance Note 2 on Interest on Revenue Balances (Iorb). These arrangements were put in place given the existing administration arrangements with the City of Edinburgh Council and the relatively small investment balances which the Partnership has. Although the investment return will be small, the Partnership will gain security from its counterparty exposure being to the City of Edinburgh Council. If interest rates are negative the Board won't be charged for positive or negative balances, interest will be floored at zero.

3   Recommendations

3.1   It is recommended that the Partnership approve the Annual Treasury Management Strategy, as detailed in Appendix 1.

Hugh Dunn
Treasurer

Appendix   Appendix 1 - Annual Treasury Management Strategy

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

APPENDIX 1

Annual Treasury Management Strategy

(a) Treasury Management Policy Statement

1. The Partnership defines its Treasury Management activities as:

   The management of the Partnership's investments, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks.

2. The Partnership regards the successful identification monitoring and control of risk to be the prime criteria by which the effectiveness of its treasury management activities will be measured. Accordingly, the analysis and reporting of treasury management activities will focus on their risk implications for the organisation.

3. The Partnership acknowledges that effective treasury management will provide support towards the achievement of its business and service objectives. It is therefore committed to the principles of achieving value for money in treasury management, and to employing suitable comprehensive measurement techniques, within the context of effective risk management.

Treasury Management is carried out on behalf of the Partnership by the City of Edinburgh Council. The Partnership therefore adopts the Treasury Management Practices of the City of Edinburgh Council. The Partnership's approach to investment is a low risk one, and its investment arrangements reflect this.

(b) Permitted Investments

The Partnership will maintain its banking arrangement with the City of Edinburgh Council's group of bank accounts. The Partnership has no Investment Properties and makes no loans to third parties. As such the Partnership's only investment / counterparty exposure is to the City of Edinburgh Council.

(c) Prudential Indicators

Whilst the Partnership has a Capital Programme this is funded by grant income and no long-term borrowing is required. The indicators relating to debt are therefore not relevant for the Partnership. By virtue of the investment arrangements permitted in (b) above, all the Partnership's investments are variable rate, and subject to movement in interest rates during the period of the investment.

Recruitment of Partnership Director

1. INTRODUCTION

1.1 The current Partnership Director has indicated his intention to retire this year.

1.2 At its meeting on 4th March, the Performance and Audit Committee:

    a) Agreed to the current Partnership Director's appointment being extended to 31st December this year, to ensure continuity;
    b) Agreed the recruitment process as set out in the Appendix to this report, and recommended to the Board that they establish an Appointments Committee to enable the recruitment process to be finalised;
    c) Agreed the terms and conditions on which the new Partnership Director would be appointed, delegating to the Business Manager and HR Adviser, in consultation with the Chair of the Committee, any further changes to such terms as may be deemed necessary;
    d) Agreed to the appointment of specialist HR consultants to assist and advise on the recruitment process for this level of post.

1.3 Accordingly, the Board is requested to consider the creation of a new Appointments Committee to oversee the process.

2. Appointments Committee Remit

2.1 In terms of the Governance Scheme, the Performance and Audit Committee is to take decisions on all staffing matters which are not otherwise delegated to the Partnership Director. This includes performance appraisal and remuneration matters related to the Partnership Director, and changes to terms and conditions. It is not intended to change this remit.

2.2 The Appointments Committee, which it is proposed to make a permanent Committee in its own right, will solely be concerned with the recruitment of a Partnership Director. Its permanency will make sure that recruitment can take place quickly in the future without the need for the step of creation of a special committee or sub-committee each time.

2.3 The Appointments Committee's remit, therefore, will be to assess candidates for the post of Partnership Director in line with a process set out by the Performance and Audit Committee, and make a decision on appointment on completion of that process

2.4 It is proposed that the Appointments Committee comprise the Partnership Chair, the Chair of Performance and Audit Committee, and a non-councillor member nominated by the Board.

3. Recommendations

3.1 It is accordingly recommended that Members:

   (a) Note the position regarding recruitment of the Partnership Director; and
   (b) Agree the creation of an Appointments Committee as set out in paragraphs 2.1 to 2.4 of this report to appoint a new Partnership Director, delegating to the Secretary to make appropriate adjustments to the Governance Scheme to reflect the Board's decision.

Gavin King
Secretary

Policy Implications	
Financial Implications	None. Budgeted for.
Equalities Implications	
Climate Change Implications	None.

Non-Councillor Member Appointments

1.   INTRODUCTION

1.1   This report provides the Partnership with an update on the progress with the Non-Councillor Member appointments and seeks approval of the recommendations made by the selection panel for the new term of office from 2022 -2026.

2.   APPOINTMENTS PROCESS

2.1   At its last meeting on the 3 December, the Board agreed the recruitment process for the Non-Councillor Member appointments.

2.2   Following the conclusion of an appraisal exercise, 4 Non-Councillor Members are being recommended for reappointment by the selection panel. Those members are:
- Callum Hay
- Simon Hindshaw
- Doreen Steele
- Paul White

2.3   SEStran advertised the remaining vacancies on myjobscotland, SEStran's website, Equate Scotland's Career Hub, Women in Transport, Linked In, Twitter and circulated the vacancy to our stakeholders.

2.4   The advertisement stated that as a listed public authority, with general and specific duties under the Equality Act 2010, that SEStran is committed to promoting equal opportunities, greater diversity, and gender representation in the membership of Public Boards and would welcome applications from sections of the community under-represented on the Board including from women, disabled people, young people and minority ethnic candidates.

2.5   SEStran received 9 applications and the selection panel shortlisted for interview on 28 January and interviews were held via Microsoft Teams on 15 and 17 February.

2.6   From the candidates interviewed, the following met the criteria set out in the application pack and are therefore being recommended for appointment to the Board:
- Linda Bamford
- Alastair Couper
- Geoff Duke
- John Scott
- Kate Sherry

2.7   The Partnership should note that biographies for each Non-Councillor Member will be provided to the Board and each appointment is subject to the consent of the Scottish Ministers (Transport (Scotland) Act section 1)

3.   RECOMMENDATIONS

3.1   It is accordingly recommended that the Board appoint the above candidates as Non-Councillor Members of the SEStran Board until 31st March 2026, subject only to formal approval by the Scottish Ministers.

Jim Grieve
Partnership Board
11th March 2022

Policy Implications	None
Financial Implications	None
Equalities Implications	As outlined in the report
Climate Change Implications	None

Code of Conduct for Members of SEStran

1.   **INTRODUCTION**

1.1   The purpose of this report is to seek approval from the Board for the revised Code of Conduct for Members of the South East of Scotland Transport Partnership (SEStran).

2.   **BACKGROUND**

2.1   The Ethical Standards in Public Life etc. (Scotland) Act 2000 introduced an ethical framework which required Scottish Ministers to issue a Model Code of Conduct for members of the devolved public bodies.

2.2   The Model Code for Members of Devolved Public bodies was first introduced in 2002, and has since been revised on a number of occasions, most recently in 2021. Following consultation, the new version was issued on 7 December 2021.

2.3   Each designated devolved public body, including SEStran, is obliged to have a Code of Conduct for their Board Members adapted from the Model Code. These adapted Codes are approved by Scottish Ministers.

3.   **CODE OF CONDUCT**

3.1   The aim of the Code is to set out clearly and openly the standards that all Board Members must comply with when carrying out their duties as a Board Member.

3.2   The key purpose of the Scottish Government's recent review was to make the Code easier to understand and to take account of developments in our society such as the role of social media. There was also an aim to strengthen the Code to reinforce the importance of behaving in a respectful manner and to make it clear that bullying and harassment is completely unacceptable and will not be tolerated.

3.3   The key changes to note are:

3.3.1   A general rewrite changing the Code to the first person and adopting plain English wherever possible;

3.3.2   A greater emphasis on addressing discrimination and unacceptable behaviour;

3.3.3   Stronger rules around accepting gifts;

3.3.4   A substantial rewrite of Section 5, establishing three clear and distinct stages to determine a declaration – Connect > Interest > Participation.

3.3.5   Makes clearer the rules around access and lobbying.

3.4   A revised Code of Conduct for Members of SEStran is attached at
        Appendix A.

4.   RECOMMENDATIONS

4.1   The Board is asked to:
        - Approve the revised Code of Conduct for Members of SEStran for
          submission to Scottish Government.

Gavin King
Standards Officer
March 2022

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

Code of Conduct for Members of SOUTH EAST SCOTLAND TRANSPORT PARTNERSHIP (SEStran)

CONTENTS

SECTION 1: INTRODUCTION TO THE CODE OF CONDUCT

1.1   The Model Code of Conduct has been issued by the Scottish Ministers, with the approval of the Scottish Parliament, as required by the Ethical Standards in Public Life etc. (Scotland) Act 2000 (the "Act"). This Code of Conduct for Members of South East Scotland Transport Partnership (SEStran) is adapted from the Model Code

1.2   The purpose of the Code is to set out the conduct expected of those who serve on the boards of public bodies in Scotland.

1.3   The Code has been developed in line with the nine key principles of public life in Scotland. The principles are listed in Section 2 and set out how the provisions of the Code should be interpreted and applied in practice.

My Responsibilities

1.4   I understand that the public has a high expectation of those who serve on the boards of public bodies and the way in which they should conduct themselves in undertaking their duties. I will always seek to meet those expectations by ensuring that I conduct myself in accordance with the Code.

1.5   I will comply with the substantive provisions of this Code, being sections 3 to 6 inclusive, in all situations and at all times where I am acting as a board member of SEStran, have referred to myself as a board member or could objectively be considered to be acting as a board member.

1.6   I will comply with the substantive provisions of this Code, being sections 3 to 6 inclusive, in all my dealings with the public, employees and fellow board members, whether formal or informal.

1.7   I understand that it is my personal responsibility to be familiar with the provisions of this Code and that I must also comply with the law and SEStran's rules, standing orders and regulations. I will also ensure that I am familiar with any guidance or advice notes issued by the Standards Commission for Scotland ("Standards Commission") and SEStran, and endeavour to take part in any training offered on the Code.

1.8   I will not, at any time, advocate or encourage any action contrary to this Code.

1.9   I understand that no written information, whether in the Code itself or the associated Guidance or Advice Notes issued by the Standards Commission, can provide for all circumstances. If I am uncertain about how the Code applies, I will seek advice from the Standards Officer of SEStran, failing whom the Chair or Chief Executive of SEStran. I note that I may also choose to seek external legal advice on how to interpret the provisions of the Code.

Enforcement

1.10   Part 2 of the Act sets out the provisions for dealing with alleged breaches of the Code, including the sanctions that can be applied if the Standards Commission finds that there has been a breach of the Code. More information on how complaints are dealt with and the sanctions available can be found at **Annex A**.

SECTION 2: KEY PRINCIPLES OF THE CODE OF CONDUCT

2.1   The Code has been based on the following key principles of public life. I will behave in accordance with these principles and understand that they should be used for guidance and interpreting the provisions in the Code.

2.2   I note that a breach of one or more of the key principles does not in itself amount to a breach of the Code. I note that, for a breach of the Code to be found, there must also be a contravention of one or more of the provisions in sections 3 to 6 inclusive of the Code.

The key principles are:

Duty
I have a duty to uphold the law and act in accordance with the law and the public trust placed in me. I have a duty to act in the interests of SEStran and in accordance with the core functions and duties of SEStran.

Selflessness
I have a duty to take decisions solely in terms of public interest. I must not act in order to gain financial or other material benefit for myself, family or friends.

Integrity
I must not place myself under any financial, or other, obligation to any individual or organisation that might reasonably be thought to influence me in the performance of my duties.

Objectivity
I must make decisions solely on merit and in a way that is consistent with the functions of my public body when carrying out public business including making appointments, awarding contracts or recommending individuals for rewards and benefits.

Accountability and Stewardship
I am accountable to the public for my decisions and actions. I have a duty to consider issues on their merits, taking account of the views of others and I must ensure that SEStran uses its resources prudently and in accordance with the law.

Openness
I have a duty to be as open as possible about my decisions and actions, giving reasons for my decisions and restricting information only when the wider public interest clearly demands.

Honesty
I have a duty to act honestly. I must declare any private interests relating to my public duties and take steps to resolve any conflicts arising in a way that protects the public interest.

Leadership
I have a duty to promote and support these principles by leadership and example, and to maintain and strengthen the public's trust and confidence in the integrity of SEStran and its members in conducting public business.

Respect

I must respect all other board members and all employees of SEStran and the role they play, treating them with courtesy at all times. Similarly, I must respect members of the public when performing my duties as a board member.

SECTION 3: GENERAL CONDUCT

Respect and Courtesy

3.1　　I will treat everyone with courtesy and respect. This includes in person, in writing, at meetings, when I am online and when I am using social media.

3.2　　I will not discriminate unlawfully on the basis of race, age, sex, sexual orientation, gender reassignment, disability, religion or belief, marital status or pregnancy/maternity; I will advance equality of opportunity and seek to foster good relations between different people.

3.3　　I will not engage in any conduct that could amount to bullying or harassment (which includes sexual harassment). I accept that such conduct is completely unacceptable and will be considered to be a breach of this Code.

3.4　　I accept that disrespect, bullying and harassment can be:

  a) a one-off incident,
  b) part of a cumulative course of conduct; or
  c) a pattern of behaviour.

3.5　　I understand that how, and in what context, I exhibit certain behaviours can be as important as what I communicate, given that disrespect, bullying and harassment can be physical, verbal and non-verbal conduct.

3.6　　I accept that it is my responsibility to understand what constitutes bullying and harassment and I will utilise resources, including the Standards Commission's guidance and advice notes, SEStran's policies and training material (where appropriate) to ensure that my knowledge and understanding is up to date.

3.7　　Except where it is written into my role as Board member, and / or at the invitation of the Chief Executive, I will not become involved in operational management of SEStran. I acknowledge and understand that operational management is the responsibility of the Chief Executive and Executive Team.

3.8　　I will not undermine any individual employee or group of employees, or raise concerns about their performance, conduct or capability in public. I will raise any concerns I have on such matters in private with senior management as appropriate.

3.9　　I will not take, or seek to take, unfair advantage of my position in my dealings with employees of SEStran or bring any undue influence to bear on employees to take a certain action. I will not ask or direct employees to do something which I know, or should reasonably know, could compromise them or prevent them from undertaking their duties properly and appropriately.

3.10　　I will respect and comply with rulings from the Chair during meetings of:

  a) the SEStran Board, its committees; and
  b) any outside organisations that I have been appointed or nominated to by SEStran or on which I represent SEStran.

3.11　I will respect the principle of collective decision-making and corporate responsibility. This means that once the Board has made a decision, I will support that decision, even if I did not agree with it or vote for it.

Remuneration, Allowances and Expenses

3.12　I will comply with the rules, and the policies of SEStran, on the payment of remuneration, allowances and expenses.

Gifts and Hospitality

3.13　I understand that I may be offered gifts (including money raised via crowdfunding or sponsorship), hospitality, material benefits or services ("gift or hospitality") that may be reasonably regarded by a member of the public with knowledge of the relevant facts as placing me under an improper obligation or being capable of influencing my judgement.

3.14　I will never **ask for** or **seek** any gift or hospitality.

3.15　I will refuse any gift or hospitality, unless it is:

   a) a minor item or token of modest intrinsic value offered on an infrequent basis;
   b) a gift being offered to SEStran;
   c) hospitality which would reasonably be associated with my duties as a board member; or
   d) hospitality which has been approved in advance by SEStran.

3.16　I will consider whether there could be a reasonable perception that any gift or hospitality received by a person or body connected to me could or would influence my judgement.

3.17　I will not allow the promise of money or other financial advantage to induce me to act improperly in my role as a board member. I accept that the money or advantage (including any gift or hospitality) does not have to be given to me directly. The offer of monies or advantages to others, including community groups, may amount to bribery, if the intention is to induce me to improperly perform a function.

3.18　I will never accept any gift or hospitality from any individual or applicant who is awaiting a decision from, or seeking to do business with, SEStran.

3.19　If I consider that declining an offer of a gift would cause offence, I will accept it and hand it over to the SEStran Standards Officer at the earliest possible opportunity and ask for it to be registered.

3.20　I will promptly advise SEStran's Standards Officer if I am offered (but refuse) any gift or hospitality of any significant value and / or if I am offered any gift or hospitality from the same source on a repeated basis, so that SEStran can monitor this.

3.21　I will familiarise myself with the terms of the Bribery Act 2010, which provides for offences of bribing another person and offences relating to being bribed.

Confidentiality

3.22   I will not disclose confidential information or information which should reasonably be regarded as being of a confidential or private nature, without the express consent of a person or body authorised to give such consent, or unless required to do so by law. I note that if I cannot obtain such express consent, I should assume it is not given.

3.23   I accept that confidential information can include discussions, documents, and information which is not yet public or never intended to be public, and information deemed confidential by statute.

3.24   I will only use confidential information to undertake my duties as a board member. I will not use it in any way for personal advantage or to discredit SEStran (even if my personal view is that the information should be publicly available).

3.25   I note that these confidentiality requirements do not apply to protected whistleblowing disclosures made to the prescribed persons and bodies as identified in statute.

Use of SEStran Resources

3.26   I will only use SEStran's resources, including employee assistance, facilities, stationery and IT equipment, for carrying out duties on behalf of SEStran, in accordance with its relevant policies.

3.27   I will not use, or in any way enable others to use, SEStran's resources:

   a) imprudently (without thinking about the implications or consequences);
   b) unlawfully;
   c) for any political activities or matters relating to these; or
   d) improperly.

Dealing with my Public Body and Preferential Treatment

3.28   I will not use, or attempt to use, my position or influence as a board member to:

   a) improperly confer on or secure for myself, or others, an advantage;
   b) avoid a disadvantage for myself, or create a disadvantage for others or
   c) improperly seek preferential treatment or access for myself or others.

3.29   I will avoid any action which could lead members of the public to believe that preferential treatment or access is being sought.

3.30   I will advise employees of any connection, as defined at Section 5, I may have to a matter, when seeking information or advice or responding to a request for information or advice from them.

Appointments to Outside Organisations

3.31   If I am appointed, or nominated by SEStran, as a member of another body or organisation, I will abide by the rules of conduct and will act in the best interests of that body or organisation while acting as a member of it. I will also continue to observe the rules of this Code when carrying out the duties of that body or organisation.

3.32   I accept that if I am a director or trustee (or equivalent) of a company or a charity, I will be responsible for identifying, and taking advice on, any conflicts of interest that may arise between the company or charity and SEStran.

SECTION 4: REGISTRATION OF INTERESTS

4.1   The following paragraphs set out what I have to register when I am appointed and whenever my circumstances change. The register covers my current term of appointment.

4.2   I understand that regulations made by the Scottish Ministers describe the detail and timescale for registering interests; including a requirement that a board member must register their registrable interests within one month of becoming a board member, and register any changes to those interests within one month of those changes having occurred.

4.3   The interests which I am required to register are those set out in the following paragraphs. Other than as required by paragraph 4.23, I understand it is not necessary to register the interests of my spouse or cohabitee.

Category One: Remuneration

4.4   I will register any work for which I receive, or expect to receive, payment. I have a registrable interest where I receive remuneration by virtue of being:

  a) employed;
  b) self-employed;
  c) the holder of an office;
  d) a director of an undertaking;
  e) a partner in a firm;
  f) appointed or nominated by my public body to another body; or
  g) engaged in a trade, profession or vocation or any other work.

4.5   I understand that in relation to 4.4 above, the amount of remuneration does not require to be registered. I understand that any remuneration received as a board member of SEStran does not have to be registered.

4.6   I understand that if a position is not remunerated it does not need to be registered under this category. However, unremunerated directorships may need to be registered under Category Two, "Other Roles".

4.7   I must register any allowances I receive in relation to membership of any organisation under Category One.

4.8   When registering employment as an employee, I must give the full name of the employer, the nature of its business, and the nature of the post I hold in the organisation.

4.9   When registering remuneration from the categories listed in paragraph 4.4 (b) to (g) above, I must provide the full name and give details of the nature of the business, organisation, undertaking, partnership or other body, as appropriate. I recognise that some other employments may be incompatible with my role as board member of SEStran in terms of paragraph 6.7 of this Code.

4.10   Where I otherwise undertake a trade, profession or vocation, or any other work, the detail to be given is the nature of the work and how often it is undertaken.

4.11   When registering a directorship, it is necessary to provide the registered name and registered number of the undertaking in which the directorship is held and provide information about the nature of its business.

4.12   I understand that registration of a pension is not required as this falls outside the scope of the category.

Category Two: Other Roles

4.13   I will register any unremunerated directorships where the body in question is a subsidiary or parent company of an undertaking in which I hold a remunerated directorship.

4.14   I will register the registered name and registered number of the subsidiary or parent company or other undertaking and the nature of its business, and its relationship to the company or other undertaking in which I am a director and from which I receive remuneration.

Category Three: Contracts

4.15   I have a registerable interest where I (or a firm in which I am a partner, or an undertaking in which I am a director or in which I have shares of a value as described in paragraph 4.19 below) have made a contract with my public body:

   a) under which goods or services are to be provided, or works are to be executed; and
   b) which has not been fully discharged.

4.16   I will register a description of the contract, including its duration, but excluding the value.

Category Four: Election Expenses

4.17   If I have been elected to SEStran, then I will register a description of, and statement of, any assistance towards election expenses relating to election to my public body.

Category Five: Houses, Land and Buildings

4.18   I have a registrable interest where I own or have any other right or interest in houses, land and buildings, which may be significant to, of relevance to, or bear upon, the work and operation of SEStran.

4.19   I accept that, when deciding whether or not I need to register any interest I have in houses, land or buildings, the test to be applied is whether a member of the public, with knowledge of the relevant facts, would reasonably regard the interest as being so significant that it could potentially affect my responsibilities to SEStran and to the public, or could influence my actions, speeches or decision-making.

Category Six: Interest in Shares and Securities

4.20   I have a registerable interest where:

    a) I own or have an interest in more than 1% of the issued share capital of the company or other body; or

    b) Where, at the relevant date, the market value of any shares and securities (in any one specific company or body) that I own or have an interest in is greater than £25,000.

Category Seven: Gifts and Hospitality

4.21   I understand the requirements of paragraphs 3.13 to 3.21 regarding gifts and hospitality. As I will not accept any gifts or hospitality, other than under the limited circumstances allowed, I understand there is no longer the need to register any.

Category Eight: Non–Financial Interests

4.22   I may also have other interests and I understand it is equally important that relevant interests such as membership or holding office in other public bodies, companies, clubs, societies and organisations such as trades unions and voluntary organisations, are registered and described. In this context, I understand non-financial interests are those which members of the public with knowledge of the relevant facts might reasonably think could influence my actions, speeches, votes or decision-making in SEStran (this includes its Committees and memberships of other organisations to which I have been appointed or nominated by SEStran).

Category Nine: Close Family Members

4.23   I will register the interests of any close family member who has transactions with SEStran or is likely to have transactions or do business with it.

Stage 1: Connection

5.1   For each particular matter I am involved in as a board member, I will first consider whether I have a connection to that matter.

5.2   I understand that a connection is any link between the matter being considered and me, or a person or body I am associated with. This could be a family relationship or a social or professional contact.

5.3   A connection includes anything that I have registered as an interest.

5.4   A connection does not include being a member of a body to which I have been appointed or nominated by SEStran as a representative of SEStran, unless:
   a) The matter being considered by SEStran is quasi-judicial or regulatory; or
   b) I have a personal conflict by reason of my actions, my connections or my legal obligations.

Stage 2: Interest

5.5   I understand my connection is an interest that requires to be declared where the objective test is met – that is where a member of the public with knowledge of the relevant facts would reasonably regard my connection to a particular matter as being so significant that it would be considered as being likely to influence the discussion or decision-making.

Stage 3: Participation

5.6   I will declare my interest as early as possible in meetings. I will not remain in the meeting nor participate in any way in those parts of meetings where I have declared an interest.

5.7   I will consider whether it is appropriate for transparency reasons to state publicly where I have a connection, which I do not consider amounts to an interest.

5.8   I note that I can apply to the Standards Commission and ask it to grant a dispensation to allow me to take part in the discussion and decision-making on a matter where I would otherwise have to declare an interest and withdraw (as a result of having a connection to the matter that would fall within the objective test). I note that such an application must be made in advance of any meetings where the dispensation is sought and that I cannot take part in any discussion or decision-making on the matter in question unless, and until, the application is granted.

5.9   I note that public confidence in a public body is damaged by the perception that decisions taken by that body are substantially influenced by factors other than the public interest. I will not accept a role or appointment if doing so means I will have to declare interests frequently at meetings in respect of my role as a board member. Similarly, if any appointment or nomination to another body would give rise to objective concern because of my existing personal involvement or affiliations, I will not accept the appointment or nomination.

SECTION 6: LOBBYING AND ACCESS

6.1	I understand that a wide range of people will seek access to me as a board member of SEStran and will try to lobby me, including individuals, organisations and companies. I must distinguish between:

a) any role I have in dealing with enquiries from the public;
b) any community engagement where I am working with individuals and organisations to encourage their participation and involvement, and;
c) lobbying, which is where I am approached by any individual or organisation who is seeking to influence me for financial gain or advantage, particularly those who are seeking to do business with SEStran (for example contracts/procurement).

6.2	In deciding whether, and if so how, to respond to such lobbying, I will always have regard to the objective test, which is whether a member of the public, with knowledge of the relevant facts, would reasonably regard my conduct as being likely to influence my, or SEStran's, decision-making role.

6.3	I will not, in relation to contact with any person or organisation that lobbies, do anything which contravenes this Code or any other relevant rule of SEStran or any statutory provision.

6.4	I will not, in relation to contact with any person or organisation that lobbies, act in any way which could bring discredit upon SEStran.

6.5	If I have concerns about the approach or methods used by any person or organisation in their contacts with me, I will seek the guidance of the Chair, Chief Executive or Standards Officer of SEStran.

6.6	The public must be assured that no person or organisation will gain better access to, or treatment by, me as a result of employing a company or individual to lobby on a fee basis on their behalf. I will not, therefore, offer or accord any preferential access or treatment to those lobbying on a fee basis on behalf of clients compared with that which I accord any other person or organisation who lobbies or approaches me. I will ensure that those lobbying on a fee basis on behalf of clients are not given to understand that preferential access or treatment, compared to that accorded to any other person or organisation, might be forthcoming.

6.7	Before taking any action as a result of being lobbied, I will seek to satisfy myself about the identity of the person or organisation that is lobbying and the motive for lobbying. I understand I may choose to act in response to a person or organisation lobbying on a fee basis on behalf of clients but it is important that I understand the basis on which I am being lobbied in order to ensure that any action taken in connection with the lobbyist complies with the standards set out in this Code and the Lobbying (Scotland) Act 2016.

6.8   I will not accept any paid work:

a) which would involve me lobbying on behalf of any person or organisation or any clients of a person or organisation.

b) to provide services as a strategist, adviser or consultant, for example, advising on how to influence my SEStran and its members. This does not prohibit me from being remunerated for activity which may arise because of, or relate to, membership of SEStran, such as journalism or broadcasting, or involvement in representative or presentational work, such as participation in delegations, conferences or other events.

ANNEX A: BREACHES OF THE CODE

Introduction

1. [The Ethical Standards in Public Life etc. (Scotland) Act 2000](#) ("the Act") provided for a framework to encourage and, where necessary, enforce high ethical standards in public life.

2. The Act provided for the introduction of new codes of conduct for local authority councillors and members of relevant public bodies, imposing on councils and relevant public bodies a duty to help their members comply with the relevant code.

3. The Act and the subsequent Scottish Parliamentary Commissions and Commissioners etc. Act 2010 established the [Standards Commission for Scotland](#) ("Standards Commission") and the post of [Commissioner for Ethical Standards in Public Life in Scotland](#) ("ESC").

4. The Standards Commission and ESC are separate and independent, each with distinct functions. Complaints of breaches of a public body's Code of Conduct are investigated by the ESC and adjudicated upon by the Standards Commission.

5. The first Model Code of Conduct came into force in 2002. The Code has since been reviewed and re-issued in 2014. The 2021 Code has been issued by the Scottish Ministers following consultation, and with the approval of the Scottish Parliament, as required by the Act.

Investigation of Complaints

6. The ESC is responsible for investigating complaints about members of devolved public bodies. It is not, however, mandatory to report a complaint about a potential breach of the Code to the ESC. It may be more appropriate in some circumstances for attempts to be made to resolve the matter informally at a local level.

7. On conclusion of the investigation, the ESC will send a report to the Standards Commission.

Hearings

8. On receipt of a report from the ESC, the Standards Commission can choose to:

   - Do nothing;
   - Direct the ESC to carry out further investigations; or
   - Hold a Hearing.

9. Hearings are held (usually in public) to determine whether the member concerned has breached their public body's Code of Conduct. The Hearing Panel comprises of three members of the Standards Commission. The ESC will present evidence and/or make submissions at the Hearing about the investigation and any conclusions as to whether the member has contravened the Code. The member is entitled to attend or be represented at the Hearing and can also present evidence and make submissions. Both parties can call witnesses. Once it has heard all the evidence and submissions, the Hearing Panel will make a determination about whether or not it is satisfied, on the balance of probabilities, that there has been a contravention of

the Code by the member. If the Hearing Panel decides that a member has breached their public body's Code, it is obliged to impose a sanction.

Sanctions
10. The sanctions that can be imposed following a finding of a breach of the Code are as follows:

- **Censure**: A censure is a formal record of the Standards Commission's severe and public disapproval of the member concerned.
- **Suspension**: This can be a full or partial suspension (for up to one year). A full suspension means that the member is suspended from attending all meetings of the public body. Partial suspension means that the member is suspended from attending some of the meetings of the public body. The Commission can direct that any remuneration or allowance the member receives as a result of their membership of the public body be reduced or not paid during a period of suspension.
- **Disqualification**: Disqualification means that the member is removed from membership of the body and disqualified (for a period not exceeding five years), from membership of the body. Where a member is also a member of another devolved public body (as defined in the Act), the Commission may also remove or disqualify that person in respect of that membership. Full details of the sanctions are set out in section 19 of the Act.

Interim Suspensions
11. Section 21 of the Act provides the Standards Commission with the power to impose an interim suspension on a member on receipt of an interim report from the ESC about an ongoing investigation. In making a decision about whether or not to impose an interim suspension, a Panel comprising of three Members of the Standards Commission will review the interim report and any representations received from the member and will consider whether it is satisfied:

- That the further conduct of the ESC's investigation is likely to be prejudiced if such an action is not taken (for example if there are concerns that the member may try to interfere with evidence or witnesses); or
- That it is otherwise in the public interest to take such a measure. A policy outlining how the Standards Commission makes any decision under Section 21 and the procedures it will follow in doing so, should any such a report be received from the ESC, can be found here.

12. The decision to impose an interim suspension is not, and should not be seen as, a finding on the merits of any complaint or the validity of any allegations against a member of a devolved public body, nor should it be viewed as a disciplinary measure.

ANNEX B: DEFINITIONS

"Bullying" is inappropriate and unwelcome behaviour which is offensive and intimidating, and which makes an individual or group feel undermined, humiliated or insulted.

"Chair" includes Board Convener or any other individual discharging a similar function to that of a Chair or Convener under alternative decision-making structures.

"Code" is the code of conduct for members of your devolved public body, which is based on the Model Code of Conduct for members of devolved public bodies in Scotland.

"Cohabitee" includes any person who is living with you in a relationship similar to that of a partner, civil partner, or spouse.

"Confidential Information" includes:
•   any information passed on to the public body by a Government department (even if it is not clearly marked as confidential) which does not allow the disclosure of that information to the public;
•   information of which the law prohibits disclosure (under statute or by the order of a Court);
•   any legal advice provided to the public body; or
•   any other information which would reasonably be considered a breach of confidence should it be made public.

"Election expenses" means expenses incurred, whether before, during or after the election, on account of, or in respect of, the conduct or management of the election.

"Employee" includes individuals employed:
•   directly by the public body;
•   as contractors by the public body, or
•   by a contractor to work on the public body's premises.

"Gifts" a gift can include any item or service received free of charge, or which may be offered or promised at a discounted rate or on terms not available to the general public. Gifts include benefits such as relief from indebtedness, loan concessions, or provision of property, services or facilities at a cost below that generally charged to members of the public. It can also include gifts received directly or gifts received by any company in which the recipient holds a controlling interest in, or by a partnership of which the recipient is a partner.

"Harassment" is any unwelcome behaviour or conduct which makes someone feel offended, humiliated, intimidated, frightened and / or uncomfortable. Harassment can be experienced directly or indirectly and can occur as an isolated incident or as a course of persistent behaviour.

"Hospitality" includes the offer or promise of food, drink, accommodation, entertainment or the opportunity to attend any cultural or sporting event on terms not available to the general public.

"Relevant Date"   Where a board member had an interest in shares at the date on which the member was appointed as a member, the relevant date is – (a) that date; and (b) the 5th April immediately following that date and in each succeeding year, where the interest is retained on that 5th April.

"Public body" means a devolved public body listed in Schedule 3 of the Ethical Standards in Public Life etc. (Scotland) Act 2000, as amended.

"Remuneration" includes any salary, wage, share of profits, fee, other monetary benefit or benefit in kind.

"Securities" a security is a certificate or other financial instrument that has monetary value and can be traded. Securities includes equity and debt securities, such as stocks bonds and debentures.

"Undertaking" means:
a) a body corporate or partnership; or
b) an unincorporated association carrying on a trade or business, with or without a view to a profit.

SEStran Regional Transport Strategy 2035

1   Introduction

1.1   The purpose of this report is to present the Board with the final version of the draft Regional Transport Strategy (RTS). The report notifies the Board of more substantive amendments following feedback from local authority partners and the public, and presents detail on the statutory consultation process. The revised draft RTS is attached as Appendix 1.

1.2   Following consideration of the consultation comments, changes to the draft RTS are proposed and the Board is asked to consider the proposed changes to the draft RTS and approve the final version of the draft Regional Transport Strategy for the South East of Scotland, SEStran 2035.

2   Background and context

2.1   SEStran 2035 has been in development during the last two years and in October 2021 (Report Link), the Board approved the draft version of SEStran 2035 for statutory consultation purposes. The statutory consultation took place from 5 November 2021 until 11 February 2022.

2.2   Statutory advertising of the publication of the draft Strategy together with associated documents, including an Environmental Report (ER) and an ER Non-Technical Summary (NTS) took place on Tuesday 16 November. Participation in the statutory consultation survey, was encouraged via the SEStran website and by our Local Authority partners. A virtual engagement room was created giving access to all supporting background information and enabling comments to be made on all elements of the draft strategy.

2.3   Local authority partners' communications teams supported engagement efforts through social media platforms, citizen panels and their internal platforms where possible. In addition to using the SEStran Twitter and LinkedIn social media accounts, a Facebook advert campaign and local press advertising were used to raise the profile of the consultation.

2.4   This final survey on the RTS generated 109 responses from a range of public sector, local authority partners and members of the public, The comments received were diverse and wide ranging and as it is not practical to include every comment in the body of this report. However, these are available on the SEStran website via this link Survey Responses , Detailed specific comments ranged over a wide spectrum from very detailed local issues to comments offering varying levels of support or opposition to the different elements of the draft RTS.

2.5   At the outset of the statutory consultation period in November 2021, each local authority partner was offered the opportunity of a specific multi-disciplinary officer meeting in advance of providing their comments on the content of the draft RTS. Meetings were held between 6 January and 9 February this year, to allow for detailed discussion on the draft RTS and how its Regional Mobility Themes, Policies and Actions relate to the individual partner authorities.

3   Consultation Report

3.1   The results of the survey and an overview of the comments made by stakeholders, members of the public and local authority partners are included in the consultation report attached as Appendix 2 to this report. The consultation report summarises the responses to the survey

questions posed and the comments made, identifying common themes across all the areas of the draft RTS to reflect the issues raised which are regional and strategic in nature and which with due consideration may result in changes being proposed to the draft RTS. The key areas identified are discussed below.

4   **Layout of Draft RTS and Naming of Mobility Themes**

4.1   Based on comments received from local authority partners and stakeholders some changes are proposed to the structure of the document and the Mobility Theme headings, to improve understanding of the document. The themes of the Spatial Strategy section run throughout the RTS and are connected to all different mobility themes, and it was considered appropriate to place it in front of the Mobility Themes in the document. Changes to the title of four of the mobility themes are proposed.

4.2

Original Draft RTS Mobility Theme	Proposed Draft RTS Mobility Theme
Enhancing Access To Public Transport	Enhancing Accessibility of Public Transport
Enhancing And Extending The Bus Service	Transforming And Extending The Bus Service.
Enhancing And Extending The Train Service	Enhancing And Extending The Rail Service
Improving Integration Between Modes	Delivering Seamless Multimodal Journeys

4.3   These changes seek to clarify the role of these separate, but connected mobility themes, and do not alter the sense, meaning or intentions of these themes. The change to Accessibility of Public Transport is to emphasise the focus on physical accessibility and knowing what services are available and when. The change to 'Transforming and Extending Bus Services' reflects feedback on the scale of change needed. The change from 'train' to 'rail' reflects feedback on the benefits of distinguishing passenger light and heavy rail services and this is also reflected in changes to the text of this chapter of the draft RTS. Finally, the change to 'Delivering Seamless Multimodal Journeys' better reflects the need for integration between different modes which may be needed during a single journey

5   **Rural Issues**

5.1   Some local authority partners and other stakeholders raised concerns that the different transport needs of remote rural areas and rural areas were not adequately recognised in the draft strategy and that many of the policies and actions are only appropriate for use in urban areas. This related to intervention types such as 20-minute neighbourhoods, Electric Vehicles, Active Travel, MaaS, Demand Responsive Transport and Reallocating Road space on the Network.

5.2   The text in the draft RTS has been amended to reinforce that this variability between urban and rural transport solutions is fully recognised. These distinctions are reflected where necessary in the policies and actions, as the effectiveness of different policies and actions will be affected by the rural and urban differences experienced across the SEStran area. However, it is considered that all the policies and actions have a role to play in all areas of the region but that they will be applied and implemented differently in different locations. The primary purpose of the policies and actions is to support the development of sustainable low carbon transport solutions across the whole SEStran region.

6   **Delivery & Option Referencing**

6.1   One key area of feedback deals with the inclusion of information on future proposed implementation of schemes, or projects. Feedback from several local authority partners indicated that, whilst noting the RTS is not intended to include a list of potential projects, there

was a desire for the RTS to show how proposed actions could be funded, where responsibility for delivering against the actions lies, and what resources were available for this.

6.2   Within this there was also feedback on including reference to two specific schemes mentioned in STPR2; funded appraisal work on the Borders rail extension as part of work to secure wider connections beyond the SEStran region, and the strategic development of mass transit in the region including tram extension. Reflecting on partner views that referencing these specific strategic, cross boundary projects (with funding in place for feasibility work), would assist in highlighting the RTS's alignment with other regional strategies and bolster support for the projects, the final RTS makes specific reference.

6.3   For these and other specific projects, following workshops with all partner Councils, it is proposed that following the completion of the RTS, SEStran develops a Programmed Investment Plan, giving clarity and a regional overview of schemes proposed for the region, and their current status. An action is therefore included in the RTS to develop a detailed Programmed Investment Plan in a short time scale. It is envisaged that the plan will be prepared in close discussion with local authority partners and other stakeholders who have responsibility and/or budget for delivering specific schemes.

6.4   Close partnership working will be needed to identify what is appropriate for such a plan, but it is envisaged that it would include schemes:

- under construction;
- construction planned and funded;
- under development (evaluation funded);
- awaiting funding to deliver; and
- Identified in plans and strategies for future assessment.

6.5   There is already funding available (up to £10M through the Borderlands Growth Deal) to carry out the economic assessment to extend the Borders Railway. This extension of the railway is supported by the draft RTS and the economic work that needs to be undertaken is key to make a case for the project. Similarly, City of Edinburgh Council are undertaking feasibility studies and the development of business cases on possible tram route extensions. This is linked to NPF4 and STPR2 and is discussed in section 9.1. As strategic level interventions, the policies within the draft RTS clearly supports these types of schemes and ongoing economic assessment work in the region. The preparation of the Plan would recognise where funding has been made available for the further development of interventions.

7   Enhanced Links to Policy

7.1   Comments were received from some Council partners to the effect that the necessary alignment with draft National Planning Framework 4 (NPF4), National Transport Strategy 2 (NTS2) and the draft Strategic Transport Projects Review 2 (STPR 2) were not evident in the draft RTS. This in part reflects timing, the draft NPF4 was published on 10 November 2021 and STPR 2 was published on 20 January 2022, both after the draft RTS was published.

7.2   Therefore, these two national documents have been reviewed and appropriate reference to them is now included in the text of the draft RTS and how the four draft RTS Strategy Objectives map to the NTS2 Priorities.

8   Better Emphasis on Links to Land-Use Planning & Demand Management

8.1   To ensure that the comments made by stakeholders and the need to ensure that the links between land use planning and transport are set out clearly and align with draft NPF4, the text has been amended to reinforce these links and new policies and actions added including:

- Infrastructure first

3

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- Alignment of LPD's with the RTS
- The application of the 20-minute neighbourhood concept will be different for rural areas.

9 Mass Transit

9.1 City of Edinburgh Council consider that the draft does not sufficiently reflect or support trams or light rail enough and suggested a specific chapter in the draft RTS. As stated in section 4 of this report the use of rail and not train to represent heavy rail, light rail and tram is proposed to ensure tram as an option is included. Furthermore, the nationally important role for mass transit to improve urban accessibility in southeast Scotland, is set out clearly in both NPF4 and STPR2. The policies in the draft RTS support the extension of heavy rail, light rail, tram and bus rapid transit networks and services. Therefore, the reference in both NPF4 and STPR2 to mass transit should be recognised and supported within the text of the draft RTS and this change has been made in the revised version.

10 Electric Vehicles

10.1 The role of EV's in decarbonising transport and how this aligns with the target to reduce car kilometres travelled by 20% to 2030 has been strengthened to reflect comments made. Adjustments have also been made to clearly emphasise the different roles EVs may have in urban and rural areas. A shift to EVs will not by itself resolve the problems around high levels of congestion on the roads and the associated delays, unreliable journey times, noise and particulate emissions which come with continued car use.

10.2 New policies and actions have been identified for the need to develop and coordinate a regional information strategy including messaging around the need to ensure EVs are not regarded as a green light to increased car use and the range of issues associated with this. Strategy includes highlighting the potential of e-bikes and e-cargo bikes as viable modes of passenger and freight transport."

10.3 Reference is also now made in the draft RTS to the Scottish Government publication "A Network Fit for the Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network" and policies and action are adjusted to reflect this

11 Integrated Transport Network / Integration (Data, Ticketing and Integration)

11.1 A lack of Integrated ticketing and sources of journey planning was raised as a key area for SEStran to take a lead and support their development at a national level. The current fragmented nature of source data was also referenced by stakeholders.

11.2 Policies and actions have been added and amended to reflect the importance of the role a single/one ticket system allowing modal change can play in delivering seamless multi-modal journeys.

12 Inter-Regional / Wider Access

12.1 The Spatial strategy section has been expanded and text amended as necessary to explicitly show the important connections beyond the SEStran area to neighbouring Regional Transport Partnerships and beyond for broader UK connections.

13 Behaviour Change (Post COVID-19 & General) /Behaviour Change to be a specific Mobility Theme

13.1 The importance of behaviour change in delivering reduced travel demands and delivering the national 20% reduction in car kilometres travelled by 2030 as set out in the Scottish Government route map was identified by stakeholders. The text, policies and actions have been amended to reflect this.

13.2 Behaviour changes associated with the need to encourage the use of public transport post the COVID-19 pandemic is a key area for short term actions. However, more importantly in the longer term the need for a wholesale change in behaviours and attitudes to a dependency on car use is needed over the lifetime of the draft RTS to encourage and support the change in modal shift needed to tackle climate change. SEStran's role in this is set out more clearly in the draft RTS.

14 Access to Healthcare

14.1 The statutory duty for the RTS to consider access to healthcare has now been explicitly referenced in the draft RTS and policies and actions added to strengthen this important transport area.

15 Other Topics and Issues Raised

15.1 The main areas of comment are presented above and are limited to emphasise main issues for the Board to consider. This enables a brief and focussed report to be presented to the Board. However, there are a number of other topics and matters raised which have also been addressed by text revisions of the draft RTS. These topic areas are listed below and full details of the comments and the responses are contained in Appendix 2.

- **Public Transport Services**
- **Minor Alterations from External Stakeholders**
- **Definition of terms**
- **Applying policies in existing environments**
- **Hydrogen Capabilities**
- **RTS Opportunity**
- **Inclusion of Just Transition**
- **Real Time Passenger Information**
- **Miscellaneous**
- **SEStran Comments (Various)**
- **Behaviour Change to be own Mobility Theme**
- **Greater links to economic strategies**
- **Inclusion of other user perspectives**
- **Review of partner authorities active travel plans**
- **Differentiation between Transforming and Extending the Bus Service and Enhancing and Extending Rail Services**

16 Main Comments by Local Authority Partners

16.1 The comments and views on the draft RTS of the partner local authorities who make up the Southeast of Scotland Regional Transport Partnership is included in the consultation report and the most common themes and comments have already been discussed in the earlier sections of the report. There was broad support for the policies and direction of the draft RTS across the partners with some specific points raised. Many of the comments raised have been taken on board and have been beneficial in sharpening and improving the content of the draft RTS.

16.2 In addition to their response to the formal survey questions, a number of councils considered the draft RTS and reported the draft RTS to their appropriate council cabinets/ committees. All these committee report papers are combined and can be viewed through the attached link.[LINK].The points raised in the reports have been considered in the responses contained in Appendix 2.

17 Statutory Assessments

17.1   The Statutory Assessments have been integral to the development of the draft RTS. The Environmental Report documents the findings of the Strategic Environmental Assessment carried out in respect of the Draft SEStran Regional Transport Strategy and was submitted to the SEA Gateway on 8th November 2021. In accordance with Section 16 of the Environmental Assessment (Scotland) Act 2005, the Consultation Authorities (Scottish Environmental Protection Agency (SEPA), NatureScot and Historic Environment Scotland (HES)) have now considered the Environmental Report and provided comment.

17.2   A SEA consultation report has been prepared and is attached as Appendix 3 to this report. No significant issues were raised and some minor updates to the draft RTS to account for SEPAs comments on air quality and active travel and some small changes to the draft RTS based on the comments from NatureScot will ensure that the final draft RTS has developed in an integrated way taking account of environmental issues. HES are content with the Environmental Report and the draft RTS and have no comments to make.

17.3   The Equalities Impact Assessment report (EqIA) and associated reports detail how the draft RTS has been developed and serves to meet the statutory Public Sector Equality Duty, the Fairer Scotland Duty and the Child Rights and Wellbeing Duties. This ensures that equalities issues are integral to the draft RTS. An equalities Consultation note has been prepared Appendix 4. Comments received reinforced the need for equalities issues to be fully considered and the need for accessible information to be available for transport users. How equalities issues would be delivered by the strategy was raised. As a strategic document the draft RTS sets out support for equalities issues and has a specific Mobility Theme, Policies and Actions to support and guide SEStran and local authority partners to ensure that equalities issues are considered fully. As specific interventions develop there remains a statutory requirement for further Equalities Impact Assessments to be undertaken in respect of more detailed proposals.

18   Conclusions

18.1   As a result of the comments and responses to the statutory consultation a number of changes are proposed to the draft RTS. These include changing the order of the chapters, renaming some mobility themes, additional text to reflect the issues raised and outlined in sections 4 to 17 above and the addition of some new policies and actions. The changes enhance the draft RTS and ensure that the key issues raised by partners and stakeholders are reflected in the revised strategy.

18.2   Roles and responsibilities for the delivery of the actions and policies contained in the draft RTS was a key theme. Who is responsible for delivery and how projects will be funded was identified in the responses to the consultation. Delivery of projects will be the responsibility of a wide range of partnerships and/or individual partners and will depend on how funding is made available and what resources can be employed to secure project delivery.

18.2   As discussed in section 6 it is recommended that the draft RTS should include an action to develop and keep updated on a regular basis a Programmed Investment Plan which can clearly identify transport interventions across the region, lead delivery partners, projects status, funding commitments and timescales to allow monitoring of progress on delivery. Such a regional plan can only be developed by SEStran in consultation and discussion with the individual partner authorities who have the budget and responsibility for delivery.

18.3   The draft RTS is a strategy document. It is not a funded delivery plan and therefore, it sets a framework for transport in the SEStran area to deliver the priorities and outcomes of NTS2: Reduce Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, as reflected in the draft RTS Vision statement.

19   Next Steps

19.1 Subject to approval of the proposed changes to the draft RTS by the Board the final document will be made ready for publication. Some photography work has been commissioned to enable a broader range of regional photographs to be used to replace the limited stock images used in the current draft RTS. The approved final draft version will be presented to Scottish Ministers for approval. The decision of the ministers will be reported to the Board and the final version of the draft RTS will be published.

20 Recommendations

It is recommended that the Board:

20.1 Note the statutory consultation on the draft Regional Transport Strategy has concluded;

20.2 Note the contents and the findings of the survey as summarised in the consultation report Appendix 2

20.3 Note the response to the comments made and the suggested areas for amendment to the draft Regional Transport Strategy;

20.4 Consider the terms of the amended draft Regional Transport Strategy SEStran 2035 (Appendix 1), and offer comment, as appropriate;

20.5 Approve the amended draft Regional Transport Strategy SEStran 2035 for submission to Scottish Ministers;

20.6 Delegate to the Partnership Director any minor or non-substantive amendments necessary prior to its submission to Scottish Ministers;

20.6 Approve the commencement of work to develop a Programmed Investment Plan in consultation with partners; and

20.7 Note that, following consideration of the draft RTS, any decision and recommendations made by Scottish Ministers, will be brought back to the Board for consideration and approval of the final Regional Transport Strategy SEStran 2035.

Jim Stewart
Strategy and Projects Officer
18th March 2022

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 and funding is identified in the three year budget plan.
Equalities Implications	The new RTS has been subject to an Equalities Impact Assessment (EQIA).

Climate Change Implications	The new RTS has been subject to a Strategic Environmental Assessment (SEA).
Appendices	1. Revised Draft Regional Transport Strategy 2. Statutory Consultation Report 3. Sea Consultation Report 4. Equalities Consultation Report

SEStran 2035 REGIONAL TRANSPORT STRATEGY

March 2022

In partnership with: **Stantec**

Prepared by: **Alec Knox**

Reviewed by: **Scott Leitham**

Approved by: **Scott Leitham**

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SEStran 2035 Regional Transport Strategy

1.0 INTRODUCTION

1.1 PURPOSE

This Regional Transport Strategy (RTS) for the South-East of Scotland has been prepared by the South-East of Scotland Regional Transport Partnership (SEStran) which was set up under the Transport (Scotland) Act 2005. It covers eight constituent local authorities as shown in Figure 1.1. This Act also set the requirement to produce a statutory RTS to provide a strategic framework for transport management and investment for the Partnership area.

The RTS has been prepared to replace the Regional Transport Strategy 2015 - 2025 Refresh published in July 2015. It replaced the original SEStran Regional Transport Strategy 2008 – 2023 published in November 2008.

It is essential that the RTS addresses the transport problems and issues being experienced in the SEStran area. The purpose of this RTS is to set out these challenges and how SEStran proposes to respond to them.

This RTS has been prepared in accordance with RTS development guidance (Transport Scotland, 2006), the Scottish Transport Appraisal Guidance (STAG) and all relevant legislative and policy requirements. It is supported by a suite of evidence drawn from published policy documents, data analysis as well as stakeholder and public consultation. This has been set out in the documentation accompanying the development of the RTS. This includes a STAG Case for Change report which details the problems and issues that need to be considered by the RTS as well as defining options to address them along with the strategy objectives. The options which emerged from the Case for Change also underwent appraisal with the findings outlined in the STAG Preliminary Options Appraisal report.

Figure 1.1 SEStran Location Plan

The preparation of the new SEStran RTS has also been informed by Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EqIA) processes, each of which has identified key environmental and equalities issues which need to be addressed in the new RTS. This RTS is accompanied by proportionate SEA and Equalities Duties Assessment Reports which consider how relevant equalities and environmental issues have been taken account of to date and provides recommendations to inform the finalisation of the RTS. These processes along with their associated timescales are illustrated in Figure 1.2.

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 STAG process has sought to ensure that the RTS is developed upon an evidence base which reflects the latest understanding of problems and issues in the region. Travel behaviour has changed during the pandemic as in many cases most people were made to work from home with many companies now introducing a work from home or hybrid working model which will reduce the number of people commuting to work.

All interventions to be brought forward from this RTS will be developed to ensure efficiency and value for money, and take a whole life cycle approach to cost, accounting for future maintenance requirements. Further, as SEStran's RTS covers a period of extensive societal and behavioural change and rapid technological advancement the policies are designed to be adaptable and flexible.

Interventions will also therefore respond to new opportunities that arise. For example, taking advantage of opportunities from societal changes and advances in technology and engineering to tackle congestion and lower demands for car-based travel can provide the basis for reallocating road space and delivering a more efficient use of the transport network. This can help improve public transport operations and provide for greater levels of mobility.
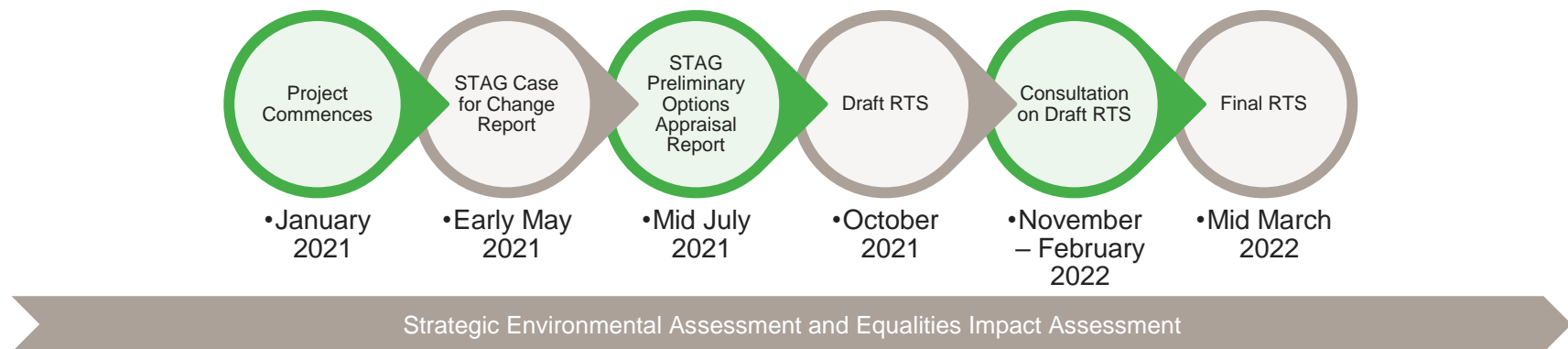
Figure 1.2 RTS Timescales

1.2   POLICY CONTEXT

National

• National Transport Strategy 2
• Strategic Transport Projects Review 2
• National Planning Framework 4
• Scottish Government Climate Change Plan Update 2020
• Route Map to 20% Reduction in Car KM

Regional

• **SEStran Regional Transport Strategy**
• Indicative Regional Spatial Strategy for Edinburgh and South East Scotland City Region
• Forth Valley Indicative Regional Spatial Strategy 2020
• South of Scotland Indicative Regional Spatial Strategy
• South of Scotland Regional Economic Strategy
• Edinburgh and South East Scotland City Region Deal
• Borderlands Inclusive Growth Deal
• Falkirk Growth Deal
• Stirling and Clackmannanshire City Region Deal
• Regional Prosperity Framework
• Falkirk Economic Strategy
• Clackmannanshire Wellbeing Economy

Local

• Local Transport Strategies
• Local Development Plans

Figure 1.3 Policy Hierarchy

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 1.3 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 1.4. These four priorities and hierarchy have been used to guide the development of this RTS.

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 2030:

• *our roads will contain no new petrol and diesel cars and vans*
• *car kilometres will have reduced by 20%*

This policy context has been used to guide the development of the RTS.

NTS 2 PRIORITIES

Reduce Inequalities

Take Climate Action

Help Deliver Inclusive Economic Growth

Improve Our Health and Wellbeing

SUSTAINABLE TRAVEL HIERARCHY

Walking and Wheeling

Cycling

Public Transport

Taxis & Shared Transport

Car
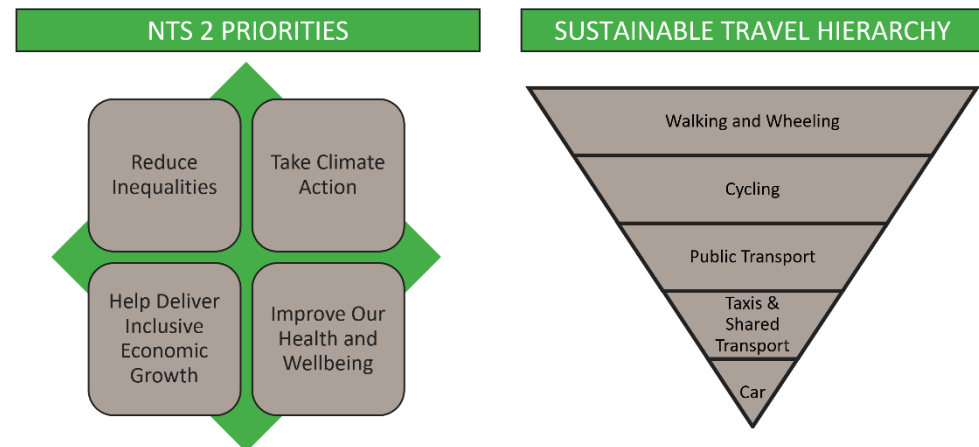
Figure 1.4 National Transport Strategy Policy Framework

Context

SEStran 2035 Regional Transport Strategy

2.0 CONTEXT

2.1 AREA DEMOGRAPHICS

The SEStran region covers 8,400km² 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 total population of the SEStran area was estimated as 1,609,070 in 2019. The majority of the population is concentrated in the centre of the SEStran area with a large, sparsely populated rural area to the south particularly the remote rural areas in Scottish Borders 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. Figure 2.1 illustrates the breakdown of the region using the Scottish Government's 6-fold urban – rural classification which highlights how much of the area is classified as rural. The RTS considers transport issues and opportunities across all areas of the region.

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, the population has been ageing with the number of people aged 65 or more 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%).
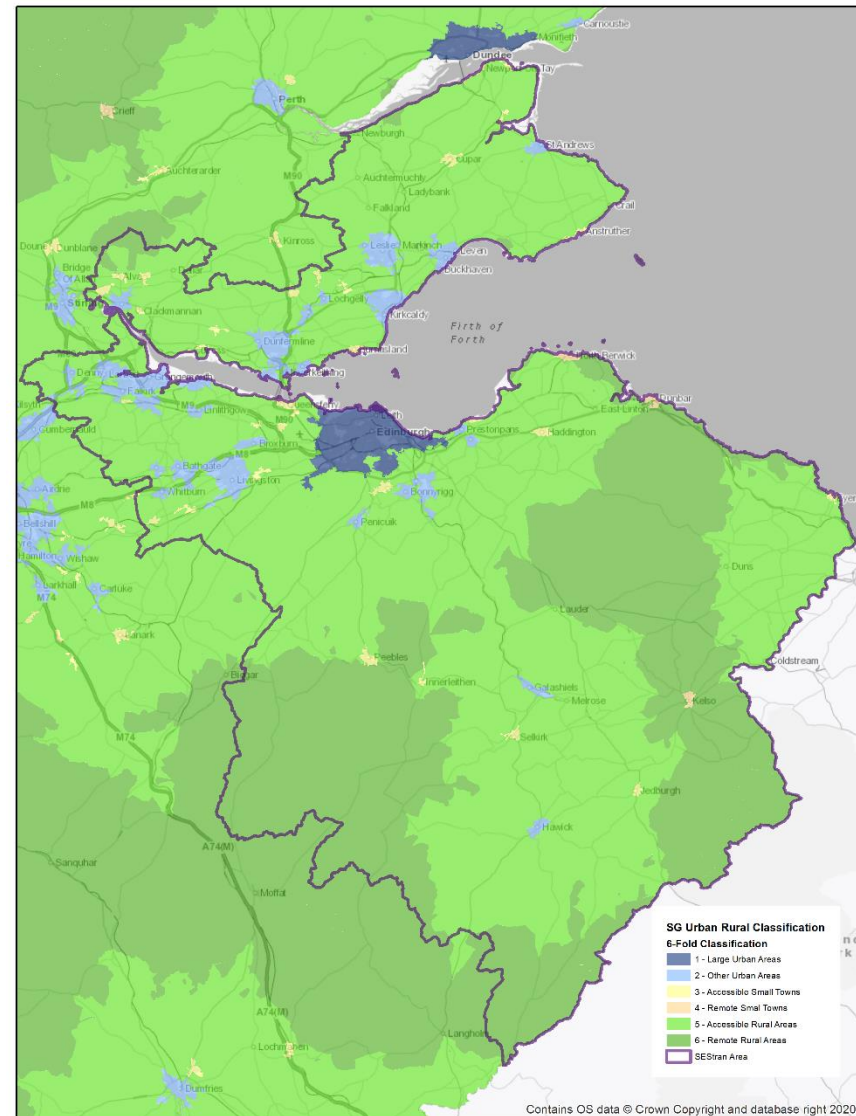
Figure 2.1 6-Fold Urban – Rural Classification in SEStran
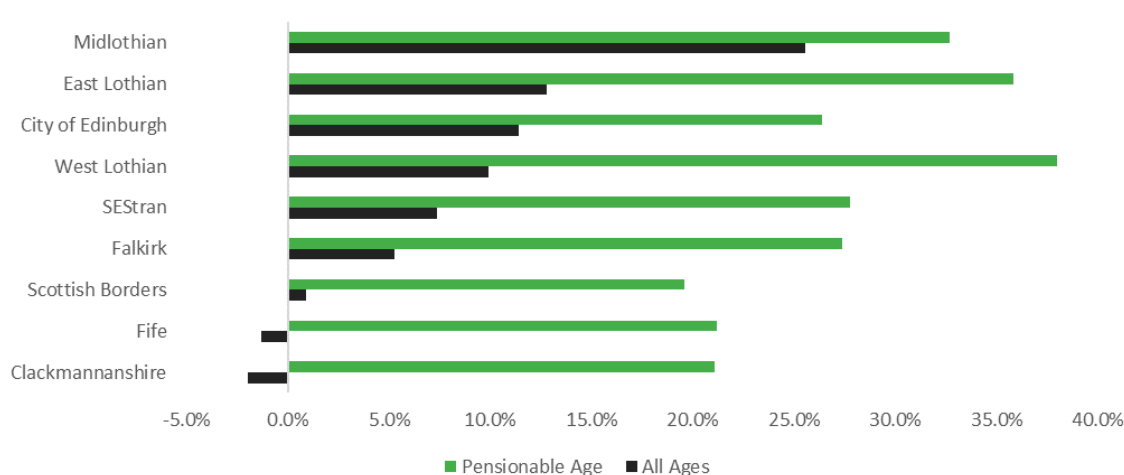
Figure 2.2 Forecast Population Change in SEStran Region 2018 - 2028

The population of the SEStran region is projected to grow by 7.4% between 2018 and 2038 although this masks variations across the region as shown in Figure 2.2. In particular, the population of Clackmannanshire and Fife is forecast to decline whilst there is considerable growth expected in Midlothian. The trend towards an ageing population is also expected to continue with a 28% increase in people of pensionable age over the period.[1] However, it should be noted that these projections do not reflect the potential impact of Brexit on net-migration which has been a primary driver of population 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 from 2.30 in 2001 to 2.19 in 2019.[2] 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

There are variations in levels of employment across the region as illustrated in Table 2.1[3] 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.

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[1] [Population Projections for Scottish Areas (2018-based) | National Records of Scotland (nrscotland.gov.uk)](#)
[2] [statistics.gov.scot : Average Household Size](#)
[3] https://www.gov.scot/collections/labour-market-statistics/

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. 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.

2.2 LAND-USE PLANNING

Transport demand is closely related to land-use as people travel to reach employment and services like 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 car or who would prefer not to use a car. It is critical to achieving nationally set environmental targets (e.g., climate change, air quality) that land-use development and transport are better 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 has prepared the draft National Planning Framework 4 (NPF4), which sets out a plan for Scotland to 2050. It focuses on four key outcomes which include:

Table 2.1 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%
Scotland	*74.8%*	*2.8%*

- **Sustainable Places** where we reduce emissions and restore and better connect biodiversity
- **Liveable Places** where we can live better, healthier lives
- **Productive Places** where we have a greener, fairer, and more inclusive well-being economy
- **Distinctive Places** where we recognise and work with our assets

The draft NPF4 also outlines strategic development across five areas of Scotland. The SEStran region is located within both the 'central urban transformation' and 'southern sustainability' areas of the plan. The former's interventions aim to improve urban accessibility and pioneer low-carbon, resilient urban living within the region; whilst the latter aspires to create a network of low carbon towns which strengthens resilience and decarbonises connectivity. Related transport based, location specific actions to achieve the above objectives within these areas include:

- **1) Central Scotland Green Network**: Enhancements to provide multifunctional green infrastructure that improves placemaking and contributes to the roll-out of 20-minute neighbourhoods

- **2) National Walking, Cycling and Wheeling Network**: The upgrading and provision of additional active travel infrastructure to develop a sustainable travel network that will provide access within and between settlements, key services, employment and multi-modal hubs
- **3) Urban Mass/Rapid Transit Networks**: Development of Edinburgh Mass Transit network within the city region
- **6): Digital Fibre Network**: The continued roll out of world class broadband and associated infrastructure
- **8) Industrial Green Zones**: Creation of a 'Scottish Cluster' of zero-carbon industrial zones in Grangemouth (plus St Fergus and Peterhead)
- **13) High Speed Rail**: Implementation of increased infrastructure to improve rail capacity and connectivity on the main cross-border routes and east and west coast mainlines
- **17) Edinburgh Waterfront Regeneration** of strategic sites along the Forth Waterfront. Includes the creation of new green and blue infrastructure, new active travel facilities and new / upgraded port facilities.

The draft NPF 4 included the 'Minimum All-Tenure Housing Land Requirement' (MATHLR) which sets out housing land allocations for each of the SEStran local authorities for the next 10 years as shown in Table 2.2. 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 Fife at just 4.2%. Overall, housing in the region could increase by 11.2% on this basis.

Table 2.2 10 Year Housing Land Requirements

AREA	HOUSING LAND REQUIREMENT	TOTAL DWELLINGS (2018)	% OF TOTAL DWELLINGS
Clackmannanshire	1,500	24,451	6.1%
Fife	7,350	176,500	4.2%
Scottish Borders	4,800	58,296	8.2%
Falkirk	5,250	74,594	7.0%
SEStran	84,250	749,642	11.2%
Edinburgh	41,300	248,314	16.6%
West Lothian	9,600	79,483	12.1%
East Lothian	6,400	47,731	13.4%
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
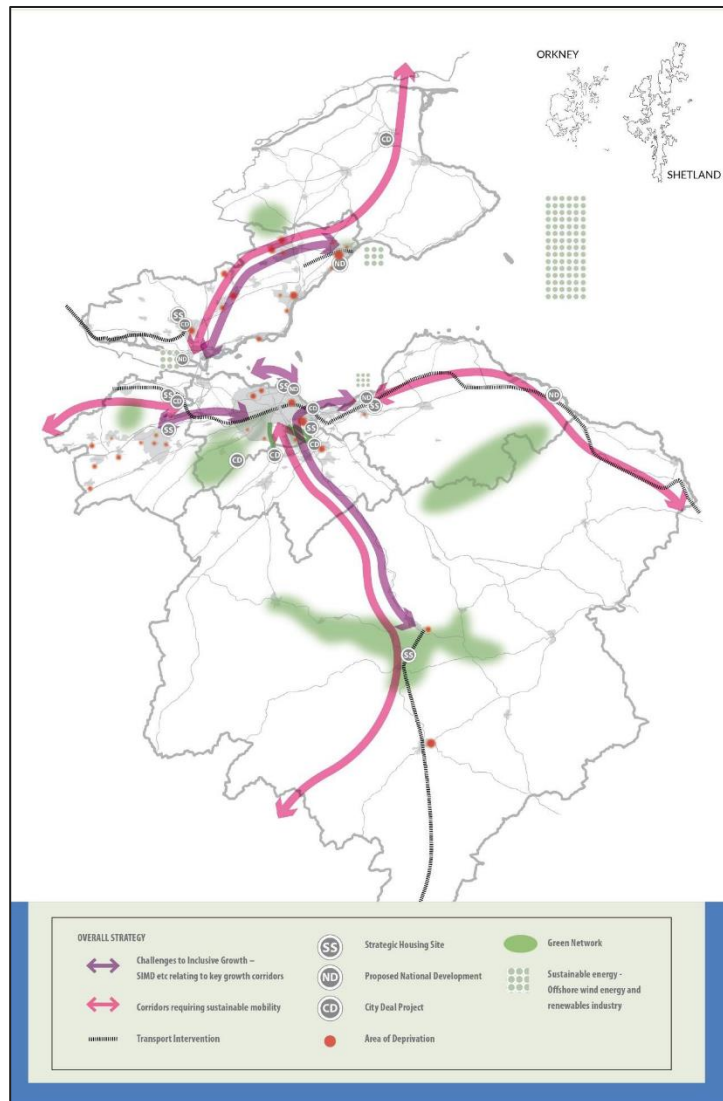
Figure 2.3 Edinburgh and South-East Scotland City Region iRSS Overall Strategy

indicative Regional Spatial Strategies (iRSS) to feed into the consultation on NPF4. There are two iRSS areas that exist across the SEStran area including one for the Edinburgh and South-East Scotland City Region and one covering the Forth Valley area.

Through the development of the RTS and iRSSs, it is imperative that there is closer integration between land-use and transport planning in the City 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 transport to support ongoing development.

The iRSS for the Edinburgh and South-East Scotland City Region covers Edinburgh, Fife, West Lothian, Midlothian, East Lothian, Scottish Borders and an overview of the spatial strategy is shown in Figure 2.3. 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 as follows:

- Blindwells, East Lothian
- Shawfair, Midlothian
- Granton, Edinburgh
- Winchburgh, West Lothian
- East Calder, West Lothian
- Dunfermline, Fife
- Tweedbank, Scottish Borders

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 (i.e., local authority) 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 links *within the region*. For new developments, connecting infrastructure and services need to be identified and delivered before sites are completed to give the best opportunity for sustainable habits to become embedded.

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 set out in NPF4 and indicated in Table 2.2. Development policy will promote brownfield sites and set 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, i.e., 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 RSS for the Forth Valley area. An iRSS was submitted to the Scottish Government to inform the development of NPF4. This is based around a polycentric approach that notes the strategic relationships across the wider area and linking role that the region plays in central Scotland. This is illustrated in Figure 2.4. From a connectivity perspective the iRSS focuses on decarbonising

Figure 2.4 Forth Valley iRSS Overall Strategy

transport through the provision of an electric vehicle charging network, active travel and supporting transport infrastructure, as well as digital infrastructure. In terms of housing, it is highlighted that the NPF4 response to housing targets across the region will influence how the final RSS addresses housing need and demand. However, Falkirk is a distinct housing market area with a closer relationship between Stirling and Clackmannanshire areas.

Furthermore, in September 2021 the Edinburgh and South-East Scotland Regional Prosperity Framework was approved by Joint Committee. The framework builds on the regional partnership that is delivering the £1.3bn Edinburgh and South-East Scotland City Deal. A series of future regional priorities have been identified based on supporting the region to flourish, encouraging innovation, and supporting resilience. Some major regional opportunities have been identified through the framework development process, each aligning with one or more of these themes. Two major opportunities directly relate to transport which are:

- The creation of sustainable mixed communities and new destinations and attractors across the region. This will be achieved through regeneration and new development with the intention of increasing job density, amenities and housing options as well as providing services and infrastructure within more self-contained 20-minute neighbourhoods.
- Promoting sustainable transport and mobility to reduce car dependency and the need to travel unsustainably right across the region, by delivering key aspects of the National and Regional Transport Strategy such as interconnected cross boundary active travel links and better infrastructure for public transport provision. A new mindset is needed which recognises the essential contribution that rural and less urbanised parts of South East Scotland make to the economy and society. We will provide affordable, coordinated public transport options for those who live in transport poverty for access to employment, training, and education opportunities.

Moreover, City Region and Growth Deals have been signed for Stirling and Clackmannanshire, Falkirk and Borderlands. When combined with that for Edinburgh and South East Scotland, these will deliver well over £1bn worth of investment in infrastructure, innovation and skills in the region including £10m for investigating extension of the Borders railway. This investment is designed to unlock economic growth and to tackle inequality and deprivation.

Interlinking with the above policy landscape is the Strategic Transport Project Review 2 (STPR2) which provides transport investment priorities for Scottish Ministers to 2042. A total of 45 recommendations were developed. Relevant interventions here include:

- **Edinburgh & South East Scotland Mass Transit (12):** A mass transit system for the region which would provide more public transport options for cross-boundary travel. The system would focus on key corridors of demand and disadvantaged areas with greatest dependence on public transport.
- **Provision of strategic bus priority measures (14):** Reallocation of road space on local / trunk road networks. Includes progression of plans on the M8, the CAVForth Project between Fife and Edinburgh and appraisal of interventions on the M90 and A90
- **Edinburgh/Glasgow-Perth/Dundee Rail Corridor Enhancements (17):** A programme of enhancements to improve journey times and line capacities. Subject to business case processes, improvements could include Greenhill Junction and Edinburgh western station approaches.
- **Rail Decarbonisation (25):** Priorities for rail decarbonisation include the Borders and Fife -> [Perth] -> Dundee -> Aberdeen -> Dyce lines
- **Sustainable access to Grangemouth Investment Zone (39):** Multi-modal improvements that will enable sustainable access to the area

- **Trunk Road and Motorway network renewal for reliability, resilience, and safety (32):** A co-ordinated programme of planned renewal and refurbishment includes focus on maintaining the M8 and strengthening major bridges (including Kincardine Bridge)
- **Major Station Masterplans (43):** Improvements to the functionality, capacity, ambience and intermodal connectivity of Edinburgh Waverley
- **High speed and cross border rail enhancements (45):** Improvement to inter-regional train lines. Includes upgrades to East Coast Mainline

It should be noted that the non-location specific interventions also have relevance for the SEStran region. These can be grouped into the themes below:

- Improving Active Travel Infrastructure
- Influencing Travel Choices and Behaviour
- Enhancing Access to Affordable Public Transport
- Decarbonising Transport

- Increasing Safety and Resilience on the Strategic Transport Network
- Strengthening Strategic Connections.

These interventions will have a transformative impact upon the way people and goods travel within and beyond the SEStran region – helping achieve national environmental and economic policy goals.

The RTS has been developed at a time when significant national and regional policy proposals are being brought forward. At the national level, STPR2 and NPF 4 will fundamentally alter transport across Scotland and help deliver net zero ambitions. Whilst at the regional scale, the various iRSSs and City Region and Growth Deals will redefine the spatial and economic landscape of the SEStran region. It is within this land-use planning and economic development context that the RTS has been developed, ensuring synergy between the RTS and the wider land-use and transport context.

2.3   TRAVEL BEHAVIOUR CHANGE

There is a long-term trend of people making fewer trips, as reflected in the DfT's long-running National Travel Survey. 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 were discussed further in Section 2.1.

More recently travel patterns have been influenced by the COVID-19 pandemic with potential long-term implications for how, where, when and how often people travel. This is discussed in Chapter 17.

Transport Challenges in the Region

SEStran 2035 Regional Transport Strategy

3.0   TRANSPORT CHALLENGES IN THE REGION

3.1   DEFINING TRANSPORT PROBLEMS

Developing the RTS starts from a set of transport problems and, to a lesser extent, transport opportunities. 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. These vary across the region with those being experienced in rural areas often differing from those in urban areas.

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** illustrated in Figure 3.1, 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
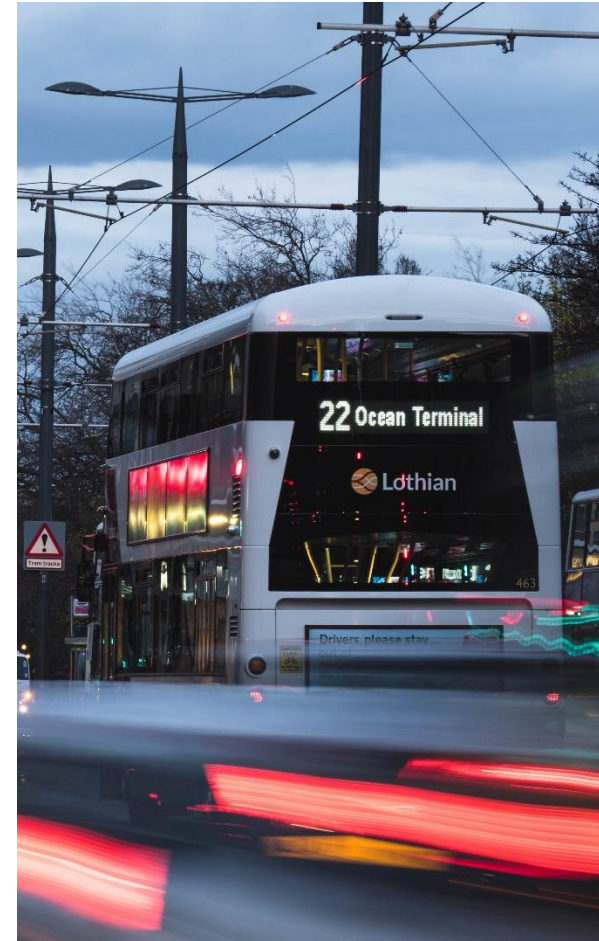
- can have a **travel choice consequence**, e.g., use of less sustainable modes, journeys not being made
- have a wider **societal consequence**, e.g., economic (e.g., wasted time), environmental (e.g., emissions), health & wellbeing (e.g., reduced levels of walking), social (e.g., exclusion from employment opportunities)
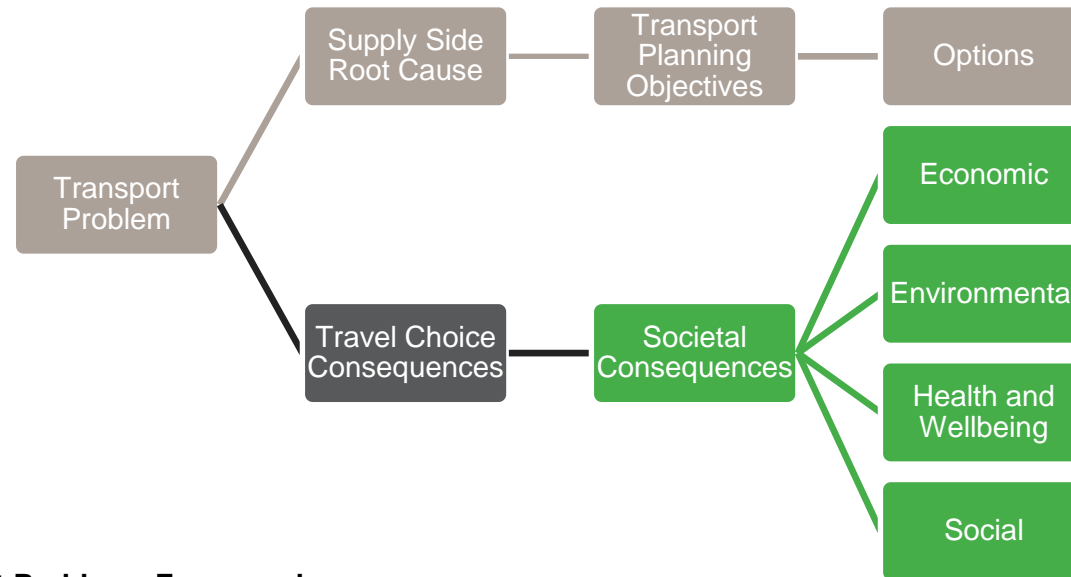
Figure 3.1 Transport Problems Framework

This Framework has been used to organise and present the transport problems to be addressed in the RTS. These 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
- **Stakeholder Engagement**: Over 130 stakeholders were invited to participate in consultation either through workshops, individual meetings or by responding to briefing notes. In total 11 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.

- **Case for Change Consultation**: The STAG Case for Change was subject to a four-week public consultation period between 29th June 2021 and 26th July 2021. Responses were collected via an online survey with a total of 21 responses being received.
- In accordance with statutory requirements, **Strategic Environmental Assessment (SEA)** and **Equalities Impact Assessment (EqIA)** processes are being undertaken to respectively assess likely significant environmental impacts and apply relevant equalities duties throughout the RTS development process.

The following problems have been identified through this process and form the basis of the policies and actions defined in the RTS. In addition, these has been defined and appraised in accordance with the requirements of STAG and taking into account the policy framework provided by NTS 2. Key guiding principles throughout this process have been the Sustainable Transport Hierarchy and the Sustainable Investment Hierarchy.

All Modes

The following problems are common to 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.

2. Use of the transport system brings the risk of collisions and personal injury: whilst the number of road collisions has been declining over recent years there is still a risk of injury on the road network. Modes of transport which do not utilise the road network (e.g., air, rail, sea) present a significantly lower risk of injury or collision 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 maintenance 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. Additionally, some stakeholders noted that the weather and low temperatures are both factors which affect the seasonal patterns of walking and cycling.

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 particularly the case for people who face mobility impairments or disabilities which make walking or wheeling challenging.

Public Transport

Analysis of bus journey times across the region 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. This affects the attractiveness of bus services, particularly longer bus trips. Bus operators 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 which impacts on the viability of smaller bus operators in particular.

Analysis also found that some public transport journeys between the main settlements across the region require up to

three interchanges whilst others cannot be undertaken at all within a two-hour time period. Interchange and long journey times are known to be significant barriers to public transport use which will undoubtedly cause people to choose alternative modes for these journeys. Furthermore, a number of locations have been identified which suffer from a combination of deprivation and poor public transport connectivity to healthcare, employment and education, relative to other areas of similar geographical type, therefore covering urban and rural areas.

The findings from passenger satisfaction surveys highlighted that around 20% of passengers have difficulty with the levels of crowding and availability of seating on train services. These findings reflect pre-COVID-19 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. Network Rail and ScotRail highlighted that there are capacity issues on the Fife Circle and Borders Railway, but that capacity related infrastructure 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 Abbeyhill junction. Problems with capacity on the East Coast Main Line through East Lothian were also raised by stakeholders.

The 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 which suggests that a quarter of people are dissatisfied with the value for money provided by bus services highlights a potential 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 compliant with the Equality Act 2010, which prohibits discrimination, harassment and victimisation of people who possess a protected characteristic.

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. These problems are particularly acute for the most vulnerable groups including the young, elderly, disabled, women and ethnic minorities. In addition, some users also have difficulty accessing public transport information. This is also likely to be a problem for infrequent or 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 substantially longer than going by 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: this also makes public transport unattractive when people cannot make a direct journey between their origin and destination

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 groups are also likely to be those most dependent on public transport.

11. Some journeys cannot be made by public transport: a lack of connections mean some journeys are not possible by public transport at all, or within a reasonable timescale. This can affect access to employment and essential services like 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 and 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 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 and Scottish Borders Council outlined that there are issues with taking bikes on buses and trains. Stakeholders also emphasised that there is a lack of integrated ticketing and no single source for journey planning for transport across the region. These fragmented sources of data cause problems in terms of the integration between transport modes, which makes it more difficult to make multi-modal journeys in the SEStran region.

Rail patronage has grown considerably at the majority of stations across the region. 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 station car parks are operating 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 level of priority given to public transport. Analysis found that off-peak journey times can often be much quicker than peak journey times and the latter 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 collisions 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. 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.

Constraints on the rail network including discrepancies in gauge clearance limit the scope to transfer more freight to rail although there are some 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 withdrawal of the DFDS freight ferry service from Rosyth to Zeebrugge in 2018 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 supply chain 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 withdrawal 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. Analysis has shown 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 and that this is especially an issue on the Camelon corridor. City of 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 where some journeys can take over two and a half hours. This illustrates both the size of the region and the fact that, in some areas, the network is still of a low standard. In addition,
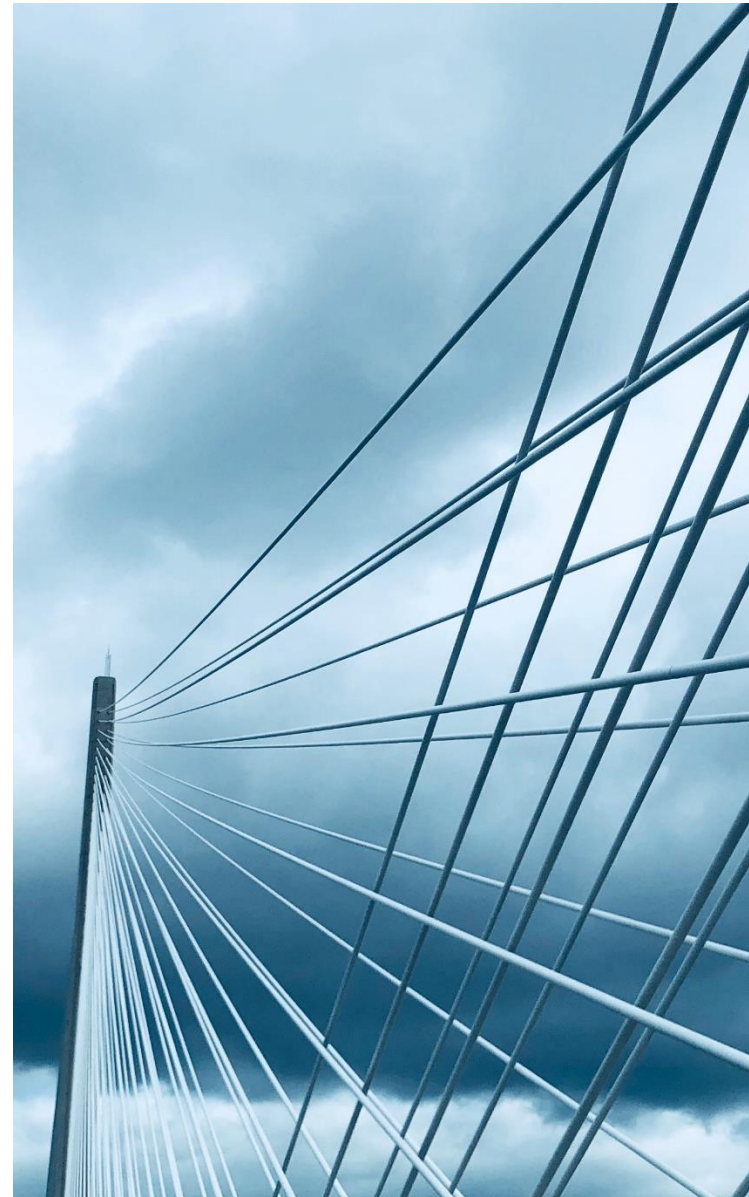
Fife Council and Scottish Borders Council both highlighted that tight maintenance budgets impact upon the ability to provide a high-quality road network.

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. City of Edinburgh Council suggested that this leads to 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. This shows that parking is a problem faced by all local authority areas but highlights that it is to a varying extent across the SEStran region with differing impacts in rural and urban areas.

Fleet transition from fossil fuels to ULEVs also faces barriers. The low proportion of ULEVs owned in the region (0.6% in 2019) highlights that these are yet to be mainstreamed. Analysis also highlighted 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. City of 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, 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, or having to build in additional time for their journeys

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 edge/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, lack of overtaking opportunities etc. 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, increasing inequality of access

Sitting above a number of the transport problems is the major negative societal consequence generated by unsustainable travel behaviour 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 RTS.

3.2   RTS CONSTRAINTS

One main constraint has been identified through the process of developing the RTS 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 identified. 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.

As part of development of the National Transport Strategy 2, work to review transport governance was undertaken by the 'Roles and Responsibilities Group'. The review also recognised this barrier to delivery. The Roles and Responsibilities Group continue to consider this issue and until a decision or direction is given this barrier could continue to affect the ability for SEStran and its partners to deliver cross-boundary and multi-partner schemes that emerge from the new RTS.

However, the Transport (Scotland) Act 2005 (2005 Act) allows for arrangements and associated functions that could be developed for cross boundary or multi partner RTS schemes which can be agreed and brought into effect through the provisions of sections 10 and 14 of the 2005 Act. SEStran, in consultation with its constituent authorities and other stakeholders, will consider use of these powers as appropriate in relation to such schemes.

3.3   RTS OPPORTUNITIES

The COVID-19 pandemic has had wide ranging repercussions on society, with travel behaviours being one aspect which has potentially been permanently altered during this time. The result of various lockdowns and restrictions on travelling has been a dramatic shift to homeworking for many and thus has significantly impacted commuting patterns, particularly to locations with high numbers of 'location independent' jobs.

The high number of jobs which are now able to be conducted remotely means that there are fewer people commuting out of more rural areas to larger towns and cities. This shift could offer economic opportunities for more local centres as there is more money being spent locally rather than in town and city centres.

As more people stay within more rural areas within the SEStran region, there is more scope to promote 20-minute neighbourhoods. This would go some way in achieving the 20% reduction car kilometres target set by the Scottish Government and may encourage there to be increased footfall for local businesses rather than the larger retail centres. This would generate more revenue for local urban centres within the region although would have knock-on impacts for larger retail centres.

Vision & Strategy Objectives

SEStran 2035 Regional Transport Strategy

4.0   VISION & STRATEGY OBJECTIVES

4.1   VISION

The vision for the RTS has been developed to reflect new national, regional and local policy priorities. It sets out the type of region we want the South East of Scotland to be and how transport can contribute to achieving that for everyone. The vision also shapes the strategy objectives by providing a high-level context and long-term focus for the strategy.

> *A South-East of Scotland fully integrated transport system that will be efficient, connected and safe; create inclusive, prosperous, and sustainable places to live, work and visit; be affordable and accessible to all, enabling people to be healthier; and delivering the region's contribution to net zero emissions targets.*

Alongside this is SEStran's aim as an organisation, which is to make sustainable modes of transport easier, more appealing to use and more accessible.

4.2   STRATEGY OBJECTIVES

Drawing upon the problems outlined in Chapter 3 a series of 29 Transport Planning Objectives (TPOs), each linked to a specific problem, were identified. These were subsequently used to define four Strategy Objectives which provide the transformative strategic framework for the RTS to provide a step change for transport in the region. These are set out below along with the societal outcomes that they will deliver. Key Performance Indicators (KPIs) linked to the Strategy Objectives that can be used for the purposes of monitoring and evaluation of the strategy are provided in Chapter 19.

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

Climate Change and Net Zero

Air Quality Transformed

Equitable Access to Transport

Strategy Objective 2: Facilitating healthier travel options

Improved Physical & Mental Health and Activity

Increased Wellbeing

Transformed, Liveable Neighbourhoods

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

Greater Equality of Opportunity

Travel Barriers Removed

Reduced Social Isolation

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

Reduced Road Casualties

A Just Transition in Inclusive Economic Growth

Improved Regional Competitiveness

Climate Change Adaptation

Stantec GO SEStran

Table 4.1 compares the Strategy Objectives to NTS 2's Priority Outcomes, highlighting the close relationship between them.

Table 4.1: Mapping of Strategy Objectives to NTS 2 Priority Outcomes

National Transport Strategy 2 Priorities	Strategy Objective 1: Transitioning to a sustainable, post-carbon transport system	Strategy Objective 2: Facilitating healthier travel options	Strategy Objective 3: Transforming public transport connectivity and access across the region	Strategy Objective 4: Supporting safe, sustainable and efficient movement of people and freight across the region
Reduces inequalities				
Will provide fair access to the services we need			✓	✓
Will be easy to use for all			✓	
Will be affordable for all	✓		✓	
Takes climate action				
Will help deliver our net-zero target	✓	✓		
Will adapt to the effects of climate change	✓			✓
Will promote greener, cleaner choices	✓	✓	✓	✓
Helps delivery inclusive economic growth				
Will get people and goods to where they need to get to			✓	✓
Will be reliable, efficient and high quality			✓	✓
Will use beneficial innovation	✓	✓	✓	✓
Improves our health and wellbeing				
Will be safe and secure for all	✓			✓
Will enable us to make healthy travel choices		✓		
Will help make our communities great places to live	✓	✓	✓	✓

4.3   REGIONAL MOBILITY THEMES

Following on from the Strategy Objectives a set of Regional Mobility Themes were defined which collate the options that have been demonstrated to contribute to the delivering the objectives under a series of relevant headings. These are:

- 1. Shaping development and place
- 2. Delivering safe active travel
- 3. Enhancing accessibility of public transport
- 4. Transforming and extending the bus service
- 5. Enhancing and extending rail services
- 6. Reallocating road-space on the regional and local network
- 7. Delivering seamless multi-modal journeys
- 8. Decarbonising transport
- 9. Facilitating efficient freight movement and passenger travel
- 10. Working towards zero road deaths and serious injuries
- 11. Reducing car kilometres
- 12. Responding to the post COVID-19 world

The Regional Mobility Themes have been mapped against the Strategy Objectives in Table 4.2 which shows the relationships between the two.

Table 4.2: Mapping of Regional Mobility Themes to Strategy Objectives

Regional Mobility Themes	Strategy Objective 1: Transitioning to a sustainable, post-carbon transport system	Strategy Objective 2: Facilitating healthier travel options	Strategy Objective 3: Transforming public transport connectivity and access across the region	Strategy Objective 4: Supporting safe, sustainable and efficient movement of people and freight across the region
Shaping development and place	✔	✔		✔
Delivering safe active travel	✔	✔		
Enhancing accessibility of public transport	✔		✔	✔
Transforming and extending the bus service	✔		✔	✔

Regional Mobility Themes	Strategy Objective 1: Transitioning to a sustainable, post-carbon transport system	Strategy Objective 2: Facilitating healthier travel options	Strategy Objective 3: Transforming public transport connectivity and access across the region	Strategy Objective 4: Supporting safe, sustainable and efficient movement of people and freight across the region
Enhancing and extending rail services	✓		✓	✓
Reallocating roadspace on the regional and local network	✓	✓	✓	
Delivering seamless multi-modal journeys	✓	✓	✓	✓
Decarbonising transport	✓			
Facilitating efficient freight movement and passenger travel			✓	✓
Working towards zero road deaths and serious injuries				✓
Reducing car-km	✓			✓
Responding to the post COVID-19 world	✓	✓	✓	✓

The Regional Mobility Themes form the structure for the RTS and are set out in the chapters following the Spatial Strategy. The Spatial Strategy which follows provides a geographic context for the Regional Mobility Themes, as well as setting out two themes which are important to be addressed in order to deliver transformative change to the way people travel to, from and within the region.

Spatial Strategy

SEStran 2035 Regional Transport Strategy

5.0   SPATIAL STRATEGY

5.1   SPATIAL CONTEXT

The RTS sets out a range of policies and actions which will shape investment in, and the management of transport in the region for the next 10 to 15 years. Crucially, in response to the Climate Emergency the Scottish Government has set a target to reduce car traffic levels (car km) by 20% by 2030. This is a fundamental point for the RTS to address and it is therefore important to understand car-based travel in the SEStran area to appropriately focus initiatives aimed at reducing car-km. Whilst providing a framework for all travel and transport in the region, the RTS has a particular focus on **regional travel**, i.e., travel *between* local authorities as opposed to travel wholly *within* local authority areas. To understand this, although now dated, the census of 2011 provides the most comprehensive and detailed picture of (pre COVID-19) *commuting travel* in the SEStran region – this is taken as a proxy for all travel for the purposes of analysis here. Typically, commuting sees a higher share of public transport than for other travel so if anything, this may underestimate the scale of the 'problem'.

How significant is regional travel?

The chart in Figure 17.5 Figure 5.1shows the total volume of commuting trips (by all modes) within the SEStran area by main geographical movement. The highest volume of commuting (36%) was *within SEStran local authorities excluding Edinburgh* (e.g., within Fife) with a further 31% of trips being *within Edinburgh*. Commuting *between* local authorities accounts for the remaining **one third** of all commuting wholly within the SEStran area. The dominance of Edinburgh as an employment centre is obvious though, with Edinburgh the destination for around 45% of all commuting trips amongst SEStran residents. **Total commuting by all modes within the SEStran area can be thought of as roughly in thirds – 1/3 *within* Edinburgh, 1/3 *within* the other seven council areas, and 1/3 *between* the eight council areas.**
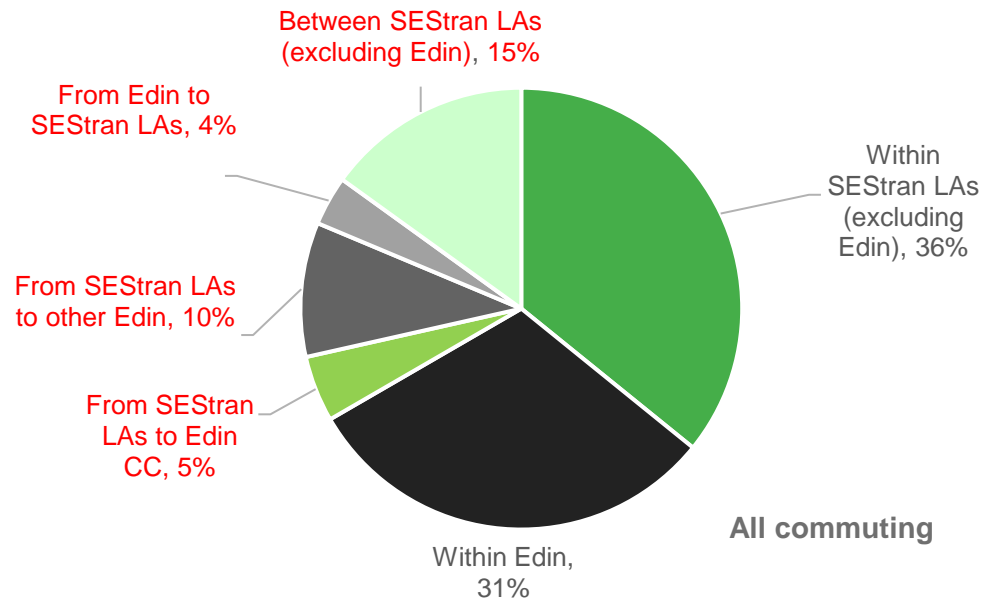
Figure 5.1 Commuting by All Modes within SEStran Region
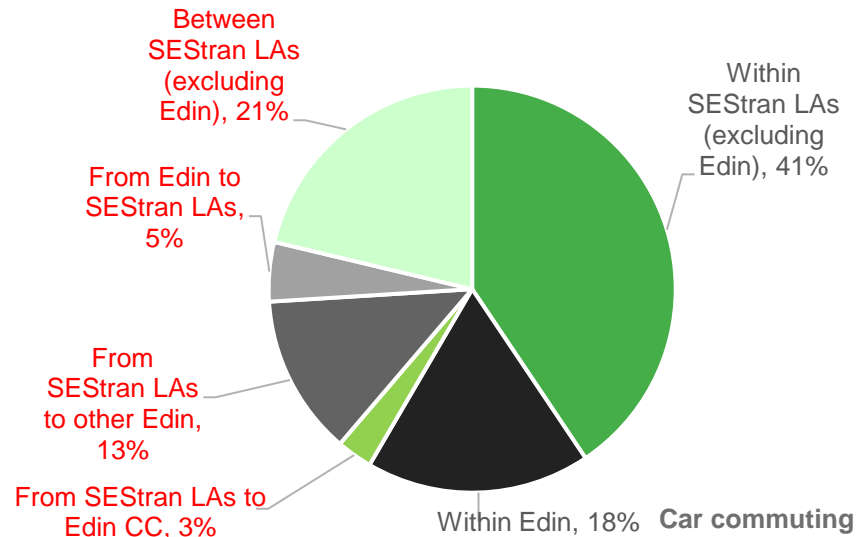
Figure 5.2 Commuting by Car within SEStran Region

How does mode share differ?

These different types of commuting trips have very different **mode shares** as shown in Figure 5.3 It can be seen how dominant car-based travel is for all commuting trips except *within Edinburgh* and *from SEStran local authorities to Edinburgh city centre*. The contrast in car mode share between travel from outside Edinburgh to Edinburgh city centre (37%) and the rest of Edinburgh (81%) is particularly stark. The mode share of car is highest when commuting *between SEStran LAs (excluding Edinburgh)* at almost 90% and bus only accounts for 7% of these trips. **With the exception of trips to Edinburgh city centre, regional commuting between council areas is therefore heavily dominated by car** (85%) with public transport usage very low by comparison (12%). Within council areas there is a big contrast

How significant is regional *car* travel?

If only car-based commuting is considered as shown in Figure 5.2, the proportion of commuting *between* local authorities rises to **42%**. As these trips will be longer than many car trips within council areas, travel between council areas likely accounts for **around half of all car commute km** in the SEStran area. Note that car-based commuting from outside Edinburgh to Edinburgh city centre accounts for a very small proportion of car commuting at 3%. Any attempt to reduce car travel in the SEStran area therefore requires a 'whole region' approach. **Car-based commuting with the SEStran area can be thought of as roughly 20% *within* Edinburgh, 40% *within* the other seven council areas, and 40% *between* council areas (20% involving Edinburgh).**
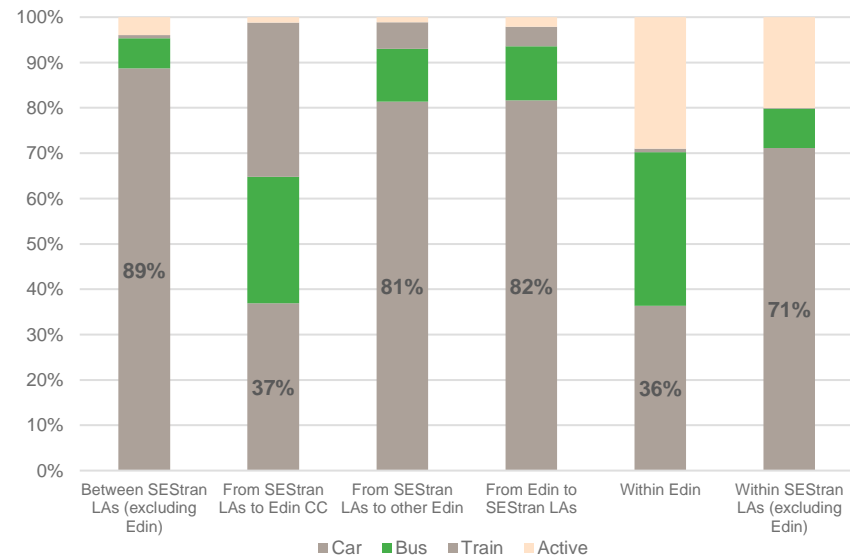
Figure 5.3 Mode Share for Regional Commuting
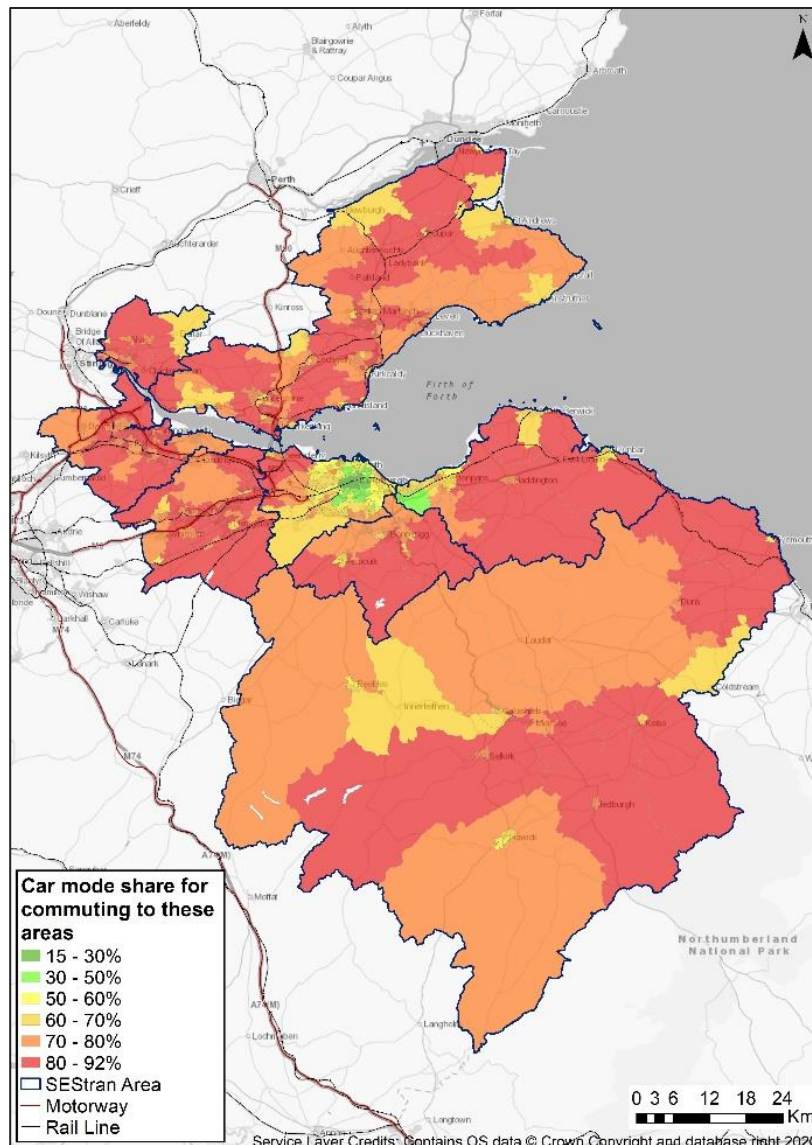
Figure 5.4 Car Mode Share for Regional Commuting

between Edinburgh with high public transport and active travel mode share and the other SEStran council areas where the mode share of car is around double that of Edinburgh. Further illustrating this, Scottish Household Survey Travel Diary data suggests that if Edinburgh is excluded, 80% of SEStran residents use the bus less often than once a fortnight.

The map shown in Figure 5.4further illustrates how dominant use of the car is for commuting to all parts of the region with the exception of Edinburgh and Edinburgh city centre in particular. Commuting into the region's other urban areas and rural areas sees a typical mode share of 70% or more and more than 80% in the areas shaded red here.

How important is commuting to Edinburgh for residents of the other seven local authority areas?

To analyse this, the SEStran area has been divided up into a number of local authority sub areas which are shown in Figure 5.7.

Edinburgh is clearly the main employment centre, but its importance varies across the region. There is very low dependence (<5% of resident workers) on Edinburgh jobs in Clackmannanshire, Fife Mid, Fife North East, Borders Central and Borders East.

In contrast, there is high dependence (30%+) on Edinburgh jobs in Midlothian (East and West) and East Lothian (East and West). Typically, around 80% of Edinburgh residents work in an Edinburgh workplace.

These trends are illustrated in Figure 5.5.
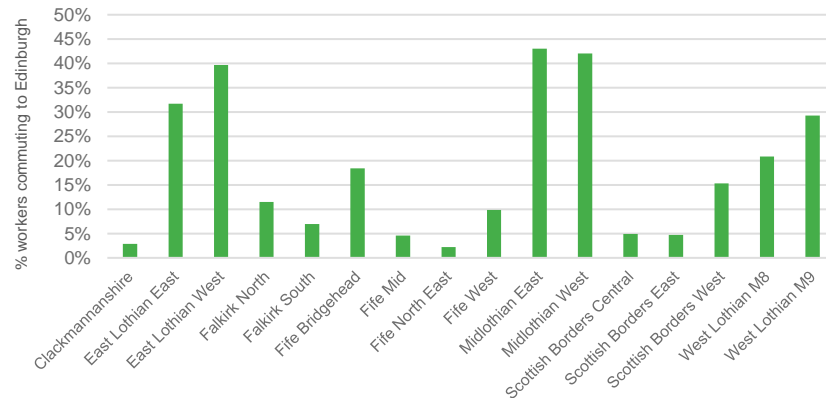
Figure 5.5 Percentage of Workers Commuting to Edinburgh

What are the commuting volumes into Edinburgh?

The largest commuting movement into Edinburgh in volume terms is from the West Lothian M8 sector. Similar volumes (7.5-10k) commute into Edinburgh from the Midlothian East and West, Fife Bridgehead and East Lothian West and East sectors as shown in Figure 5.6.
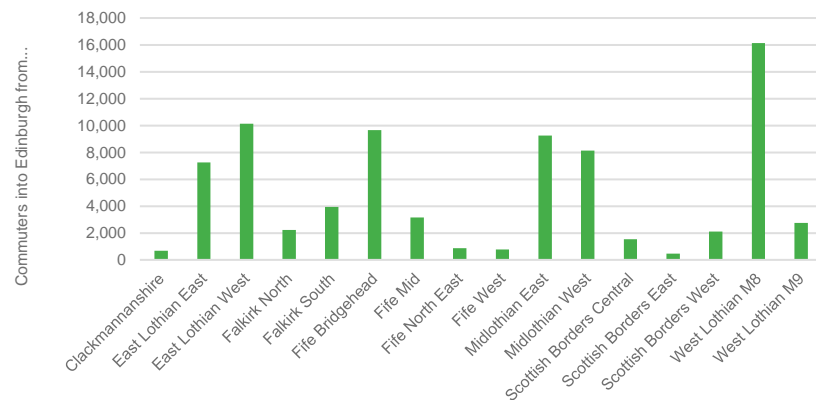
Figure 5.6 Commuting Volumes into Edinburgh
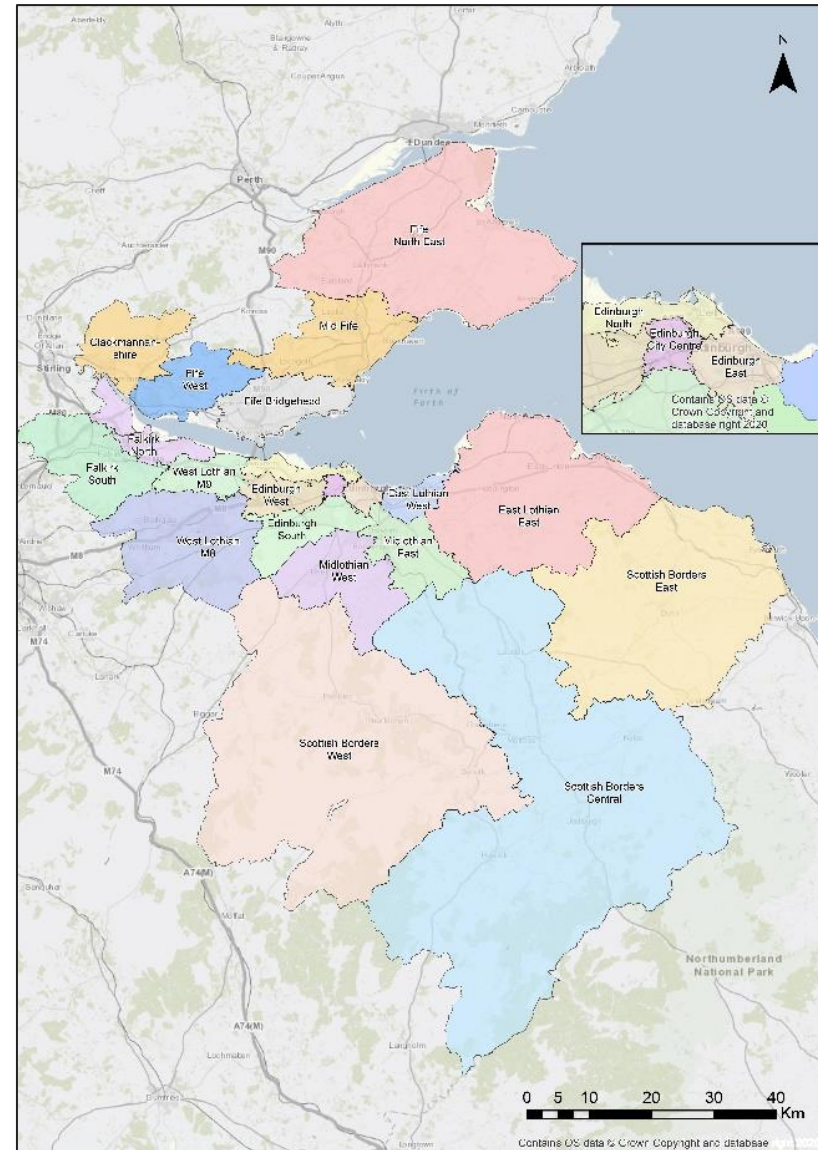
Figure 5.7 SEStran Region Sub Areas

Commuting into Edinburgh is therefore a major source of congestion, pollution and noise

Of all car-based commuting trips with workplaces in Edinburgh, around half come from outside Edinburgh – so at least half of car-based emissions (from commuting) in Edinburgh are caused by cross boundary car commuters.

Commuting into Edinburgh has a markedly different profile with the mode share of car into Edinburgh's suburbs more than double that of the city centre as illustrated in Figure 17.11. This is primarily due to the availability and cost of parking, and congested journey times to the city centre along with the city centre being the focal point of the local and regional public transport network.

Figure 5.8 Commuting from Outside Edinburgh by Mode

In 2011 there were around 90,000 people who lived outside Edinburgh and worked in Edinburgh – of these around 1/3 worked in the city centre and 2/3 worked elsewhere in Edinburgh.

Figure 5.9 Commuting to Neighbouring Areas

How important is commuting to neighbouring cities / areas for SEStran area residents?

There are significant (>5% of resident workers) outflows:

(i) to Stirling from Clackmannanshire, Falkirk north and Falkirk south

(ii) to Lanarkshire from Falkirk south

(iii) to Dundee from Fife north-east

These trends are illustrated in Figure 5.9.

What are the commuting volumes into these other cities?

The highest volume of out-commuting is from Clackmannanshire to Stirling and from Falkirk south to Glasgow, Stirling and Lanarkshire, to which there are also outflows from West Lothian as shown in Figure 5.10. There is also a significant cross-Border outflow from Borders east to the Berwick-upon-Tweed area (not shown due to data limitations). Collaboration with neighbouring local authorities and regional transport partnerships will be required to deliver measures to ensure these commuting flows are sustainable.

5.2　DEFINING REGIONAL CORRIDORS

To further understand the nature of regional travel within and to / from the SEStran area, a set of 'regional corridors' have

Figure 5.10 Commuting Volumes to Neighbouring Areas

been defined which form the 'building blocks' of regional travel across the area. These corridors are shown in Figure 5.11 and were defined based on travel between the local authority sub areas as defined above.

- **East coast**: Connecting Berwickshire and East Lothian to Edinburgh and beyond, and England
- **Midlothian east**: Connecting the Bonnyrigg / Dalkeith / Gorebridge triangle to Edinburgh and beyond - also main connection to Galashiels area
- **Midlothian west**: Connecting Penicuik / Loanhead to Edinburgh and beyond - also main connection to Peebles area.
- **Borders central**: Connects the central Borders to Midlothian and Edinburgh via the A7 and A68 corridors and onto England
- **Borders west**: Connects the western Borders to Midlothian and Edinburgh and onto England
- **Cross Edinburgh**: Provides across and around Edinburgh connections for a wide range Connects the central Borders to Midlothian and Edinburgh via the A7 and A68 corridors
- **West Lothian north-south**: Connects the M8 at Bathgate with the M9 at Polmont accessing the Grangemouth area
- **Fife west**: Connects the Dunfermline area with Kincardine / Alloa
- **Fife central**: Connects East Fife, Kirkcaldy and Glenrothes with Dunfermline / Queensferry
- **Fife east**: Connects East Fife, to Kirkcaldy and Glenrothes

- **West Lothian south**: A key travel corridor linking west central Scotland, West Lothian and east central Scotland and Fife
- **West Lothian north**: Links Falkirk, West Lothian to Edinburgh
- **Falkirk central**: A central corridor providing external connections to Stirling and North Lanarkshire as well as Kincardine and West Lothian
- **Tay Bridges**: Rail connection and road link between East Fife and Dundee
- **Queensferry**: National north-south and east-west road and rail corridor linking Fife, Edinburgh and West Lothian
- **Kincardine**: Connects west Fife and Clackmannanshire with Falkirk and motorway network
- **Borders – Lanarkshire**: Connects the Borders east west movements to south Lanarkshire
- **Clackmannanshire north east**: Links Clackmannanshire to the north
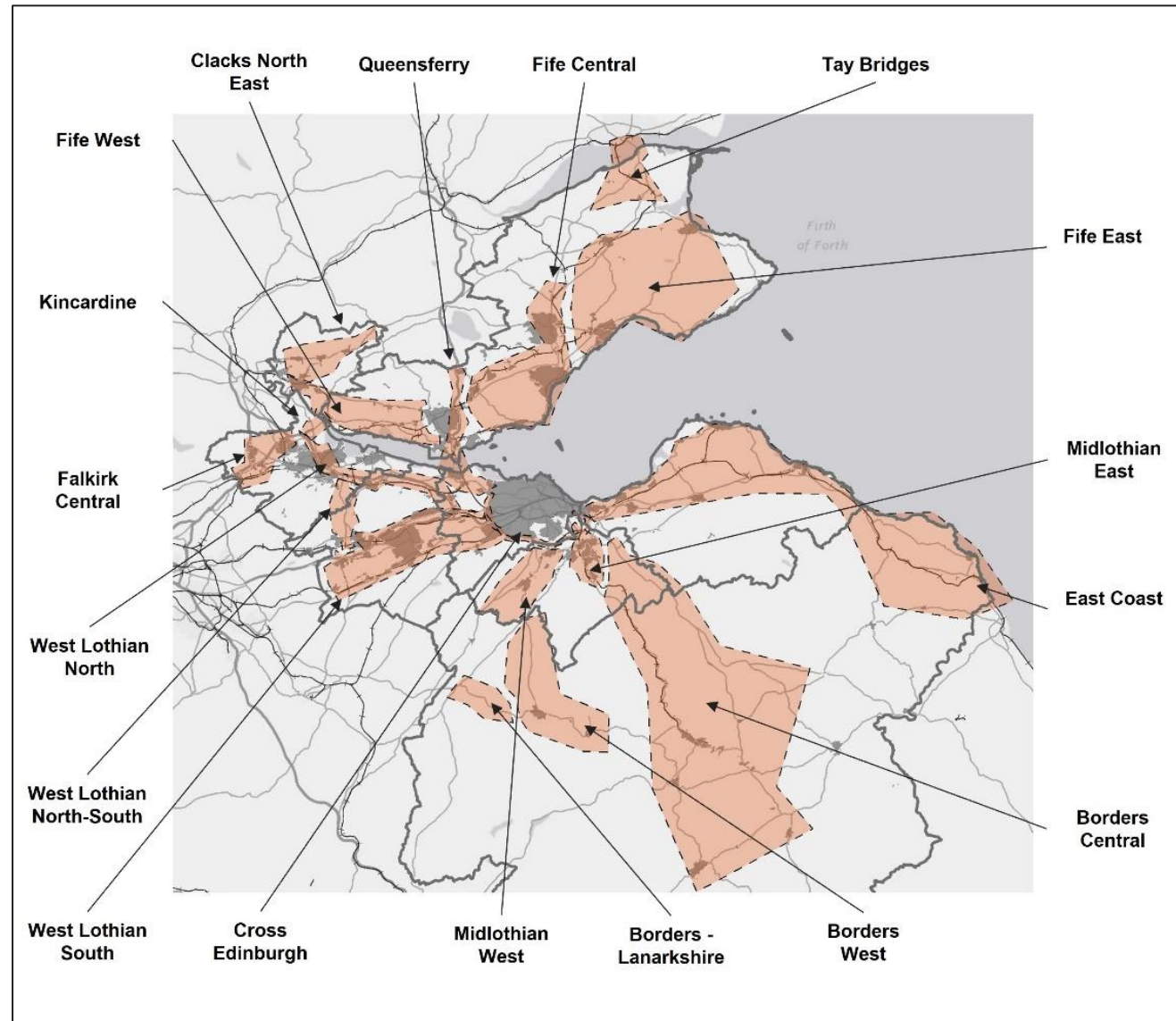
Figure 5.11 Regional Corridors

By allocating census data for each local authority sub area to local authority sub area movement to the series of corridors that would be used in making each movement, a picture of (home to work) commuting travel volumes by mode which uses each corridor was generated as shown in Figure 5.12. This includes commuting into and out of the SEStran area.

The volume of travel (line width) and the share of active travel, bus, train and car-based travel (pie charts) varies widely across the region. The highest regional travel volumes are seen in the West Lothian south, Cross Edinburgh, West Lothian north, Queensferry and east coast corridors, which account for 60% of all regional travel. Travel volumes are much lower in corridors where there is little 'through' traffic. Local travel will be the predominant factor in these areas.

Levels of active travel are typically low but are slightly higher in the corridors in closer proximity to Edinburgh. The use of public transport varies widely from 2% to over 30%. This typically reflects the provision of rail services in particular, and the amount of travel in the corridor destined for central Edinburgh. Overall rail at 10% accounts for a higher proportion of regional commuting than bus at 9%, reflecting the longer
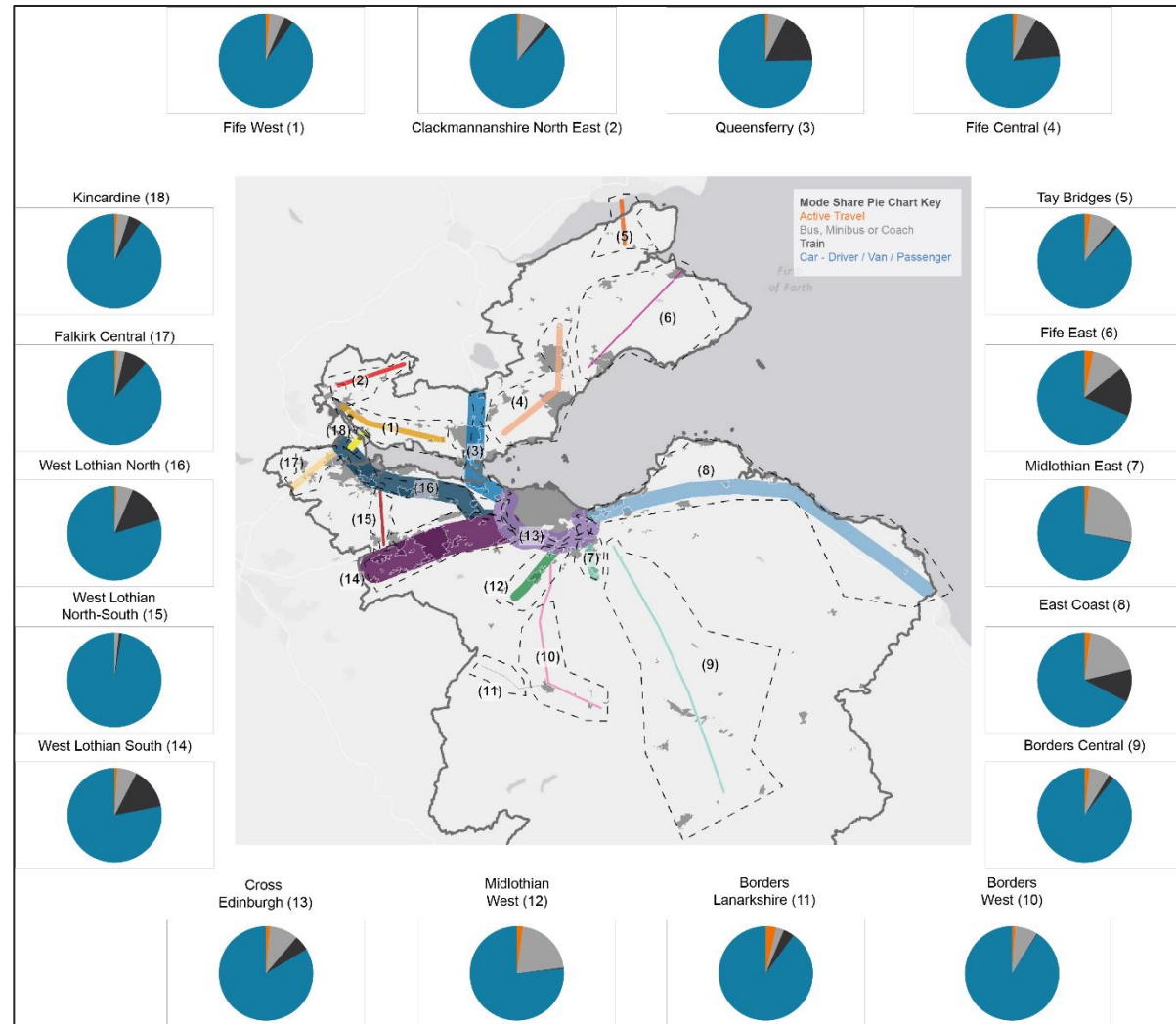
Figure 5.12 Regional Corridor Commuting Demand
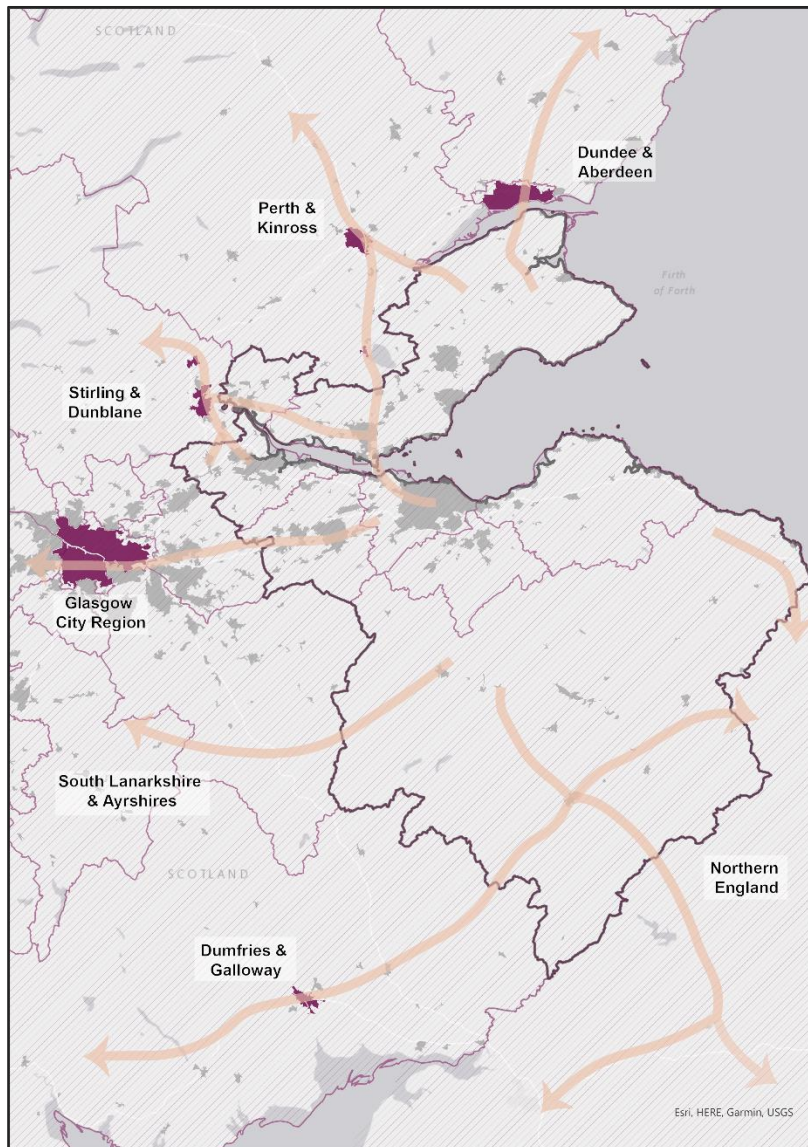
Figure 5.13 External Connections

distances involved in regional rather than local commuting. Car based travel accounts for 80% of commuting and peaks in corridors where public transport is very limited.

Figure 5.13 provides an overview of key external linkages between the region and neighbouring areas. There are strong links from parts of the SEStran area to surrounding areas for travel to healthcare, education, employment, retail and leisure purposes. For example, in the north residents of Fife travel to Dundee to access healthcare whereas to the west there are strong links to the labour market and employment opportunities in the Glasgow city region and around Stirling. In the south of the region there are links with Northern England whilst Dumfries and Galloway is home to the strategically important port of Cairnryan.
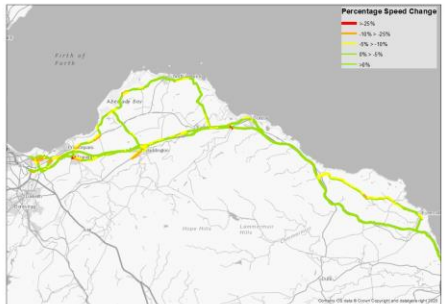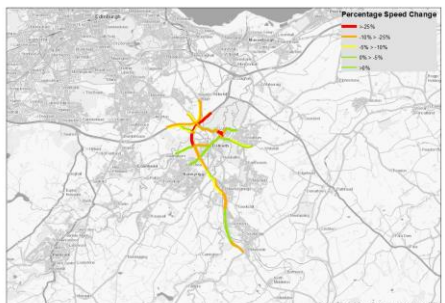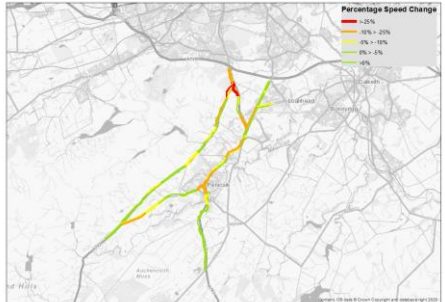
These external linkages closely mirror the regional corridors and provide a continuation of the internal connections that they offer within the SEStran area. As such, these corridors should be considered as continuous and not constrained by the boundaries of the region.

Close coordination with neighbouring Regional Transport Partnerships and local authorities will be required to ensure that coherent and integrated proposals are brought forward for cross boundary interventions.

Nonetheless, within the region the focus should be upon the corridors that provide a key internal linkages, exhibit highest demand and that also link into external connections. Wherever possible these should be targeted for reductions in car usage and modal shift to sustainable modes of travel in line with the sustainable travel hierarchy.
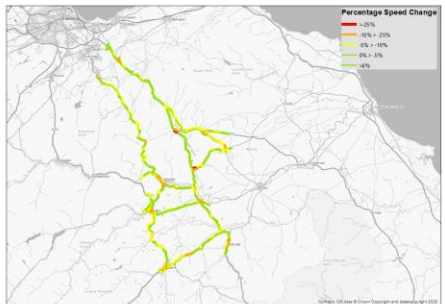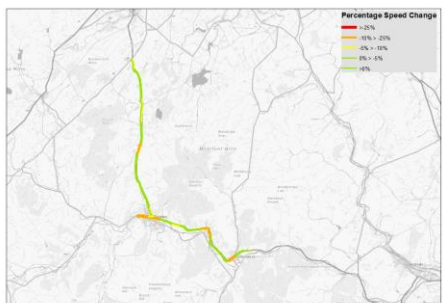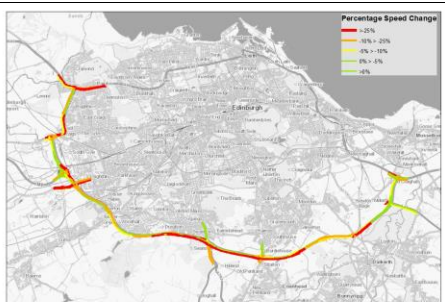
The table below sets out a high level 'audit' of these **regional corridors** from the perspective of regional bus, rail, park and ride and road travel.
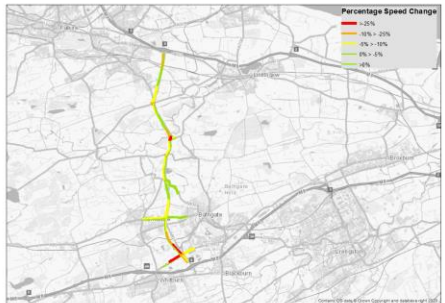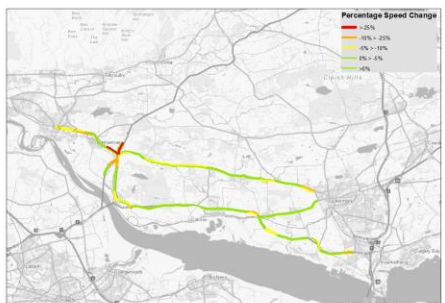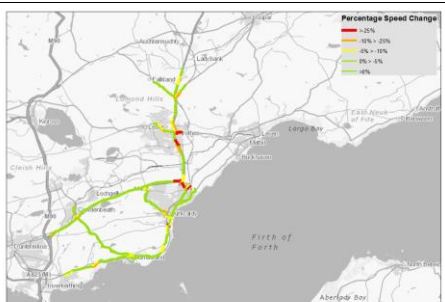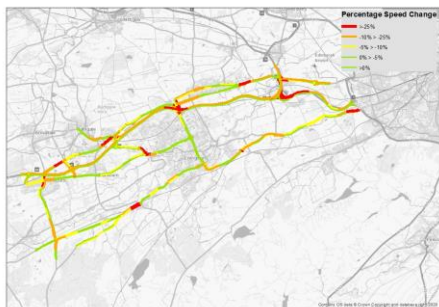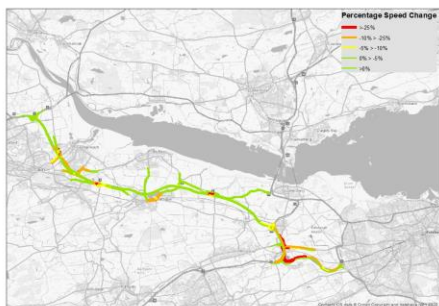
Corridor	Regional Bus Connections	Rail	Park and Ride	Key Trunk and Regional Roads	Typical Congestion Locations on Trunk and Regional network[4]
East coast	East Coast Buses – North Berwick, Dunbar and Haddington to Edinburgh CC. One Musselburgh- Midlothian connection. Borders Buses connect east of Dunbar to Edinburgh and Berwick upon Tweed.	East Coast Mainline to Edinburgh (occasional Glasgow) and stations south of the border. North Berwick and Dunbar local services. Reston and East Linton stations being delivered.	Rail based P&R available at most stations, limited at some locations. High-capacity park and choose at Wallyford and Newcraighall with plentiful capacity. New options at Reston and East Linton stations	A1 (dualled from Edinburgh to Dunbar) A198 linking coastal settlements A199 Musselburgh-Edinburgh Congestion focussed at western end of corridor in Musselburgh and Old Craighall	
Midlothian east	Lothian Buses provide many connections to Edinburgh south and city centre and a Penicuik – Musselburgh service Borders Buses traverse corridor from Carlisle / Hawick / Galashiels, Jedburgh and Kelso	Borders Railway	Modest rail-based P&R at Borders Railway stations Sheriffhall bus-based P&R with plentiful capacity	A7, A772 and A6106 linking eastern Midlothian and A720 / Edinburgh Congested corridor along A7, in Dalkeith and on approaches to Sheriffhall. Incidents on A720 cause blocking back into the corridor.	
Midlothian west	Lothian Buses provide many connections to Edinburgh south and city centre and a Penicuik – Musselburgh service Borders Buses traverse corridor from Galashiels via Peebles	None	Bus based P&R at Straiton with plentiful capacity	A701 A703 A702 Congestion typically seen on A701 through Bilston and at A703 / A702 junction. Incidents on A720 cause blocking back into the corridor.	
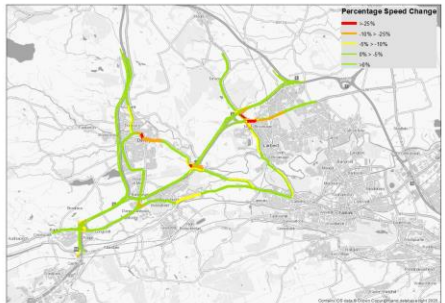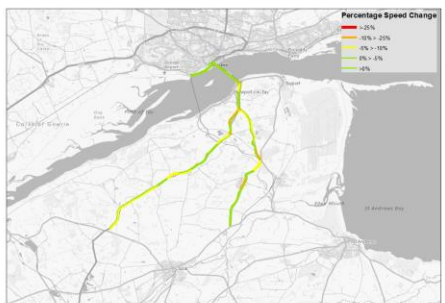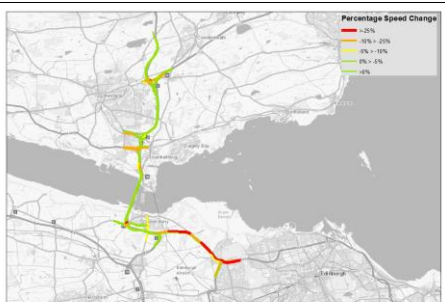
[4] Based on 'INRIX' traffic data, 2019 AM Peak, green areas showing free flow travel speed and shades to red showing slower speeds due to traffic congestion
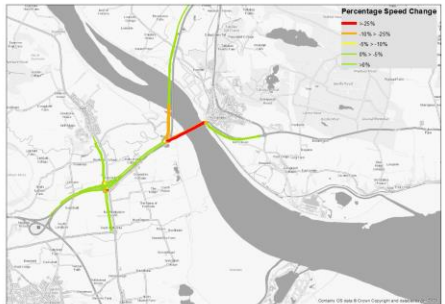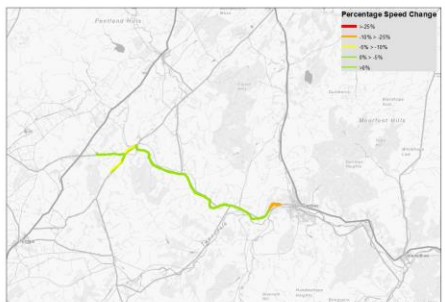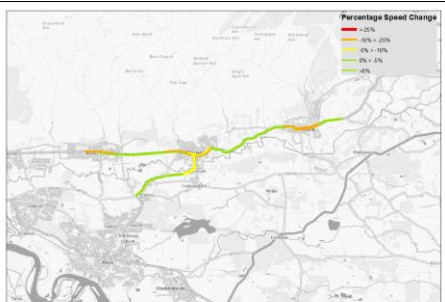
Corridor	Regional Bus Connections	Rail	Park and Ride	Key Trunk and Regional Roads	Typical Congestion Locations on Trunk and Regional network[4]
Borders central	Borders Buses connect A7 and A68 communities to Midlothian and Edinburgh Services from Carlisle / Hawick / Galashiels and Jedburgh and Kelso	Borders Railway	Tweedbank P&R, modest provision at Stow	A7 A68 A6091 Routes are typically congestion free	
Borders west	Borders Buses traverse corridor from Galashiels via Peebles	None	Nearest for users of the corridor is bus-based P&R at Straiton with plentiful capacity	A703 A72 Routes are typically congestion free	
Cross Edinburgh	None on A720 and few orbital buses inside City Bypass Virtually all cross-Edinburgh movements require interchange in Edinburgh	All via Edinburgh city centre - very few through Edinburgh connections	None other than national rail	A720 City Bypass. Previous Edinburgh ring road used as diversion The corridor is typically heavily congested at peak and shoulder peak periods. Sheriffhall, M8, Gogar and other junctions (on-slips) are often the focus	

Corridor	Regional Bus Connections	Rail	Park and Ride	Key Trunk and Regional Roads	Typical Congestion Locations on Trunk and Regional network[4]
West Lothian north-south	None	None	None	A801 A706 A800 Avon Gorge is a pinch point for larger vehicles. Congestion at A801 / A706 roundabout	
Fife west	A985-based service between Glasgow and Falkirk, and Dundee, St Andrews, Dunfermline, Kirkcaldy, Glenrothes and Dunfermline and Alloa	None	None	A985 Dunfermline to Kincardine, A907, A91 Congestion identified at A977 / A907 roundabout	
Fife central	Many connections to main towns in Clackmannanshire, Falkirk, Edinburgh, Glasgow, Dundee	All cross forth services - Fife Circle, ScotRail and UK	All station car parks but limited capacity Main volume parking is at Kirkcaldy and Markinch (with plentiful capacity at the latter)	A92 M90 to Glenrothes, A921 coast road Congestion identified at A92 / A921 Redhouse Roundabout and A92 Queensway roundabout in Glenrothes	

Corridor	Regional Bus Connections	Rail	Park and Ride	Key Trunk and Regional Roads	Typical Congestion Locations on Trunk and Regional network[4]
Fife east	St Andrews to Edinburgh (via East Neuk), Dundee, Glasgow. Leven to Edinburgh connections	Stations north of Markinch provide local and national connections *Levenmouth link*	Leuchars station	A915 A91 A917 Routes are typically congestion free although some congestion evident in Cupar	
West Lothian south	Lothian County and FirstBus services to Edinburgh west and city centre - focussed on A89 / A899 and A71 Services to Glasgow	Airdrie-Bathgate line Shotts Line Carstairs Line	Many rail options to Edinburgh, Glasgow, Stirling but capacity often limited. Tram / bus at Ingliston with plentiful capacity Bus at Hermiston with plentiful capacity	M8 A71 A70 A89 Widespread congestion across the corridor – A71, A8, M8, A89 all affected	
West Lothian north	Falkirk to Edinburgh Stirling to Edinburgh, via Linlithgow Linlithgow Bo'ness	Edinburgh-Stirling line Edinburgh-Falkirk High – Glasgow Queen Street	Many rail options to Edinburgh, Glasgow, Stirling but capacity often limited. Tram / bus at Ingliston with plentiful capacity	M9, A904 Limited congestion around the M9 until approaching Newbridge roundabout	

Corridor	Regional Bus Connections	Rail	Park and Ride	Key Trunk and Regional Roads	Typical Congestion Locations on Trunk and Regional network[4]
Falkirk central	Falkirk to Glasgow services Falkirk – Dunfermline Glasgow to Clackmannanshire, Fife and Dundee	Edinburgh-Falkirk High – Glasgow Queen Street, Alloa to Glasgow services	Many rail options to Edinburgh, Glasgow, Stirling but capacity often limited	M876, M80 Main routes are typically congestion free but issues around M876 Junctions 2 and 3	
Tay Bridges	Scottish Citylink Dundee / Edinburgh Regional Fife to Dundee services	Edinburgh to Dundee and Aberdeen LNER / CrossCountry	None, Leuchars closest option	A92 Tay Bridge Routes are typically congestion free	
Queensferry	National services to Perth, Edinburgh, West Lothian, Glasgow, Edinburgh Airport Regional Fife to Edinburgh (west and city centre) connections	Cross forth services - Fife Circle, ScotRail Aberdeen and Dundee services and LNER / CrossCountry services	Bus - Ferrytoll and Halbeath with plentiful capacity Rail - Inverkeithing and a range of other smaller station car parks	A90 & M90 Barnton / M9 to Kelty Significant congestion on the A90 approaches to Edinburgh. Congestion on approach routes to M90 in Fife as roads converge to cross the Forth.	

Corridor	Regional Bus Connections	Rail	Park and Ride	Key Trunk and Regional Roads	Typical Congestion Locations on Trunk and Regional network[4]
Kincardine	A key link for service between Glasgow and Falkirk, and Dundee, St Andrews, Dunfermline, Kirkcaldy, Glenrothes and Alloa	None – Alloa via Stirling only	None	Kincardine and Clackmannanshire bridges, M876 connection to M9 Congestion on Kincardine Bridge and at Kincardine Bridge / Clackmannanshire Bridge roundabout	
Borders – Lanarkshire	None	None	None - but connects to Glasgow rail options in South Lanarkshire (e.g., Lanark, Carluke)	A72 Routes are typically congestion free	
Clackman-nanshire north east (external)	FirstBus provide connections to Stirling and Kinross	None	None	A91 – links Clackmannanshire and west Fife to M90 at Kinross and Stirling Routes are typically congestion free but evidence of congestion through the biggest settlements on the A91.	
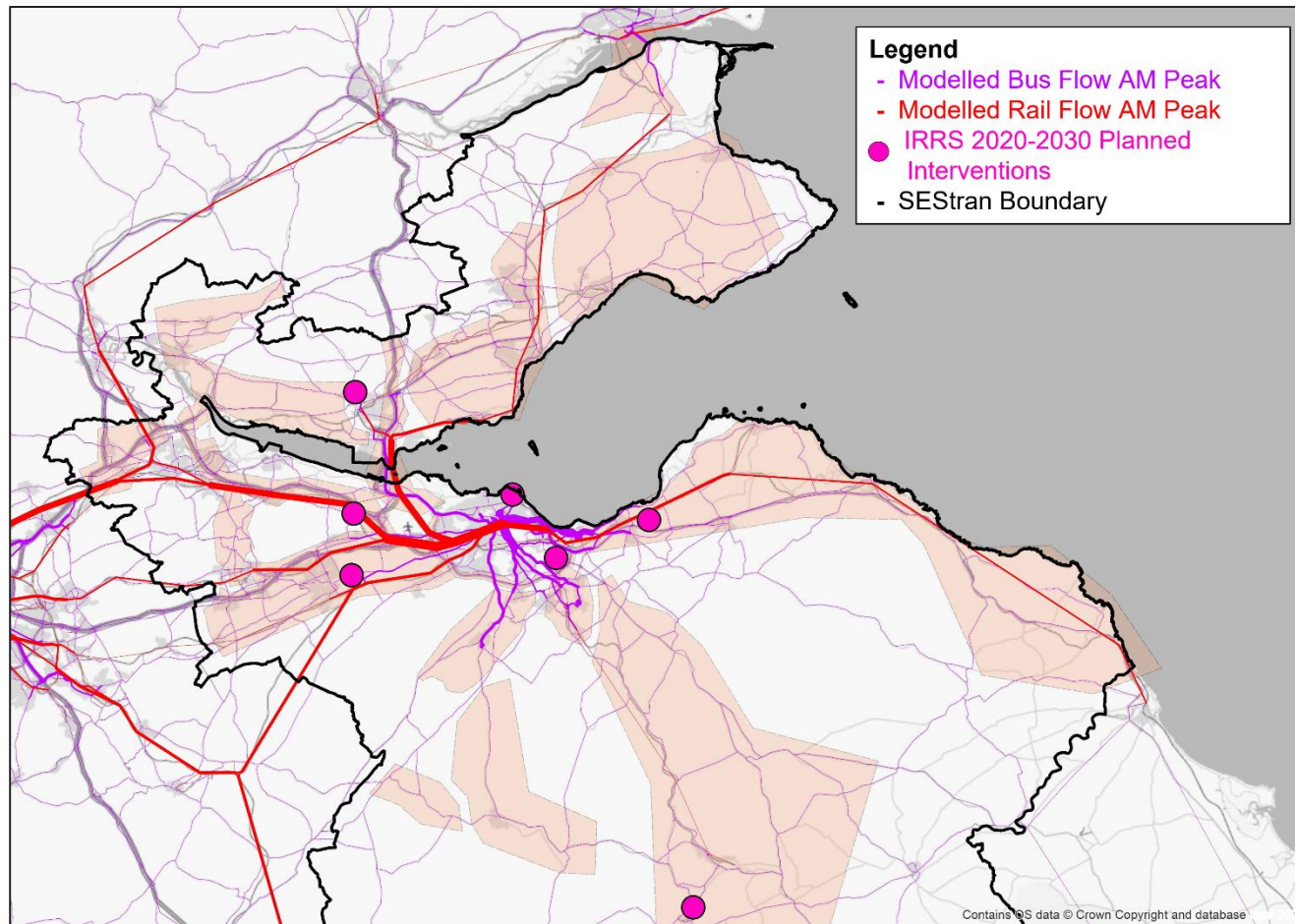
Figure 5.14 Regional Bus and Rail Demand

Finally, Scotland's national transport model has been used to provide a benchmark of *regional flows* (for all travel purposes) along these corridors at the network level, for firstly bus and train as shown in Figure 5.14, and secondly car / commercial vehicle shown in Figure 5.15 using varying bandwidths to represent travel volumes. Within this model, it is possible to assign only travel *between* local authorities and the graphics here and overleaf show the resulting pattern of flows for the modelled base year (2018). Also included for context are the seven '2020-2030 Planned Interventions - Strategic Sites' indicated in the interim *Regional Spatial Strategy (IRSS) for Edinburgh and South East Scotland City Region*. In addition, the draft NPF 4 has identified 'National Developments' within the region at Grangemouth and Edinburgh Waterfront.
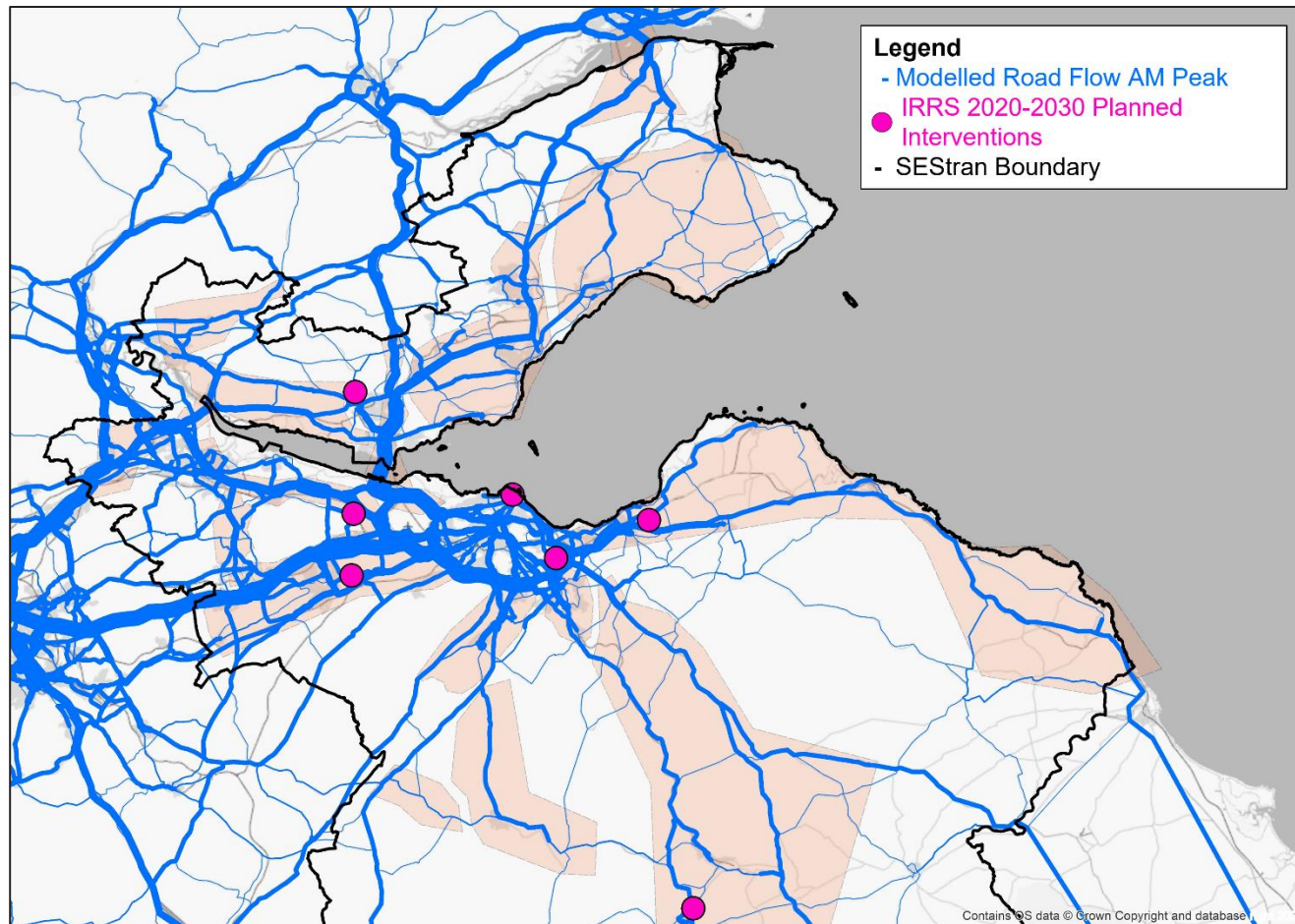
Figure 5.15 Regional Road Network Demand

The current importance of rail compared to bus for regional travel is illustrated in Figure 5.14. For bus, there is a concentration of regional travel in the Midlothian corridors and the connections from Musselburgh in particular. The absence of regional orbital bus travel in Edinburgh is clearly illustrated. Many other parts of the region see very little in the way of regional bus travel in particular, confirming the earlier census data-based analysis.

The relative importance of the different elements of the region's road network is also clearly seen in Figure 5.15. The motorway network provides a focus for regional travel, and it can be seen how the congestion illustrated in the previous section is caused by the convergence of routes into pinch-points including the City Bypass, the Queensferry corridor and the M8 approaches to Edinburgh. The north-south West Lothian corridor movement can be clearly seen here but there is very little in the way of equivalent bus travel in this corridor. The gradual build-up of traffic on the East Coast and Borders corridors can also be seen. These graphics provide an indication of where regional car-based volumes are highest and also where regional bus travel is lowest –

information which can be used in the subsequent development of initiatives aimed at reducing car km and improving regional public transport connectivity.

5.3   REGIONAL SPATIAL STRATEGY - PRINCIPLES

The RTS does not set out, and commit to, specific transport projects but instead sets a direction of travel and a policy environment in which individual projects should be progressed. In terms of *where* interventions are required, there are perhaps two main themes to the spatial strategy:

- **Theme 1** - Reducing car-km and car mode share which has been the focus of the above sections
- **Theme 2** - Better connecting communities affected by deprivation to a wider range of opportunities which is discussed in Chapter 8

Theme 1 - Reducing car-km and car mode share

- Aside from travel into central Edinburgh, car is very much the dominant mode across the SEStran area. A 'whole-region' approach is therefore required if the level of car km and associated emissions and energy usage is to be reduced – targets are unlikely to be met by incremental infrastructure improvements only.
- Edinburgh is home to around 45% of the region's jobs, so 55% of commuting by residents of the area does not involve Edinburgh – commuting between non-Edinburgh SEStran local authorities has a 90%+ car mode share. Reducing car-based commuting to Edinburgh's suburbs and into the region's other major settlements and employment centres is a key priority.
- Car-based commuting from outside Edinburgh into Edinburgh's suburbs in particular contributes heavily to congestion and emissions in the city. Other than on the corridor of approach, public transport connectivity around Edinburgh's suburbs is poor – more direct connections and improved interchange is necessary to allow easier movement between corridors and avoid the need to travel through the city centre if using public transport.
- Direct cross-Edinburgh and round Edinburgh connectivity by public transport is very limited leading to high car use for trips around Edinburgh. Cross-Edinburgh and orbital connectivity improvements are required to narrow the gap between car and public transport for these trips.
- Congestion continues to be a problem on radial corridors approaching Edinburgh. Bus priority and park and ride opportunities should be significantly extended into the Lothians providing car users with an earlier and easier opportunity to switch to bus, tram or train.
- Regional public transport across the area remains Edinburgh-focussed and use of bus for travel between local authorities is limited. Initiatives to improve regional bus connectivity should be targeted where car-based travel volumes are high. Park and Ride, and associated town centre measures should be used to encourage a switch to more sustainable modes early in the journey.
- Regional public transport connectivity must be a focus for planning of the 'Strategic Sites' and the 'National Developments' in the IRSS and NPF4.

- There is greatest scope to encourage mode shift from car where public transport is already more competitive and relatively small improvements in public transport (or disincentives to car use) can make the change happen. Regional projects should be developed and assessed in this context.
- There is greatest scope to reduce car-km in corridors in an absolute sense where the volume of car travel is high and these have been identified here. Regional projects which aim to reduce car-km should be developed and assessed in this context, i.e., to maximise car-km reductions per £ spent.

Theme 2 - Better connecting communities affected by deprivation to a wider range of opportunities

- The following chapters in the RTS identify locations where poor public transport connectivity may be contributing to deprivation. These locations have been identified separately for more rural and more urban areas. Where tackling inequalities is the objective, these areas should be the primary geographical focus of improving connectivity and hence life opportunities.

These connectivity improvements should be focussed on improving employment, training and educational opportunities, as well as making it easier for people to access key services including health facilities and affordable retail opportunities.

The following chapters set out the Regional Mobility Themes which set out the RTS policies and actions. Our policies set out a statement of intent or provide guidance around decisions and actions which should be undertaken in order to achieve a desired goal which links to wider policy aspirations. In some instances, they also articulate SEStran's position in relation to key strategic issues.

Shaping Development and Place

SEStran 2035 Regional Transport Strategy

6.0   SHAPING DEVELOPMENT AND PLACE

6.1   OVERVIEW

Transport plays an essential role in linking land-uses and enabling people to get where they need to go. People travel to get to employment, essential services, leisure facilities, where they live and other land-uses so it is key that the transport system caters for this demand in an effective, efficient and sustainable manner. In addition, transport also contributes to our built environment playing an active role in **placemaking** and the attractiveness of spaces to live, work, visit and spend time in.

Land-use planning heavily influences this process, with spatial decisions often determining where people travel to, and how they do so. Consequently, land-use planning decisions are critical in achieving transport objectives and are a vital tool in promoting more sustainable forms of travel within the region. This link between the planning system and transport planning is reflected in the draft NPF4, with it emphasising the need for the planning system to support development that minimises car dependency and unsustainable travel through its Infrastructure First approach. In turn, this supports the NTS2's Sustainable Travel and Sustainable Investment Hierarchies.

The RTS is also a material consideration both during the process of preparing a Local Development Plan and when determining planning applications. The rest of this section outlines key concepts which should be considered by Local Authorities during the development of future Local Development Plans and when considering proposals for new development. Planning for transport as part of new developments is essential to ensure that they are created in a manner that embeds **the Sustainable Travel Hierarchy** from the outset and prevents car dependency from becoming entrenched. This can be achieved by ensuring that the land-use and transport planning process are closely integrated with sustainable principles at their heart. The concept of Transit Oriented Development should be utilised wherever practical to provide sufficient population density to make high quality, regular public transport services viable. This requires the concentration of major trip generating developments around public transport corridors, stops and stations to be effective along with the development of local environments tailored to walking, wheeling and cycling. This concept can be applied in all settings with development densities adjusted to reflect more urban or rural environments.

Placemaking and the development of a high-quality urban realm are also essential to creating spaces that people want to spend time in and feel safe walking, cycling and wheeling to get around. This is closely tied to the concept of **20-minute neighbourhoods** which aims to create attractive, interesting, safe, walkable environments which connect people to the facilities and services for their everyday needs via short, convenient active travel without depending on a car. By designing with this concept in mind, planning focuses on walking, cycling and wheeling

Source: victoriawalks.org.au

rather than car-travel helping to align spatial planning and transport planning at a local scale. It can also enhance the inclusivity of areas through aiding the accessibility of services which may not have been within reach of some people and / or those who do not have access to a car.

The implementation of 20-minute neighbourhoods will be more suited to some parts of the region than others. Urban areas naturally lend themselves more to the concept than rural locations and its application therefore needs to be flexible to reflect the differing characteristics of our communities and given that a high proportion of the region is non-urban. In more rural locations the 20-minute neighbourhood concept may be limited to ensuring access to local public transport and safe walking, wheeling and cycling networks that provide onward links to employment and service centres or travel hubs. It will require the provision of walking and cycling route infrastructure improvements that join up development sites to wider networks and make **active travel** the most attractive choice for short and medium length journeys. This reflects the approach outlined in the draft NPF4 and illustrated in the adjacent diagram.

Transit Oriented Development and 20-minute neighbourhoods are equally as applicable to existing communities as they are to new developments but in the case of the former they may require a process of transformation to provide the range of services, amenities and facilities necessary to enable them to be successfully implemented. In a rural context, to support the sustainability and prosperity of rural communities and economies, the concepts of Transit Oriented Development and 20-minute neighbourhoods should only be applied in ways that align with spatial strategies set out in the Local Development Plans. This approach would help prevent the suburbanisation of non-urban areas, restrict the unsustainable growth of long-distance car-based journeys, and help promote wider, more equitable investment in rural areas.

In some instances, the application of Transit Oriented Development and 20-minute neighbourhood principles may make it possible to explore the implementation of zero car developments. These can be supported by **shared mobility** solutions which break traditional ownership models and allow people access to transport, including cars, on an on-demand basis. Shared Mobility is based upon providing people with short-term access to 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.

Shared mobility should be an integral part of all significant new developments in the future and will also provide scope to reduce the amount of parking provision. This would present an opportunity to increase density or to create additional green space within new developments. In the future electric vehicle charging provision will be a fundamental requirement in all new developments as well.

6.2　POLICIES

- a) Local Authorities should apply the Infrastructure First approach to new developments
- b) Local authorities should ensure that Local Development Plans and new development proposals align with policies outlined within the RTS
- c) New developments should be located to (i) reduce the need to travel and (ii) minimise the use of unsustainable modes by the application of Transit Oriented Development, 20-minute neighbourhood and shared mobility concepts
- d) 20-minute neighbourhoods should be implemented in urban and rural areas and existing developments where active travel, public transport and shared mobility provision enable sustainable access to local services and amenities in a safe and sustainable manner
- e) New residential development should be located where connectivity by sustainable modes to existing and planned employment centres – as well as key services such as education and leisure – is high
- f) New public services should be located where connectivity by active travel and public transport to the public is high but particularly with regards to the location of 'deprived' communities (e.g., health provision should be located with connectivity to health deprived communities in mind)
- g) Local authorities should engage early with SEStran on Local Development Plans and large scale development proposals to assist in the identification of suitable sustainable transport connections to support the development
- h) Local authorities should seek developer contributions to support the implementation of strategic sustainable transport interventions through appropriate Local Development Plan policies
- i) Developers should refer to RTS policies when planning their developments to ensure consistency with the principles and aspirations of the RTS

6.3　ACTIONS

- Partner Councils work with SEStran through the statutory planning processes to implement RTS policies with regards to major developments

- SEStran to engage with Local Authorities during the development of Local Development Plans on transport planning matters
- Undertake a regional audit of Local Development Plans, Indicative Regional Spatial Strategies, Regional Economic Strategy, Local Transport Strategies and relevant national plans (including the Strategic Transport Projects Review 2) to identify synergies and areas where partnership working is required to ensure consistency with the policy outlined in the RTS
- Develop regional guidance around best practice on sustainable transport provision for new developments and local place planning
- Partner Councils work with SEStran to implement best practice guidance through participation in the planning and development process
- Work with partner Councils to create a developer contribution mechanism for regionally strategic sustainable transport schemes
- Pursue legislative change to enforce good practice in transport and connectivity for new developments through the planning system and building regulations

Delivering Safe Active Travel

SEStran 2035 Regional Transport Strategy

7.0   DELIVERING SAFE ACTIVE TRAVEL

7.1   OVERVIEW

Enabling safe active travel in the region requires the provision of **integrated and high-quality routes** for walking, wheeling and cycling that join up settlements and destinations. High quality routes are continuous, providing an attractive, safe, comfortable, and direct connection linking multiple destinations. They should be physically separated from traffic, have a smooth surface and be appropriately lit so that everyone can use it to walk, cycle or wheel their journey. SEStran has developed an integrated active travel network for the region as illustrated in Figure 7.1

PHASING

The results of the multi-criteria assessment have been used to divide the network routes into five phases, those routes that will have the greatest benefit being introduced first. The illustration shows the locations and geographical spread on the phasing.

● PHASE 1   ● PHASE 2   ● PHASE 3   ● PHASE 4   ● PHASE 5
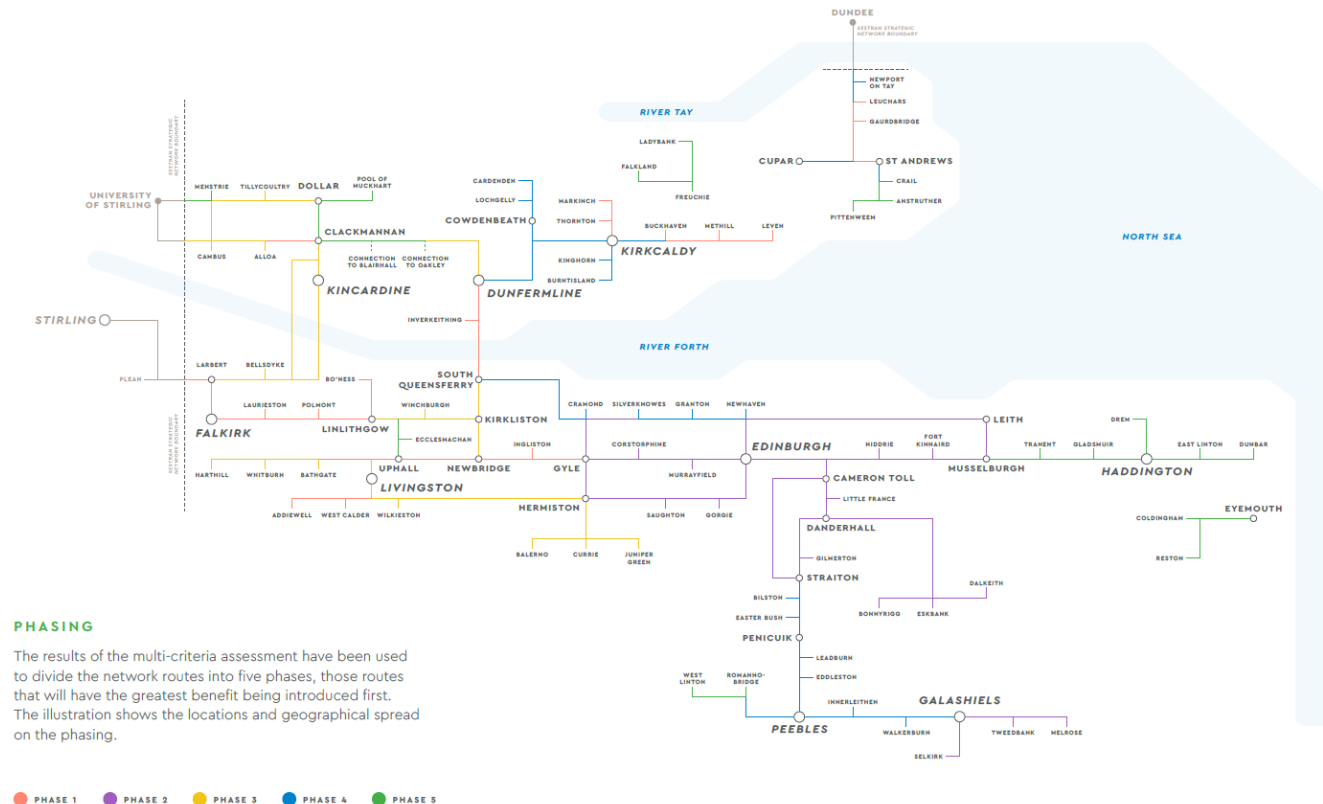
Figure 7.1 Strategic Active Travel Network

The region's active travel network will need a combination of segregated off-road routes and on-road routes making use of reallocated roadspace where appropriate. The **safety** of people whilst using our active travel networks is paramount and it is essential they are designed to the highest current standard whilst

conflicts with vehicles are minimised. The proposed regional network will make use of existing high-quality infrastructure and parts of existing routes that require relatively minor improvements or maintenance, ensuring that well used routes which users are already familiar with can be integrated into a network of longer more strategic cross boundary routes.

When joined in a comprehensive and consistent way, these high-quality routes combine together, resulting in a regional network that will also facilitate longer distance active travel journeys. The next step is now to facilitate its delivery through the process of working with partners. This provides a framework for coordinated development of cross boundary active travel routes connecting cities, towns, neighbourhoods, settlements and public transport hubs.

Active travel also provides important **health and wellbeing** benefits. Promoting these along with the environmental benefits of walking, wheeling and cycling through educational campaigns will be a key means of encouraging greater uptake of these modes. Opportunities will be sought 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. Promotion of current best practices and street design guidance will ensure that all street furniture settings take account of users such as the mobility impaired, blind, deaf, parents with pushchairs, elderly and people in wheelchairs resulting in a network that is **accessible for all.** In our urban environments 20 mph zones, traffic calming, pedestrianisation, walk to school initiatives and other road safety measures (such as minimisation of junction entry and exit flares) will be required to ensure people can walk, wheel and cycle safely.

In 2019 two thirds of households in the SEStran region did not have access to a bicycle. Encouraging the uptake of active travel will therefore depend on increasing people's ability to **access bikes** either through

supporting the cost of purchasing a personal bike or by providing enhanced coverage of bike sharing schemes like SEStran's GO e-Bike electric cycle hire initiative.

As outlined previously, e-bikes also provide an opportunity to facilitate longer journeys by bicycle than previously would have been possible for many people. The widespread uptake of e-bikes can therefore help to reduce car dependency and contribute to modal shift for a wider range of journeys before.

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 ten hubs across the region with 119 e-bikes available in total across all sites. To date over 1,000 journeys have been made using the scheme.

7.2   POLICIES

- a) The RTS seeks the implementation of measures which improve facilities for those walking, wheeling or cycling
- b) The progression, implementation and ultimate completion of the SEStran Strategic Network is a key policy
- c) Active travel infrastructure should be inclusive by design
- d) The RTS seeks the implementation of initiatives which widen access to bicycle ownership or hire through bike sharing schemes
- e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents

7.3   ACTIONS

- Progress the delivery of the SEStran Strategic Network and broader cross boundary networks with partners. Develop further phases of this network to ensure a long-term pipeline of investment

- Review destinations served by the active travel network to identify gaps and locations where cross boundary schemes may be required to ensure an integrated, high quality network exists
- Promotional and communication campaigns to highlight the benefits of active travel across the region and encourage people to adopt it where possible
- Deliver road safety measures that enable people to safely use active travel within in the region
- Expand the provision of bike sharing initiatives across the region
- Consider the case for amendments to legislation to ensure that the requirements of all users are appropriately taken into consideration in the planning and implementation of our active travel network

Enhancing Accessibility of Public Transport

SEStran 2035 Regional Transport Strategy

8.0   ENHANCING ACCESSIBILITY OF PUBLIC TRANSPORT

8.1   OVERVIEW

Providing access to public transport for all is essential to ensure that the region realises a transition to decarbonised transport network in an inclusive manner. Transport is essential to enable people to access employment and essential services like healthcare, retail and education but some people face physical and other barriers that prevent them from using the public transport services that provide these links. This can lead to disadvantage, social exclusion, deprivation and is a major driver of transport poverty. Furthermore, the impacts tend to be most acute for the most vulnerable groups within the region such as the elderly, the young, those with disabilities or mobility impairments, ethnic minorities, women and people on low incomes.

Tackling this will require coordinated action to address a number of related access issues. First and foremost, the public transport system must be **physically accessible** which necessitates measures to improve access to vehicles and at stations, stops and interchanges. At the basic level this requires step free access to enable easy boarding and alighting for all users and particularly those with disabilities or mobility impairments. Improving the environment and security at these locations is also important by ensuring there is adequate lighting and, where appropriate, CCTV provision.

It is also essential that everyone has easy access to the **information** they need to be able to plan journeys. The provision of online only journey planning information is not sufficient for all users and, in particular, those that do not have access to an internet connected device or are not confident

using the internet for these purposes. This means travel planning information needs to be available in variety of formats such as traditional paper copies, large print, braille and audio for those with sight difficulties. This needs to be supported by high quality wayfinding information on the network itself, so people do not become lost or confused during their journey. SEStran introduced a **Real Time Passenger Information (RTPI) system** across the region to provide up to date public transport journey information on the network and assist real time journey planning. There is an opportunity to build upon this and expand this provision to enable everyone to be able to plan and track public transport services. This will allow for there to be more efficient multi-modal trips to be taken through the availability of accurate arrival times. Improved availability of real time public transport information enhances customer satisfaction as the perceived wait time is reduced, which in turn can encourage a growth in patronage. However, digital connectivity in more rural areas is unreliable and inconsistent which could restrict access in some parts of the region.

Case Study: Thistle Assistance

Thistle Assistance is an initiative to help people feel safer and more comfortable when using public transport. For example, if you need more time to get to your seat or would like your driver to speak more slowly and clearly then the Thistle Assistance card and app can be used to let transport staff know in an easy and subtle way what extra support is required. The Thistle Assistance card and app are recognised by many public transport operators across Scotland including buses, trains and ferries. It can be used by showing your personalised card or app to their staff so that they will understand what additional assistance you require.

The public transport system should also be **affordable** for all. Bus fares are set by commercial operators whilst on the rail network ScotRail fares are overseen by Transport Scotland. Multi-operator and multi-mode journeys can incur several different fares with discounts usually limited for those not purchasing season tickets. Opportunities must therefore be explored to provide more affordable fares for those groups most in need. Peak spreading (or reductions in peak hour commuting) could also influence fares policy and reduce the need for premium fares at traditional commuting times which are unaffordable for some users. However, fares are also likely to be influenced by the impacts of the COVID-19 pandemic on public transport demand which are explored further in Chapter 17.

Wider rollout of **shared mobility** solutions is another means by which access can be improved in the region. This is likely to offer particular benefits for those who do not have access to a private car (or who would prefer no to use a car) or own any other form of transport. In addition,

it would also benefit those required to spend a disproportionate amount of their income on transport due to 'forced' car ownership. As such, the ability to access a range of transport options on demand without the need to own the mode of transport itself presents significant opportunities to alleviate these burdens and provide more flexible transport solutions.

8.2   POLICIES

- a) The public transport network should be physically accessible for all including vulnerable groups such as those with disabilities, mobility impairments and the elderly. This requires full compliance with the requirements of the Equality Act 2010.
- b) Public transport information should be provided in a variety of formats to meet the specific needs of all users
- c) Real Time Passenger Information should be made available for all public transport modes
- d) The public transport system should be affordable for all based on their ability to pay
- e) Shared mobility solutions should be implemented to provide enhanced access to a wider range of transport options without the requirement for ownership

8.3   ACTIONS

- Regional audit to identify stops, stations and interchanges (and access routes) which do not meet accessibility requirements and to develop a prioritised list of interventions
- Deliver improved public transport information in a variety of formats supported by appropriate wayfinding infrastructure on the transport network
- Introduce Real Time Passenger Information for public transport services through mobile applications, stations, stops and across all parts of the region
- Identify areas of poor digital connectivity where RTPI facilities may be ineffective and work with partners to resolve these issues
- Resist pressures to increase public transport fares and explore opportunities to provide more affordable public transport for those least able to pay for it
- Identify locations where implementation of shared mobility solutions could be beneficial and reduce the level of 'forced' car ownership

Transforming and Extending the Bus Service

SEStran 2035 Regional Transport Strategy

9.0   TRANSFORMING AND EXTENDING THE BUS SERVICE

9.1   OVERVIEW

The bus network is at the heart of the region's public transport system. Almost half (47%) of residents of the region used a bus service at least once a month in 2019. This figure is heavily skewed by Edinburgh though – if Edinburgh residents are excluded, this figure drops to an average of 34%. However, demand has been heavily impacted by the COVID-19 pandemic. To realise our aspirations to decarbonise the region and provide sustainable, affordable access for all, bus services will need to play a pivotal role. The RTS therefore sets out a foundation that seeks to rebuild demand for buses in the wake of the pandemic and that firmly places the role of buses at the centre of the strategy.

Analysis has shown that bus services suffer from delays leading to variable and hence unreliable journey times, predominantly on congested urban routes. This reduces their attractiveness relative to other modes, particularly the private car, leading to reduced patronage. There is consequently a need to ensure that journey times are reliable on the key regional bus corridors. This can be achieved by the provision of appropriate **bus priority measures** that enable reliable travel around the region. The purpose of bus priority measures should be to provide journey times which are more comparable with the car wherever possible. A network of regional, cross boundary high quality bus corridors should therefore be developed that link up urban centres and seek to provide journey times which are comparable with the car wherever possible. These should build upon existing bus priority measures wherever possible supplemented by additional reallocation of roadspace (see Chapter 11), park and rides, bus lanes, bus gates, bus pre-signals and dedicated busways where appropriate. This should supplement work being undertaken in the region to deliver bus priority measures via Transport Scotland's Bus Partnership Fund. Bus priority may not be appropriate in all locations and interventions should be proportionate to the environment and scale of the problem. For example, in rural towns and villages the level of bus priority required is likely to be much less than that needed in urban centres. Bus priority should also be designed into major infrastructure schemes as appropriate. In addition, to be effective, it will be crucial that there

is adequate enforcement of bus priority measures to ensure they are not abused by other road users.

Where bus priority measures may not be sufficient to provide the level of journey time competitiveness required on a corridor it may be appropriate to introduce **Bus Rapid Transit (BRT)** instead. BRT may provide a highly effective solution along congested corridors or those requiring much greater bus transport capacity where segregated routes are necessary to give the degree of priority required to buses. These corridors can also be used as enabling infrastructure for more significant fixed link public transport systems like light rail or trams as was the case with elements of the Edinburgh Tram which started as a BRT route before being converted to tram. As such, where high demand corridors are identified and sufficient priority cannot be provided within the constraints of the existing carriageway, consideration should be given to the implementation of BRT systems within the context of the wider public transport network. This should be considered within the context of a wider Edinburgh & South East Scotland Mass Transit network which is discussed in more detail in Chapter 10.

In some areas **bus service improvements** will be required to enhance connectivity to essential services. To understand this in more detail analysis was undertaken of the relationship between connectivity to services and levels of deprivation across the SEStran region. 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, taking into account locations with no service provision, 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 may exist

The analysis examined connectivity to colleges, universities, employment and hospitals for residents of the SEStran region with Tier 2 (orange) and Tier 3 (red) locations shown in Figure 9.1 to Figure 9.4 below. In the colleges and universities analysis 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 findings of the employment analysis are illustrated in Figure 9.3 which highlights a concentration of Tier 3 postcodes around the periphery of Edinburgh as well as in Scottish Borders, Clackmannanshire and Levenmouth in Fife. In the case of hospitals, shown in Figure 9.4, 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, around the periphery of Edinburgh, in West Lothian, Falkirk, Clackmannanshire and the Levenmouth area of Fife in particular. The RTS has a statutory duty to consider access to healthcare as outlined in the Transport (Scotland) Act 2005.
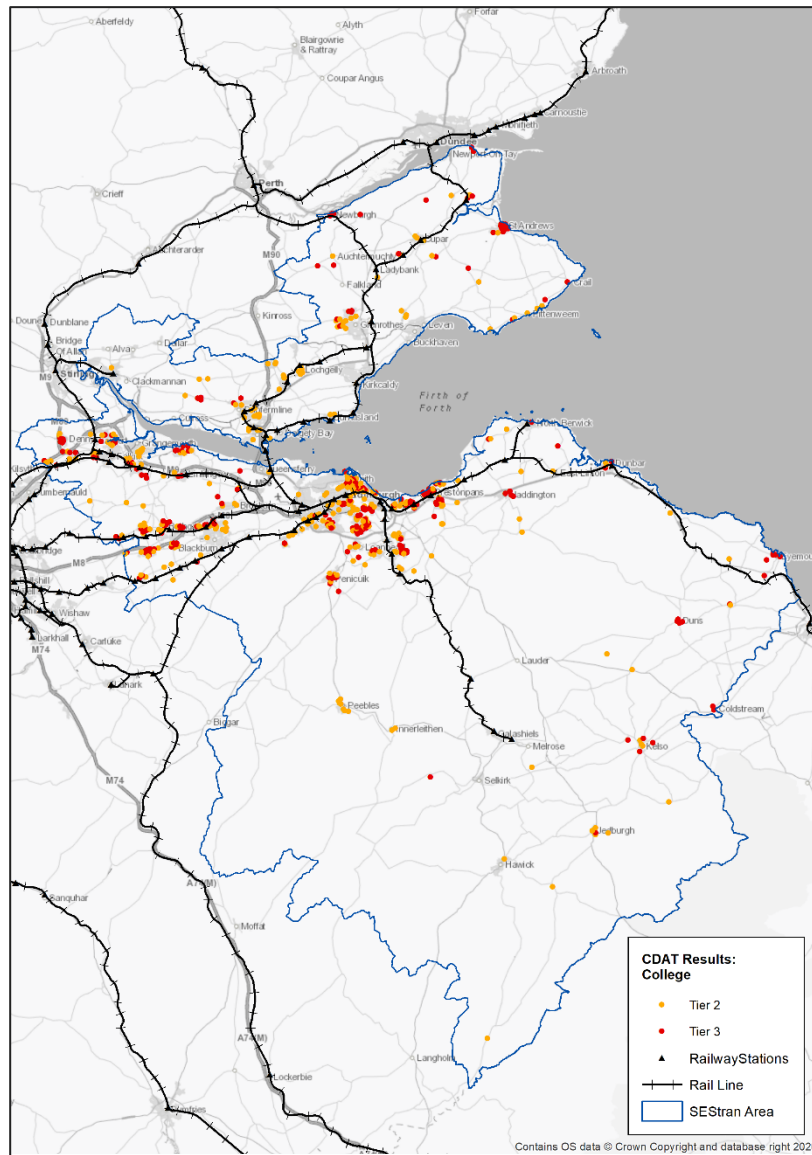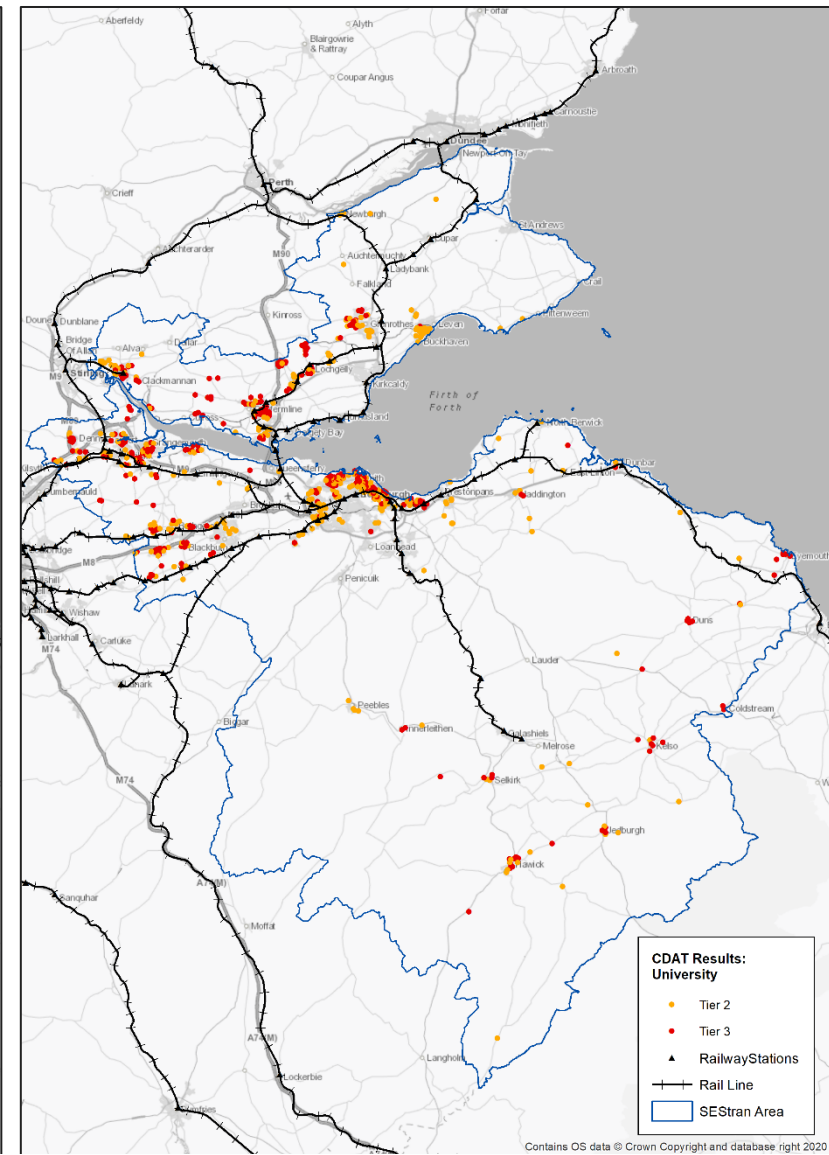
Figure 9.1 Connectivity to Colleges

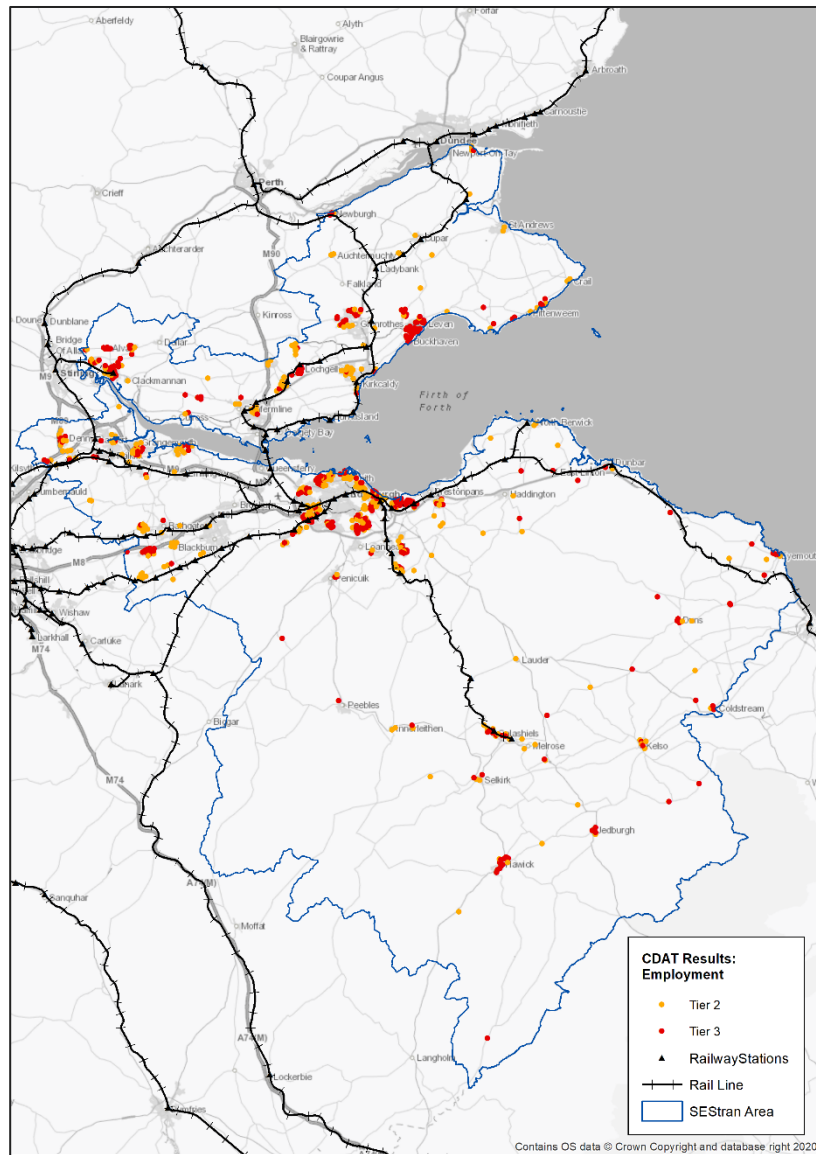**Figure 9.2 Connectivity to Universities**
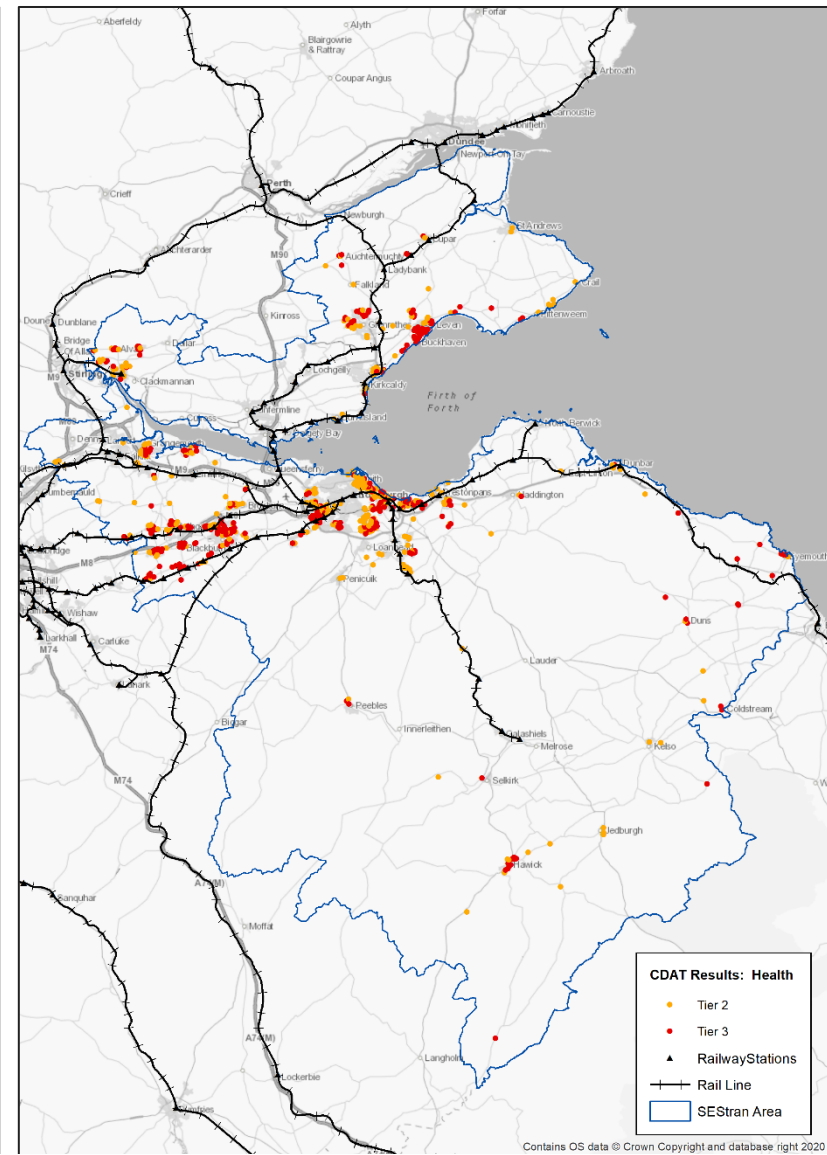
Figure 9.3 Connectivity to Employment

Figure 9.4 Connectivity to Healthcare

This analysis highlights locations across the region where public transport services need to be enhanced to improve access to essential services and reduce the likelihood of people suffering from transport induced deprivation. In these, and potentially other locations, a combination of **new bus services** or **increased frequencies** on existing bus services could help to reduce transport poverty and deprivation. It is important that services are responsive to the needs of the region's users which may require later or earlier services in some instances (e.g., for leisure purposes or for access to shift related employment). In addition, there are parts of the region that could benefit from direct public transport connectivity where multiple interchanges are currently required. Some of our main settlements require three interchanges when travelling between them by public transport whilst others have journey times that exceed two hours making them unattractive to most users. Consequently, inter-local authority bus use (outside Edinburgh) is very low. More direct bus services, at least part of the day, could alleviate these problems and reduce car dependence for journeys between locations outwith Edinburgh. Furthermore, journey times could be improved by the provision of more express services making use of bus priority measures.

In more rural areas it may not be viable to provide scheduled bus services due to the level of demand and associated costs of providing them. The region's rural bus network has become increasingly fragile in the wake of the COVID-19 pandemic as a result of decreasing passenger numbers. Sustaining rural bus services is therefore increasingly challenging with a consequent need for more subsidies to maintain a basic service that is frequently catering to fewer and fewer passengers. The provision of a core rural bus network is essential for social inclusion and wellbeing purposes and should be retained wherever possible. However, in some instances, the provision of **Demand Responsive Transport (DRT)** may be more appropriate, alongside other types of interventions. SEStran has undertaken a Strategic Demand Responsive Transport Study which has set out a series of conclusions and recommendations about how to overcome the challenges facing DRT in the region. Further information about how DRT can help to address rural public transport problems is provided in Chapter 12.

The Transport (Scotland) Act 2019 provides **new powers** in relation to buses including the ability to introduce Bus Service Improvement Partnerships and Local Franchising. The application of these powers may be appropriate in some instances to deliver the enhancements to the bus network required in the region and will be explored as part of the suite of potential interventions to improve public transport provision.

It is possible that **connected autonomous vehicles** will be increasingly used as part of the bus network in the region in the future as well. The CAVForth project will see a fleet of five autonomous buses operate a scheduled service between Ferrytoll Park and Ride in Fife, across the Forth Road Bridge to Edinburgh Park. It is one of the world's most complex and ambitious autonomous bus pilot projects and could provide the foundation for more widespread implementation of similar services across the region.

9.2 POLICIES

- a) Bus priority measures should be implemented to deliver a network of regional, cross boundary quality bus corridors that link up key urban centres building upon existing bus priority measures

- b) The purpose of bus priority measures should be to provide journey times which are comparable with the car wherever possible
- c) Bus priority should also be designed into major infrastructure and new development schemes
- d) Bus priority measures should be supported by adequate enforcement measures
- e) Consideration should be given to the implementation of BRT on high demand corridors where sufficient priority cannot be provided within the constraints of the existing road network
- f) Service improvements should be implemented in locations identified as at most risk of a combination of transport poverty and deprivation
- g) Bus improvements should support access to healthcare facilities where practical and appropriate
- h) A core network of rural bus services should be retained wherever practical and feasible within available resource and demand constraints
- i) Demand Responsive Transport should be implemented where traditional scheduled bus services are not feasible particularly in rural and remote areas
- j) The application of bus related powers granted through the Transport (Scotland) Act 2019 should be explored to support the delivery of an enhanced bus network in the region
- k) Opportunities for the more widespread usage of connected autonomous vehicles for the provision of bus services should be kept under review pending the outcome of the CAVForth pilot project

9.3   ACTIONS

- Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor, as a means to promoting new routes and connectivity (in partnership with other policies)
- Undertake a Regional Bus Priority study which will identify regional, cross boundary quality bus corridors and key bus priority interventions to reduce bus journey times and improve bus journey time reliability where Edinburgh is likely to be a focus
- Deliver the bus priority interventions funded by Transport Scotland's Bus Partnership Fund and subsequently identified by the Regional Bus Priority study
- Undertake further analysis to develop options to improve bus service connectivity to areas identified as being poorly connected to essential services and suffering from related deprivation. This could include increased service frequencies, new services, more direct services and / or more express services. This will build upon work undertaken by the Workforce Mobility Project.
- Support the delivery of bus services and infrastructure measures which ensure access to healthcare for all
- Work with partners to implement new direct and express services to link settlements across the region that currently require multiple interchanges or excessively long journey times
- Implement the findings of the SEStran Strategic Demand Responsive Transport Study
- Review the bus powers detailed in the Transport (Scotland) Act 2019 and identify if they could be implemented across all or parts of the region as part of an integrated strategy to enhance the bus network
- Review the findings of the CAVForth pilot project and identify whether there are further opportunities for provision of bus services using connected autonomous vehicles in the region

Enhancing and Extending Rail Services

SEStran 2035 Regional Transport Strategy

10.0 ENHANCING AND EXTENDING RAIL SERVICES

10.1 OVERVIEW

The rail network (comprising 'conventional' heavy rail and the light rail / tram) plays a key role linking up the region as well as providing connectivity to external locations. The region has benefitted from the construction of the Borders Railway which opened in September 2015. The line carried 1,737,000 passengers by the end of its fourth year of operation (October 2019) which is over 22% more than during its first year. Whilst demand has subsequently been impacted by the COVID-19 pandemic this nonetheless highlights the role that new rail infrastructure can have in driving public transport usage across the region. Indeed, evaluation published by Transport Scotland of both the Borders Railway and Airdrie Bathgate Rail Link (opened in 2010) has demonstrated the value of these investments to the SEStran area.

The pandemic has had a significant impact upon public transport passenger numbers and has reversed the previous long-term trend of growth in patronage on the rail network. The longer-term implications of this are currently uncertain but in the short-term there is likely to be some consolidation around the rail industry. However, enhancing and extending rail based services within the region is still regarded as a fundamental component of the strategy as a viable public transport alternative will be essential to encourage modal shift and facilitate decarbonisation and network efficiency.

In the east the rail network is less densely developed than other parts of Scotland, notably around Glasgow. There may consequently be greater opportunities to **expand the rail, light rail and tram network** in the region and these should be explored through appropriate appraisal and business case development. This approach has seen the successful commitment to the reopening of the Levenmouth rail link which will connect Leven and Cameron Bridge to the network.

Similarly, more of the region's towns and settlements could be connected to the existing rail network by the provision of **new stations**. This is particularly important where significant new

developments are proposed, and opportunities should be sought to connect these to the rail network where appropriate. SEStran supports the existing commitments to deliver new stations at East Linton (East Lothian), Reston (Scottish Borders) and Winchburgh (West Lothian), but any new station needs to be supported by an appropriate service provision that enables a meaningful travel option for local residents. Proposals for new stations in other locations should be subject to appraisal but would be supported in principle.

Enhancements to **rail services** can also deliver improved public transport connectivity. This could take a number of forms such as more direct through services between locations, reducing the need for interchange on existing routes or increased frequencies on particular routes or at key times of the day. Analysis has identified that there may be merit in exploring enhanced cross Edinburgh services to cater for demand between East Lothian, Midlothian and the Scottish Borders to, for example, Edinburgh Park and South Gyle. Opportunities should therefore be sought to improve existing rail services including longer trains, more frequent services, new routes, earlier and later services on an ongoing basis taking into account emerging travel patterns, including the possible reduction of peak hour commuting in the wake of the COVID-19 pandemic. However, the RTS does not support reductions in rail service frequencies or levels of provision unless it can be clearly demonstrated that there will be no detriment to the region's communities and residents, particularly those most vulnerable to social exclusion. In addition, this should take cognisance of the at-risk areas identified as potentially suffering from a correlation between a lack of public transport connectivity to essential services and deprivation outlined in Chapter 9.

Many parts of the region's rail network, such as Edinburgh Waverley and the East Coast Main Line, suffer from **capacity constraints** which limit the ability to provide additional passenger and freight services (see Chapter 14). The resolution of capacity constraints like these will be necessary in some instances to enable the provision of new stations, new routes and increased service frequencies. The further electrification of the rail network is also essential in the decarbonisation of transport with the Borders Railway, Fife Circle and parts of the East Coast Main Line yet to be electrified. As part of Phase 1 of the improvements to the Borders Railway, the line will be electrified. Where overhead line electrification is not possible battery powered trains may provide a viable alternative for electrification. Transport Scotland and Network Rail have an ongoing programme of investment managed through five-year long Control Periods. It is therefore important to ensure that investment in the region's rail network is programmed into these Control Periods to ensure capacity constraints and other issues are addressed.

In the longer term there are potential opportunities to link the region into the emerging **High Speed Rail** network for the UK via a link to north east or north west England. This would provide faster journey times and enhanced inter-regional links bringing reductions in internal UK short-haul flights and economic benefits to both locations. The business case and technical feasibility of High Speed Rail serving the east coast of Scotland requires further development and SEStran will support Transport Scotland along with the UK Government in investigating these further. To improve cross-border connectivity, £10 million has been identified through the Borderlands Growth Fund for the development of the case for extending the Borders Railway to Carlisle.

At the other end of the spectrum our urban areas could benefit from improved connectivity provided by **light rail and tram** solutions. There are a range of proposals for extensions to the existing Edinburgh Tram network with the Newhaven tram extension being due to become operational in Spring 2023. STPR 2 and NPF 4 both support the development of an Edinburgh & South East Scotland Mass Transit system which could take the form of tram and bus-based modes including Bus Rapid Transit (BRT) with the latter being discussed in more detail in Chapter 9. This would be integrated with the existing bus, tram and heavy rail network.

Any new mass transit routes or further tram extensions will require appraisal and business cases to be developed accordingly. STPR 2 highlights opportunities for mass transit to improve connectivity between Edinburgh and the surrounding communities in the region, as well as to provide more direct connections between communities outside Edinburgh. As such, there may be opportunities to introduce light rail / mass transit systems in other parts of the region within existing dense urban areas or as part of new developments. Again, these initiatives are supported in principle, particularly where they create a step-change in public transport quality.

It is also essential that our rail network is **affordable** and not seen as only for better-off commuters. There has been a historical disparity in rail fares across Scotland, and within the region itself. Fares rationalisation should therefore be explored to provide more equitable access to train services across Scotland as part of a strategy to make public transport within everyone's means.

In the future there is also scope for greater **automation and innovation** to be integrated into the heavy and light rail network. 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 (and therefore cost savings or the ability to provide more services for the same money). 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 and opportunities for driverless operation across the region should be kept under review.

10.2 POLICIES

- a) Opportunities should be explored with partners to expand the rail network across and beyond the south-east of Scotland through new lines and stations where appropriate, cost effective and in line with strategy objectives

- b) The RTS supports the delivery of new stations at Reston, East Linton, Winchburgh and at Leven and Cameron Bridge as part of the delivery of Levenmouth rail link
- c) Opportunities should be explored with partners to introduce new services including more direct links across the region, national boundaries and cross city connections
- d) The resolution of key capacity constraints on the rail network should be taken forward as a priority
- e) The full electrification of the rail network in the region should be delivered in line with Transport Scotland's decarbonisation strategy
- f) Opportunities to link the region to the emerging High Speed Rail network should be explored. The RTS supports reduced cross-border rail journey times as a means to improve competitiveness with short haul flights and reduce emissions.
- g) Implementation of an Edinburgh & South East Scotland Mass Transit system is supported in principle and should explore further opportunities to expand the regional light rail and tram network
- h) The rail network should be affordable for all and opportunities for fares rationalisation across Scotland should be explored to ensure parity of access and affordability

10.3 ACTIONS

- Support / undertake appraisal and business case development for new rail and light rail / tram infrastructure including lines, stations and services, including longer distance, cross boundary opportunities
- Work with Transport Scotland and Network Rail to deliver new rail infrastructure in the region where appraisal and business case development has demonstrated its merits
- Investigate the merits of introducing enhanced cross Edinburgh train services to cater for demand between East Lothian, Midlothian and the Scottish Borders to Edinburgh Park / South Gyle
- Identify capacity constraints upon the rail network and appropriate resolutions to enable the provision of passenger and freight services that meet both current and future needs
- Work with Transport Scotland and Network Rail to seek the acceleration of the electrification of the rail network of the region
- Support Transport Scotland and the UK Government in the development of a business case for High Speed Rail serving south-east Scotland
- Undertake appraisal and business case development for an Edinburgh & South East Scotland Mass Transit system including new light rail and tram links within the region, based on a 'settlement connectivity' review
- Engage with Scottish Government for a national review of rail fares and a rationalisation of fares across Scotland drawing on Transport Scotland's 'Fair Fares' review findings.
- Develop a concordat / partnership agreement with rail operators and associated rail industry partners to foster even closer working relationships and deliver rail related priorities

Reallocating Roadspace on the Regional and Local Network

SEStran 2035 Regional Transport Strategy

11.0 REALLOCATING ROADSPACE ON THE REGIONAL AND LOCAL NETWORK

11.1 OVERVIEW

Encouraging more people to use public transport and active travel will depend upon the provision of high-quality infrastructure that makes these modes as attractive as possible in comparison to car. In some instances, this may require parts of the road network to be reallocated in order to give greater priority to alternative modes. There are a number of ways in which roadspace could be reallocated including to:

- **Walking and Wheeling:** widening footways provides more room for walking and wheeling whilst upgraded links can make previously dangerous or unappealing routes suitable for a much wider range of users including those with mobility impairments or disabilities
- **Cycling:** depending on traffic volumes and speeds, cycle lanes or fully segregated cycleways provide dedicated space for cyclists and prevent them from having to mix with general traffic making it safer and more appealing to a wider range of users
- **Shared Use Active Travel:** rather than being dedicated to pedestrians or cyclists alone, where volumes are low shared use facilities can be used by both making them attractive to all types of active travel
- **Buses:** facilitating bus priority measures such as busways, bus lanes, pre-signals and gates that enable buses to avoid congestion and provide a quicker journey time, particularly at peak periods, compared to cars
- **Freight:** the provision of loading bays and dedicated freight only lanes are ways in which access can be improved for freight vehicles. There is also the possibility of enabling HGVs and / or LGVs access to some bus lanes.

In the case of freight it is important to strike a balance between ensuring goods can access our urban areas in an efficient manner whilst also minimising the adverse impacts these vehicles have on other users of the network, particularly public transport, and the environment. For example, whilst allowing goods vehicles access to bus lanes may increase efficiencies of deliveries, it could have an adverse impact on public transport services leading to fewer people choosing to travel by bus as a result whilst also contributing negatively to air quality in urban areas.

Overall, the goal of roadspace reallocation needs to be to reduce reliance on private cars and encourage the use of more sustainable alternatives. Opportunities should therefore be sought throughout the region to reprioritise the regional and local road network in line with the sustainable travel hierarchy. This approach should be reflected in the roadspace allocation within new developments as well.

11.2 POLICIES

- a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel

- b) The principles of the sustainable travel hierarchy should be applied to reprioritise the local and regional road network wherever possible
- c) The sustainable travel hierarchy should be used as a material consideration to prioritise the allocation of roadspace within new developments in the region
- d) SEStran will work with local authority partners to deliver locally and regionally significant roadspace reallocation initiatives
- e) Opportunities to provide roadspace reallocation to support the efficiency of freight movements should be explored where these will not significantly disadvantage public transport users, communities or the environment

11.3 ACTIONS

- Develop a framework and set of criteria to assist partners in identifying and delivering local and regional road space reallocation proposals reflecting both urban and rural areas. This should be undertaken in an inclusive way and in line with the NTS2's sustainable travel hierarchy.
- In collaboration with bus operators, undertake analysis of regional and cross-boundary corridors where congestion is impacting on bus operations and identify locations where roadspace reallocation may be required
- Explore the shared use of bus / commercial vehicle lanes through the development and implementation of the SEStran Freight Strategy

Delivering Seamless Multi-Modal Journeys

SEStran 2035 Regional Transport Strategy

12.0 DELIVERING SEAMLESS MULTI-MODAL JOURNEYS

12.1 OVERVIEW

Enhancing the integration between modes reduces the barriers to interchanging between different types of transport which is often perceived as a significant impediment to users, and will lead to a transformational change in how the transport network is accessed and used. The delivery of a more seamless transport network for the region will make travelling by public transport and active travel more attractive for a wider range of journeys and reduce the high levels of car dependency with 64% of journeys to work by residents of the region being made by car drivers or passengers in 2019. This seamless transport network will be aided through an **integrated ticketing scheme** incorporating fare capping and measures to reduce two fare trips or a more targeted initiative. To be truly effective these schemes need to operate across different operators and modes.

Case Study: London Integrated Ticketing and Fare Capping

Travelling within and between London Zones was simplified in 2003 with the introduction of Oyster Cards. These allow users to travel via different modes using a single form of payment. This progressed in 2005 to include fare capping, limiting how much a user pays for their journeys across a 24-hour day, or within a week once their accumulative fares add up to a certain amount. After fares reach a 'capped' price, a user can make as many journeys as they wish within that time frame for no further cost. The capping charge varies at peak or off-peak times and whether a user is travelling within or between zones. In 2014, integrated ticketing and fare capping was also introduced for people tapping their contactless bank cards or banking apps on mobile phones which has become more popular than Oyster Cards.

| 'Tap' Oyster card, contactless or device at a card reader to begin a journey | → | At the end of the journey, 'tap' out with the same device to ensure all your journeys are logged | → | At the end of the day or week, your journeys will be logged and fare capping applied if necessary |

Stantec   GO SEStran

The creation of a network of **multi-modal mobility hubs** across the region will be important in delivering improved integration. These physical spaces within the public realm will combine public transport interchanges with facilities for active travel and shared mobility solutions to create an attractive, seamlessly integrated sustainable travel hub supplemented with enhanced ancillary facilities and information features to both attract and benefit travelers. They should be co-located with key points on major public transport corridors like rail stations, bus stations or key bus stops as they constitute a vital element in supporting the role of high-frequency public transport within cities, large towns and smaller settlements. Multi-modal mobility hubs can be developed in a range of contexts, from city centres to rural areas, and at differing scales to suit

Source: SHARE-North, Autodelen.net

the local circumstances. So, there is no 'one-size fits all' approach to their design and the facilities at each must be tailored to it individually as outlined in the SEStran Mobility Hubs study published in March 2020. Transport provision should range from public transport and shared mobility provision (e.g., bike sharing, car sharing, electric scooter sharing, etc.) to ancillary mobility services like EV charging, bike parking and repairs as well as digital information provision. Supplementary services like wi-fi, parcel lockers, fitness or play areas and other urban realm improvements can also be provided as well. Local access to multi-modal mobility hubs should be facilitated by high quality active travel routes that enable safe walking, wheeling and cycling. The first phase of delivery will involve implementing the eight pilot locations identified in the SEStran Mobility Hub study ahead of a wider rollout.

Electric 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. Nonetheless, legislative and safety issues surrounding electric scooters remain 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.

Where appropriate multi-modal mobility hubs should also be linked to enhanced **park and ride** provision. Whilst the demand for park and ride may be impacted in the wake of the COVID-19 pandemic, in some locations it may still be appropriate to provide additional or new park and ride capacity and where this is the case this should be accompanied by measures to support the development of multi-modal mobility hubs wherever possible. Ongoing investment and where appropriate capacity improvements should be encouraged at local rail stations where there is evidence of sufficient residential catchments both in terms of walk, cycle and drive-in access. Any increased capacity should be evaluated relative to potential increases in vehicle kilometres or impacts on local community networks, in line with the established investment hierarchies. Priority should be given to railway stations which have good strategic links and are easily accessible for all modes, including opportunities to interchange between bus and rail. Priority should also be given to addressing localised parking issues at existing park and ride sites where there is evidence of overspill and excessive parking which impacts on local residential neighbourhoods. In addition, whilst the term park and ride is indicative of car based travel, increasing car parking at existing sites should be assessed in the context of other opportunities to improve accessibility by active travel and bus.

Mobility as a Service (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. The implementation of MaaS within the region 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 the public sector 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.
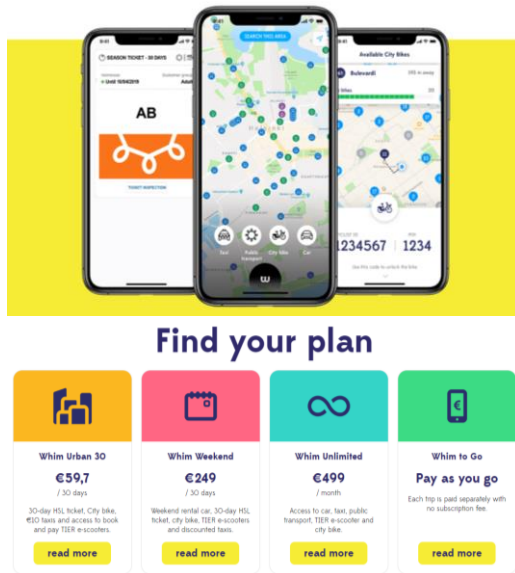
Case Study: Whim, Helsinki

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.

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. 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 this basis, a regional scheme may be most effective. 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 our 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, or who would prefer not to use 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 12.1.[5] 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 a
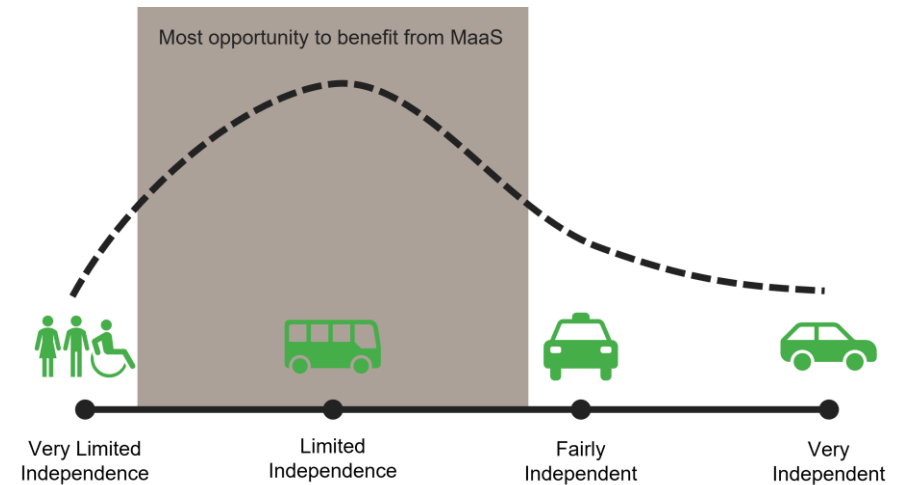
Figure 12.1 Rural Independence and Opportunity for MaaS Adoption

desirable proposition for passengers.

The greatest opportunity lies in the field of **Demand Responsive Transit (DRT)** as illustrated in Figure 12.2. 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 viability of services, making booking services easier and smarter routing. The benefit to customers would be optimised services providing

Figure 12.2 Convenience v Cost of Rural Transport Modes

[5] Adapted from Transport Catapult: Ready for Innovation – The Opportunity for Innovation in Rural Transport

better accessibility and meeting their needs more effectively. DRT could play a much wider role than it does currently, by harnessing emerging app-based systems and booking and scheduling technology ('enhanced' DRT); by partnership and integration between existing DRT operators and the wider public transport network; and being viewed as a realistic alternative to expensive fixed-route bus services. To achieve this, it will require changes in funding priorities, as well as greater support for the community transport providers who face particular challenges of finance and human resources.

Where fixed-route or demand responsive bus services are not viable, **subsidised taxis** may provide the only viable alternative to ensure people have access to the transport that they require. These involve a fleet of taxi vehicles which, in additional to their normal core service, operate a bookable, shared, demand-responsive public transport service. The service utilises a centrally operated call centre to take passenger bookings, integrating with local bus, rail, and other transport networks to ensure connectivity and seamless travel.

More broadly **taxis, ride sourcing and community transport** all have a role to play in providing mobility where public transport is not available or convenient as well as where people do not have access to their own private transport. In particular, these can provide vital links for people who are elderly, require special assistance or, for mobility or other reasons, cannot access public or other private transport.

Finally, the further rollout of **bike-buses** presents an additional opportunity to improve integration between modes. These have been successfully introduced by Borders Buses with 23 bike-friendly vehicles now operating with space for between 2 - 4 bikes. These have enabled people to combine bike and bus journeys where previously this wouldn't have been possible. In the future similar provision should also be further extended on train services where practical.

12.2   POLICIES

- a) An integrated ticketing system is supported and should be implemented across all modes of transport in the region
- b) A network of integrated, multi-modal mobility hubs should be implemented across the region starting with the eight pilot locations identified in the SEStran Mobility Hub study
- c) Local access to multi-modal mobility hubs should be facilitated by high quality active travel routes that enable safe walking, wheeling and cycling
- d) Park and ride provision should be enhanced where (i) there is evidence of sufficient residential walk, cycle and drive-in catchment, (ii) where there is evidence of localised parking issues such as overspill and excessive parking which impact on local residential networks, and (iii) where it can be shown that it will result in a reduction in car-km
- e) The implementation of a regional MaaS scheme is supported in principle
- f) Opportunities to expand and enhance DRT provision should be sought and to make the most efficient usage of capacity available on existing transport services
- g) Opportunities should be sought to expand the provision of bike-buses across the region to facilitate more integrated journeys

- h) Where practical opportunities should be sought to enable the secure carriage of bikes on trains

12.3   ACTIONS

- Deliver integrated ticketing systems, potentially incorporating fare capping, which can be used across all modes of public transport and operators, taking into account the digital provision differences in urban and rural areas
- Identify a network of region multi-modal mobility hub locations building upon the initial pilot locations along with the infrastructure and services required at each taking into account their urban or rural location and the anticipated scale of demand
- Deliver the eight pilot multi-modal mobility hubs as defined in the SEStran Mobility Hub study
- Review the findings of electric scooter sharing pilot schemes and determine whether their implementation in the region is feasible and appropriate
- Identify locations where increased park and ride capacity may be required taking into account findings from recent SEStran and ScotRail park and ride studies
- Deliver a regional MaaS pilot scheme with a view towards establishing the long-term viability of MaaS in the region
- Work with DRT and community transport operators to deliver more widespread and efficient usage of services in areas where traditional fixed-route bus services are inappropriate. Differing approaches may be required for urban and rural areas.
- Support provision of taxis, ride sourcing and community transport for vulnerable groups and people without adequate access to public or private transport. Differing approaches may be required for urban and rural areas.
- Work with partners to deliver more buses in the region with the facilities to carry bikes
- Pursue improved provision of trains equipped with facilities for the safe carriage of bikes

Decarbonising Transport

SEStran 2035 Regional Transport Strategy

13.0 DECARBONISING TRANSPORT

13.1 OVERVIEW

In the SEStran region, the transport sector is responsible for over 26% of CO_2 emissions[6], the majority of which derives from road transport, which is highly dependent on fossil fuels. This high contribution to emissions has detrimental impacts on the environment, ecosystems, and air quality notably for those living in densely populated urban areas and near main roads. As the Scottish Government is aiming to phase out the need for new petrol and diesel cars by 2030 as outlined in the Update to the Climate Change Plan Update published in December 2020, it is paramount to critically consider alternative fuels and environmentally friendly technologies, not only for cars, but across the transport sector. Overall, a holistic solution is required to decarbonise the transport sector which prioritises the sustainable travel hierarchy. However, where travel by private vehicle is necessary it is essential that a transition to alternative fuel sources is facilitated to minimise carbon emissions.

Electric vehicles (EVs) are currently viewed as the future of road transport and are gaining in market share, with pure EVs accounting for nearly 5% of new car sales in 2020.[7] There are numerous benefits to EV use including zero tailpipe emissions and lower levels of noise. EVs therefore offer the potential to make a significant contribution to decarbonising the private vehicle fleet and tackling the Climate Emergency. Battery technology is also becoming more advanced and with more widespread uptake there has been an associated decline in EV costs. This decline is expected to bring the price of an EV into line with an equivalent fossil fuel powered car in the coming years.

The manufacture of EVs remains a carbon intensive process, they require electricity which can come from fossil fuelled power stations, and the mining required to provide materials for batteries brings its own environmental issues. There is some debate about

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[6] Local Authority territorial CO2 emissions estimates (kt CO2), Department for Business, Energy & Industrial Strategy
[7] https://www.smmt.co.uk/vehicle-data/car-registrations/

how much less carbon intensive an EV is over its lifecycle compared to a fossil fuelled car, but there is little doubt that where a car trip has to be made, it is better made in an EV. At present, once someone purchases an EV, their per-mile travel costs are substantially reduced. Nevertheless, the shift to EVs will not resolve the problems around high levels of congestion on the roads and the associated delays, unreliable journey times, noise and particulate emissions which come with continued car use. The 20% reduction in car kilometres target set by the Scottish Government would also not be achieved through the shift to EVs as many journeys will continue to be made by car, this is covered in more detail in Chapter 16.

However, there are still many factors **hindering the uptake** of EVs. Despite the benefits of lower operating costs, the price of an EV remains high compared to a petrol or diesel powered car preventing some people from entering the market. Whilst grants were previously available from central Government to support the uptake of EVs these are now winding down. There is potential for local or regional incentives to be offered in their place or alternatively to wait for the market to respond to increased demand and drive down prices.

In addition, whilst the technology is developing, range anxiety is still prevalent due to battery capabilities and a still developing network of charging infrastructure which can further dissuade potential buyers. There are many options for the provision of charging infrastructure ranging from being fully market led to fully public sector led. There are also challenges presented by different environments with highly urbanised environments making provision of residential on-street charging infrastructure difficult whilst rural settings will require provision of on-street charging infrastructure to ensure that range limitations do not prohibit the uptake of EVs in these more car dependent areas. Adapting existing urban / rural environments also presents significant challenges, with the retrofitting of existing public space representing a barrier to the wider provision of public charging infrastructure. These challenges also exist within new housing developments.

Transport Scotland's A Network Fit for the Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network outlines that the increased adoption of electric vehicles will accelerate the public charging network's growth, resulting in a shift towards a network largely financed and operated by the commercial sector.The public sector will continue to play a role in the development and co-ordination of the network by ensuring that the market does not exclude any sections of society (e.g. rural areas which may not be commercially viable) and by playing a key enabling role for investment. There is a risk for example that those without a driveway and therefore unable to charge from home will have to pay more, and by definition this on the whole benefits those that are better off already.

The capability of the **electrical grid** to provide the capacity required for a widespread rollout of EVs is also an issue – analysis of this at the regional and local level remains at a relatively early stage and will also be a consideration for local authorities in terms of the delivery of their services using EVs (refuse collection etc.). This is likely to vary across the region and there may be local areas where upgrades are required to support the necessary charging infrastructure to facilitate the fleet transition.

A shift to alternative fuels will also have implications for **tax revenues** for UK Government due to a loss of fuel duty and VAT which will likely require consideration of how we pay to use the road network. In the short term, there is a key risk that the decarbonisation of the car fleet in particular brings renewed traffic growth, as users feel 'greener' and the costs to the user are reduced. This unintended consequence would lead to other negative impacts such as **congestion, delays** and **unreliable journey times**. As such, a range of policy measures which may include new taxes or road user charges, 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. The replacement of one set of taxes (fuel duty and VAT) with another (e.g., road user charging) does risk creating 'winners and losers' however unless the system operates on a uniform per-mile basis analagous to petrol / diesel consumption. The impacts of any such change would need careful assessment from an equalities perspective.

In addition to EVs, **electric bikes** (e-Bikes) have also now emerged as genuine alternative mode to private car for some journeys. The assistance provided by the battery either through peddling (pedelecs) or via a throttle lets you cover longer distances making trips that were only viable for more 'committed' 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. Electric scooters are also being trialled as a form of urban mobility and are discussed further in Chapter 12. Furthermore, electric drive has already been adopted for the region's trams and much of the rail network with its further electrification discussed in Chapter 10.

Nonetheless, whilst electric power appears to be emerging as the dominant technology it will not necessarily be appropriate for all modes of transport. For example, large vehicles like buses and HGVs could have difficulty in carrying batteries large enough to power them suggesting decarbonisation of these modes may require **alternative fuels** such as green hydrogen. The use of hydrogen as an alternative fuel source in cars and other vehicles is in continous development and could produce greater benefits than electric vehicles. Therefore, if the capabilties of the hygrogen surpass those of electricity, policies and infrastructure will adapt accordingly to hydrogen to ensure the continued shift to net zero. Similar to EVs there are a range of issues around the provision of the necessary supporting infrastructure for these alternative fuels and there may be a need for public sector investment or partnerships to ensure that suitable alternative fuels are available for commercial vehicles, and buses along with the network of fuelling infrastructure they need.

13.2 POLICIES

- a) The RTS seeks the implementation of measures which facilitate the decarbonisation of the vehicle fleet including cars, buses, vans, trains, ships and aircraft in line with national requirements
- b) The RTS recognises the risks associated with lower car running costs and supports measures (subject to equality impacts) to prevent renewed growth in private car travel, and to encourage the use of alternative modes in line with the NTS 2 sustainable travel hierarchy and national car kilometre reduction targets
- c) SEStran supports suitable taxation measures for ICEs, EVs and other alternative fuelled vehicles that ensure their usage is managed in line with the NTS 2's Sustainable Travel Hierarchy and 'polluter pays' principles

- d) The RTS seeks the roll out of EV charging infrastructure for all to support decarbonisation of car-based travel and support development in areas which may be commercially unviable for private sector investment
- e) The RTS seeks to implement infrastructure (including covered parking at residential and employment facilities) which supports the wider uptake of e-bikes and e-cargo bikes

13.3 ACTIONS

- Engage with Scottish Government for effective national strategy / guidance / specifications on fleet decarbonisation and rollout of appropriate and future-proofed supporting infrastructure. This should include legislation to manage on-street charging provision and provision of chargers in new developments.
- Work with the private sector and partners to develop a regional electric vehicle (and e-bike) investment and charging strategy, with associated technical guidance, including a spatial strategy across the area for long journey rapid charging facilities and for local area hub / community charging
- Develop and coordinate a regional information strategy including messaging around the need to ensure EVs are not regarded as a green light to increased car use and the range of issues associated with this. Strategy includes highlighting the potential of e-bikes and e-cargo bikes as viable modes of passenger and freight transport.
- SEStran and its partners will seek to engage with national governments around suitable taxation measures for ICEs, EVs and alternative fuelled vehicles and how they could potentially be applied as demand management measures
- Collate data / knowledge around green hydrogen / fuel cell technology, EV charging technology (e.g. on street / at home / workplace / forecourt) and regularly monitor both emerging technology and trends
- Facilitate pilot projects to encourage transition to alternative fuels for all modes
- Support alternative fuels for modes such as commercial vehicles and buses by actively engaging in and funding pilot projects across the region

Facilitating Efficient Freight Movement and Passenger Travel

SEStran 2035 Regional Transport Strategy

14.0 FACILITATING EFFICIENT FREIGHT MOVEMENT AND PASSENGER TRAVEL

14.1 OVERVIEW

The efficient movement of people and freight around the region requires high quality transport networks which are fit for purpose and that minimise the impacts of congestion and delays on journey times. To achieve this in some instances there is likely to be a requirement for **targeted infrastructure investment** particularly aimed at tackling congestion hotspots. On the strategic road network whilst traffic management will be key these should also incorporate bus priority and active travel measures where relevant and practical.

There will also be a need to adapt our transport networks to be **resilient** in the face of the impacts of climate change by ensuring they are more able to accommodate extreme weather events and by providing appropriate diversionary routes in the event that incidents require primary routes to close temporarily.

Enhanced **external connections** may also be required in some instances to ensure the region remains competitive and linked to key external markets. The loss of the ferry link to Europe from Rosyth in 2018 reduced trade links with Europe, and opportunities should be sought to reestablish direct passenger and freight links with the continent where appropriate and viable. Alongside this there is need to support international air connections through Edinburgh Airport and to seek to ensure that the number of direct linkages is maximised in the wake of the reduced demand created by the COVID-19 pandemic particularly as aviation becomes more sustainable. Furthermore, there may also be a need to upgrade the strategic road network that links the region to surrounding areas where it has been identified as a potential impediment to the efficient intra-regional movement of people and freight due to a lack of capacity, long or unreliable journey times within the context of NTS 2's Sustainable Investment Hierarchy.

For freight the provision of new secure **rest facilities** for commercial vehicle drivers on the strategic road network should be explored. There are currently eight driver rest areas in the region. These help to reduce tiredness amongst drivers which has safety implications for all road users. The provision of additional rest areas would provide additional opportunities for drivers to take breaks and reduce the likelihood of incidents occurring on the region's strategic road network due to tiredness.

The region could also benefit from the introduction of **Freight Consolidation Centres** in key locations. The majority of goods travelling between south-east Scotland and other regions arrive from either north-west England or west central Scotland. For those goods destined for Edinburgh city centre, that means that they will likely travel via the M8 or A702 from north-west England. A consolidation centre located close to the A720 City of Edinburgh Bypass between its junctions with the M8 and A720 could serve freight vehicles from both regions. From there, a dedicated

consolidation centre vehicle(s) could serve Edinburgh ideally powered using alternative fuels. Further support could be provided for the consolidation centre vehicle(s) through the permitted use of bus lanes as discussed in Chapter 11.

For goods from the south and north east England, Leith Port could act as an eastern consolidation centre, potentially rail connected where goods could be brought in by road or rail. Given the port's proximity to Edinburgh city centre, the 'last mile' could be undertaken by cycle logistics or electric temperature-controlled vans. Opportunities should also be explored to implement micro-consolidation centres which are smaller facilities that can be placed close to the areas that they serve. Often no bigger than a shipping container, they are particularly suited to high density urban areas where space is at a premium. Usually served by cycle logistics and smaller electric vans, these can be sited in locations such as squares or car parks. Where possible these should be linked to multi-modal mobility hubs discussed in Chapter 12 which offer the possibility of integrating (semi) urban deliveries with pick-up points (click & collect) at key interchanges.

Case Study: SEStran, SURFLOGH & ZEDIFY E-Cargo Bike Pilot

Through the SURFLOGH project SEStran is working with ZEDIFY Scotland to design an e-cargo bike last mile delivery pilot in the City of Edinburgh. ZEDIFY have received £50,000 funding to boost e-cargo bike deliveries within Edinburgh launching with a new delivery hub in Spring 2021. As an international collaboration, SURFLOGH aims to green 'last mile/first mile' delivery, developing cargo hubs that are really 'smart', efficient and sustainable. The project is a collaborative transnational partnership focused on shared and exchanged information from different perspectives, backgrounds and nationalities.

It will also be important to seek to facilitate modal shift from road to **rail freight**. Rail freight is typically well suited to regular journeys of bulk commodities over longer distances where the paths can be scheduled on the rail network. However, there are a number of constraints on the rail network that can inhibit the ability to increase the amount of rail freight carried. **Gauge clearance** is highest on the East Coast Main Line but there are parts of the region's rail network where lower gauge clearances restrict the type of freight containers that can be carried. This particularly affects rail movements to the north and east, as much of the network north of the Forth is W8 or below. Enhancements to gauge clearances therefore present an opportunity to broaden the range of rail freight services operating in the region. In some instances, the gauge clearance on the route may be sufficient but there may be insufficient **train paths** to allow more freight services to operate. This has been established as one of the key barriers to increasing rail freight with particular constraints identified on the East Coast Main Line and at Edinburgh Waverley. The introduction of loops can alleviate some of these constraints by enabling trains to wait off the main line before rejoining it once it is clear. If one or more of these loops were introduced, then the case for further services to existing terminals or new facilities could be strengthened and suitable opportunities for their implementation should be explored.

Switching from road to rail freight may not always be commercially viable for logistics providers and the companies they serve. On this basis there may be a requirement to provide more **funding support** to facilitate modal shift for these journeys. This could help to stimulate new rail

freight services between locations where services currently do not exist, or to increase volumes on some existing services. One opportunity is for a multi-user freight train running a regular circuit serving locations such as Grangemouth, Inverness and Aberdeen moving goods arriving at port around the region and to / from North East Scotland. However, funding would be required to procure wagons and support an initial trial.

The use of mainline railway stations as hubs for freight, utilising carriages to deliver parcels into the city and town centres, and therefore **integrating freight and passenger services** has a long history in the UK. Changes in carriage and locomotive design as well as increased focus on security and higher passenger numbers meant that this service ceased. However reduced passenger demand through changes to working patterns as a result of the COVID-19 pandemic could allow spare capacity to be utilised off-peak for parcels or other types of freight. This could then be collected by vehicles or cycle logistics from platforms to be taken to their destination. As such, opportunities for innovative passenger train forming which incorporates the ability to carry freight should be explored.

In the future **automation and innovation** is likely to play an increasingly prominent role in freight and logisticsl. There has been some development of drone technology to aid delivery services with last-mile freight for parcels which are under a certain weight with both airborne and land-based robots being developed.

Case Study: Amazon Scout

These robots 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. Amazon Scout robots are currently undergoing a pilot within Washington in the USA and the company has subsequently announced plans to bring the autonomous delivery robots to the UK after establishing an Amazon Scout team at their Cambridge Development Centre.

On the road network vehicle platooning could help to increase freight capacity and reduce costs. This involves a lead vehicle, which is generally manually driven to navigate the road traffic and route, followed by other vehicles which are driverless. This technology has not been implemented as a viable commercial product but there are active pilots which show potential. 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.

Furthermore, there is scope for sea vessels to operate without the need to have a large crew as they could be automated or piloted via remote control. This has many safety benefits as workers would not be exposed to harsh sea conditions making the movement of freight less hazardous. 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.

14.2   PASSENGER AND FREIGHT POLICIES

- a) The RTS supports targeted infrastructure investment, including new road links or increased road and junction capacity:
  - only in line with the Transport Scotland sustainable travel and investment hierarchies and when all other avenues are exhausted
  - where significant economic opportunities would otherwise not be realised or are being severely impacted under the status quo
  - where bus priority and / or active travel is integral where appropriate
- b) The transport network should be robust and resilient to adapt to the impacts of climate change with suitable diversionary routes in place for instances when key primary routes are required to close temporarily
- c) Opportunities should be sought to reestablish direct passenger and freight ferry links with Europe
- d) The RTS supports maximising international air linkages through Edinburgh Airport

14.3   FREIGHT POLICIES

- a) Additional locations for secure commercial vehicle driver rest areas on the strategic road network should be investigated
- b) Freight Consolidation Centres should be implemented at key locations on the strategic network including potentially on the A720 Edinburgh City Bypass and Leith Port
- c) Micro-consolidation centres should be implemented in conjunction with multi-modal mobility hubs and supported by sustainable last mile logistics including cycle logistics and electric vans
- d) Opportunities should be sought to enhance gauge clearances on the rail network to enable a wider range of freight wagons and containers to operate on the region's network and for the number of rail freight services to be increased accordingly
- e) The RTS seeks the implementation of loops and other appropriate infrastructure that will enable additional train paths for freight services to be provided in the region
- f) Where appropriate funding support should be used to implement new or enhanced rail freight services in the region
- g) Opportunities for innovative passenger train forming which incorporates the ability to carry freight should be explored
- h) Beneficial innovation and automation should be used to increase the efficiency of freight and logistics networks across the region

14.4   PASSENGER AND FREIGHT ACTIONS

- Work with partners to identify locations where targeted infrastructure investment may be required and work to deliver it where appropriate
- Work with partners to undertake analysis to identify locations most vulnerable to the impacts of climate change and where diversionary routes are least adequate and develop a set of interventions to improve the resiliency of the strategic transport network
- Engage with partners to explore opportunities to reintroduce ferry links to Europe
- Engage with Edinburgh Airport to support the development of international air linkages

14.5   FREIGHT ACTIONS

- Undertake analysis to identify locations where additional secure commercial vehicle driver rest areas may be required on the strategic road network
- Work with partners to identify, through the further development of the SEStran Freight Strategy, locations where Freight Consolidation Centres could be located
- Implement micro-consolidation centres alongside the delivery of multi-modal mobility hubs with supporting cycle logistics and electric vans last mile logistics
- Work with partners to identify, through the further development of the SEStran Freight Strategy, locations where gauge clearances should be increased to enable new and enhanced rail freight services to operate in the region
- Work with partners to identify, through the further development of the SEStran Freight Strategy, locations where passing loops or other capacity improvements may be required to provide additional train paths for rail freight services
- Further develop proposals for new rail freight services including a potential multi-user freight train running a regular circuit between Grangemouth, Inverness and Aberdeen as part of the development of the SEStran Freight Strategy
- Enagage with the rail industry to undertake a pilot of freight carriage on passenger trains
- Identify opportunities to implement innovation and automation in the freight and logistics industry in the region including the delivery of relevant pilot projects

Working Towards Zero Road Deaths and Serious Injuries

SEStran 2035 Regional Transport Strategy

15.0 WORKING TOWARDS ZERO ROAD DEATHS AND SERIOUS INJURIES

15.1 OVERVIEW

The number of reported road collisions to Police Scotland in the region has decreased by 43% between 2010 and 2019. This demonstrates a general trend towards improving road safety. It is important to build upon this success by implementing further **road safety measures** across the region. These should be targeted at locations with collision clusters on both the strategic and local road network. Whilst it is important to minimise the number of incidents that occur on our road network, the priority is to reduce the number of casualties and interventions should focus on delivering this. In some instances, there will be merit in implementing higher value road safety improvements to engineer out risks at locations where collision clusters continue to occur. This could include more significant infrastructure measures such as roundabouts, junction amendments and carriageway widening.

On some roads there may be a need for a comprehensive approach to safety along the entire route rather than treatment of isolated collision clusters. Typically, the risk of injury is greater in the rural environment where speeds are higher and there is scope for conflicts between high speed through traffic and low speed vehicles entering and exiting junctions and accesses. Furthermore, many of these older road layouts have more restricted geometry and visibility as well. On these corridors there may be a need for **Route Action Plans** that consider both the current and future needs of the network to determine whether changes to the existing carriageway, junction types or road layout may be necessary. Improving junction safety in rural areas by considering aspects like protected right turns and improved sightlines as well as reviewing the junction provision can help to reduce the number of people killed or seriously injured on the road network.

Frustration can also be a cause of collisions which can often occur on single carriageway rural routes when slow moving vehicles such as tractors and HGVs can create long delays and convoys of traffic. Usually, this results from a lack of **safe overtaking opportunities**. On some routes there may consequently be a requirement to provide climbing lanes and, where appropriate, sections of dual carriageway to address the

safety issues this creates. In particular, this needs to be considered in the case of regionally strategic freight corridors where there is likely to be a higher proportion of HGVs and other large vehicles.

In some locations it may also be appropriate to review and amend **speed limits** to reflect the characteristics of the road network and the nature of the environment. SEStran supports a national review of speed limits whilst also seeking local amendments to speed limits to improve safety where appropriate. In some instances, this may need to be accompanied by physical or geometric changes to the road network or active monitoring of speeds to enforce reduced speed limits as without these measures there is unlikely to be a significant change in drivers' mean speed. In our urban environments this could include implementation of 20 mph zones with associated traffic calming and other road safety measures to provide a safe environment for all users of the road network, particularly vulnerable groups like people walking, wheeling and cycling.

Automation and innovation will also have a role to play in making our roads safer. It ultimately aims to complement the existing network by applying technological advancements to enhance the efficiency and safety for network users. 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 creating a connected autonomous vehicle. 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.

These vehicle automation advancements can be complemented by **Intelligent Transport Systems** (ITS) that manage the transport network via the utilisation of 'big data' and artificial intelligence to implement the most effective solutions to improve network efficiency and safety. ITS

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integrates technologies including sensors, computers, electronics, communication devices and other automated technologies within transport infrastructure and individual vehicles with the aim being to improve efficiency, safety, sustainability, travel time reliability and to reduce the cost of travel.

Together these measures will help the region to deliver its contribution to achieving the target of **zero fatalities and serious injuries** in road transport by 2050 as defined in Scotland's Road Safety Framework.

15.2 POLICIES

- a) The RTS supports the implementation of road safety schemes on the regional network targeted at locations of collision clusters and corridors where a consistent and comprehensive approach is required to safety along the entire route
- b) SEStran supports a national review of speed limits whilst also seeking local amendments to speed limits to improve safety where appropriate
- c) In urban and rural environments 20 mph zones, traffic calming and other road safety measures should be used to provide a safe environment for all users of the road network
- d) Automation and innovation should be used to make our roads safer and more efficient by combining the benefits of automated features and capabilities with Intelligent Transport Systems
- e) Target zero fatalities and serious injuries on the region's roads by 2050

15.3 ACTIONS

- Identify collision cluster locations for the implementation of road safety schemes
- Develop Route Action Plans for key rural corridors which require a coordinated approach to road safety along their route where there is greater scope for conflict between high speed through traffic and slow turning traffic
- Undertake analysis to identify single carriageway routes with high proportions of HGVs and other large vehicles where the implementation of safe overtaking opportunities may be required to prevent frustration which can lead to unsafe overtaking manoeuvres
- Pursue a national review of speed limits
- Identify locations where local speed limit amendments may be required to improve safety
- Provide supporting infrastructure, including the implementation of Intelligent Transport Systems at appropriate locations across the road network in the region, to enable the safe operation of connected autonomous vehicles

Reducing Car Kilometres

SEStran 2035 Regional Transport Strategy

16.0 REDUCING CAR KILOMETRES

16.1 OVERVIEW

In some instances, the use of a car will be essentially unavoidable. This is likely to be particularly the case in the more rural and isolated parts of the region although some journeys within urban parts of the region are also currently heavily car dependent as well – where no practical alternative currently exists e.g., at certain times of that day. The Scottish Government has set out a target to reduce car kilometres in Scotland by 20% by 2030. To achieve this in south-east Scotland the focus will be upon reducing the more **'avoidable'** car kilometres in the first instance with a particular emphasis on single occupancy car journeys. These are journeys that could be more readily undertaken by alternative modes of transport but that are currently undertaken by car. For example, in Figure 16.1it can be seen that 80% of the commuting journeys into Edinburgh to locations outside the city centre are made by car. This equates to ~49,000 car trips and presents a much greater opportunity to reduce car kilometres than journeys into the city centre where public transport usage is already much higher. In rural areas there may be much less scope to reduce car kilometres but there may be more opportunities to reduce single

11,000 car trips into Edinburgh city centre

49,000 car trips into Edinburgh's suburbs

Figure 16.1 Cross Boundary Commuting into Edinburgh 2011

occupancy car journeys in the first instance. This can be achieved through the improved provision of public transport services or alternative provisions to encourage shared car use / multi-modal journeys. Digital connectivity is one means of potentially reducing car use that could be

particularly effective in rural areas although this depends upon suitable infrastructure being in place to facilitate it. Overall though it is likely that different parts of the region will make differing contributions to achieving the overall 20% reduction in car kilometres. Edinburgh has set a target to achieve a 30% reduction in car kilometres by 2030 which, if achieved, would mean other parts of the region, like the mainly rural areas, would not need to achieve such large reductions. This highlights how denser urban areas have a greater potential to deliver a higher proportion of the overall target reduction.

The first step to achieving a reduction in 'avoidable' car kilometres is to ensure that suitable **alternative modes** are in place where feasible. This is discussed in detail in relation to the other Regional Mobility Themes which set out our approach to enhancing the region's active travel, public transport and shared mobility provision including:

- 1. Shaping development and place
- 2. Delivering safe active travel
- 3. Enhancing accessibility of public transport
- 4. Transforming and extending the bus service
- 5. Enhancing and extending the rail services
- 6. Reallocating road-space on the regional and local network
- 7. Delivering seamless multi-modal journeys

Alongside these there will also be a requirement for **measures to reduce car use**, particularly where a reasonable alternative exists. SEStran supports the implementation of Edinburgh's Low Emission Zone (LEZ) as a means of improving air quality and, to a lesser extent, potentially reducing traffic in the city. Further implementation of LEZs should be considered where National Low Emission Framework (NLEF) appraisals show this is the correct mitigation for areas suffering from poor air quality. Furthermore, additional demand management measures may be required in urban areas across the region to discourage short car trips which could include parking management and charges, reduced parking provision, roadspace reallocation, improved enforcement of parking regulations, and Workplace Parking Levies. It is also likely that road user charging will become more pressing as the shift to EVs impacts upon fuel-related taxation, and this could also have a role to play in helping to reduce more avoidable car use.

Whilst the RTS does not seek to put measures in place that would reduce the mobility of those living in areas with limited public transport provision, it does seek to provide alternatives which make car ownership less necessary, in particular, to reduce the need for multi-car households. The provision of **trip sharing and car sharing** services are means by which the need to own a car, or an additional car, can be reduced. Trip sharing or carpooling is one of the most well-known forms of shared mobility where people with similar travel requirements share one vehicle rather than make separate trips. SEStran support trip sharing in the region and is looking to develop a more sustainable and financially viable delivery model. Furthermore, there needs to be further development to make this a sustainable way to travel in the region. The

COVID-19 pandemic is likely to reduce the willingness for people to trip share with strangers in the short-medium term. On this basis there is a need to examine best practice for a sustainable delivery model for the future.

Car sharing differs from trip 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 and wider rollout of car sharing vehicles across the region could help to reduce the need to own a car by allowing people to hire one as and when required.

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.

Other factors can also influence the extent to which people need to travel by car including **land-use planning policy**, which is discussed in Chapter 6, and levels of **digital connectivity**, which is enabling more flexible and agile working practices whilst reducing the need for people to travel. In more peripheral parts of the region there may also be a need to expand **Park and Ride** provision to enable people to switch from car to public transport for at least part of their journey which is discussed further in Chapter 12.

Transport Scotland's draft Reducing Car Use for a Healthier, Fairer and Greener Scotland Route Map encompasses all of the above by identifying behaviour change actions and associated interventions to achieve the 20% car kilometres reduction target. It centres around four behaviours including:

- **Reducing the need to travel:** such as by using online options to access goods, services, amenities and social connections
- **Living well locally:** by choosing local destinations which can make it easier to use sustainable modes and will reduce distances driven if a car is still used
- **Switching modes:** to walk, wheel, cycle or use public transport where feasible

- **Combining or sharing car trips:** with another person (in line with prevailing public health guidance) if car use remains the only feasible option

The aim of the framework is to empower people to choose an option that fits their circumstances and travel needs, acknowledging that what may work in one area, may not be successful in another. This approach relies on substantive behaviour changes which have not been seen before, highlighting the need for the RTS to lead the way in both the educational and behaviour change agenda for public transport and active travel within the region.

The Route Map also contains a range of demand management interventions to accompany the wider positive 'carrot' behaviour change initiatives, which on their own may not be enough to achieve the required traffic reductions. In particular, it is highlighted that a review of vehicle taxation, which is reserved to Westminster, is likely to be necessary to provide the level of disincentive necessary to facilitate modal shift away from car on the scale required to achieve the target.

A combination of all these factors will be required to enable the region to make an active contribution to delivering the Scottish Government's target. It will consequently require both improvements to active travel and public transport along with measures to discourage car use to be effective.

16.2 POLICIES

- a) The RTS seeks the implementation of low and zero emission zones where appropriate alternatives are provided and supports the delivery of the Edinburgh Low Emission Zone
- b) The RTS is supportive of appropriate demand management measures where suitable active travel and public transport alternatives are in place
- c) Further expansion of trip sharing and car sharing services should be undertaken across the region to reduce the need for car ownership
- d) Ongoing expansion and upgrading of digital connectivity is supported to reduce the need to travel and enable the adoption of flexible and agile working patterns
- e) Park and Ride provision should be enhanced where required to enable car journeys to transfer to public transport for at least part of the trip
- f) Support behaviour change and the use of more sustainable modes of transport by a combination of enhanced infrastructure, information provision, innovation and measures to discourage car use.
- g) The RTS will support the national, regional, and local behaviour change and demand management Route Map interventions to encourage a long-term sustainable change to daily public transport / active travel habits

16.3   ACTIONS

- Undertake further analysis to identify the scope and scale of 'avoidable' car kilometres across the region, particularly on corridors where the volume of car travel is high, which can then be targeted through improved information, improvements to public transport and appropriate demand management measures
- Research demand management measures which may be appropriate for the region including parking management and charges, reduced parking provision, improved enforcement of parking regulations, Workplace Parking Levies as well as congestion and / or road user charging
- Drawing upon the analysis undertaken, develop and implement an action plan to deliver measures in the SEStran region to support the delivery of the Scottish Government's car traffic reduction target across the region taking into account the interventions outlined in the Transport Scotland Route Map
- Explore the most effective model for regional delivery of trip sharing and car sharing services across the region

Responding to the Post COVID-19 World

SEStran 2035 Regional Transport Strategy

17.0 RESPONDING TO THE POST COVID-19 WORLD

17.1 OVERVIEW

The COVID-19 pandemic and its potential aftermath has introduced a high degree of uncertainty into all aspects of transport planning. The short-term picture (during the pandemic and the various levels of restriction) is well understood with the impacts on transport demand in Scotland illustrated in Figure 17.1

During the pandemic there has been a decline in public transport usage whilst cycling and car use has increased. Walking is down overall but has fluctuated and at times has been above pre-pandemic levels. Demand for all modes has been noticeably impacted by the level of restrictions in place at a given time whilst active travel can also be seen to be seasonal and weather dependent as well.

Figure 17.1 Indexed Travel Demand by Mode in Scotland 15th March 2020 to 18th July 2021

Latest data from the Department for Transport suggests that, as of February 2022, all traffic is around 97% of pre-pandemic levels but both HGVs and LGVs are above their March 2020 levels. Bus is only around 74% of pre-pandemic demand whilst rail is only at 58%.

However, there is significant uncertainty regarding the structural changes in peoples' behaviour once the pandemic is behind us and the extent to which some of the travel behaviour changes witnessed during the pandemic will become embedded long-term. 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. SEStran has undertaken 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 17.2

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

Walking, wheeling or cycling for leisure — 31%
Visiting friends and relatives — 24%
Eating and drinking out — 23%
Going places for sport/entertainment — 21%

Activities would like to do LESS often than before Covid-19

Going to pick up/drop off parcels — 28%
Visiting shops — 28%
— 30%
— 39%

Figure 17.2 Anticipated Travel Behaviour Changes Post COVID-19 Pandemic

In general terms, these stated intentions represent an acceleration of many of the trends which were already underway and outlined in Section 2.3. The unknown here is the extent to which these stated intentions become reality as and when the pandemic is fully 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.
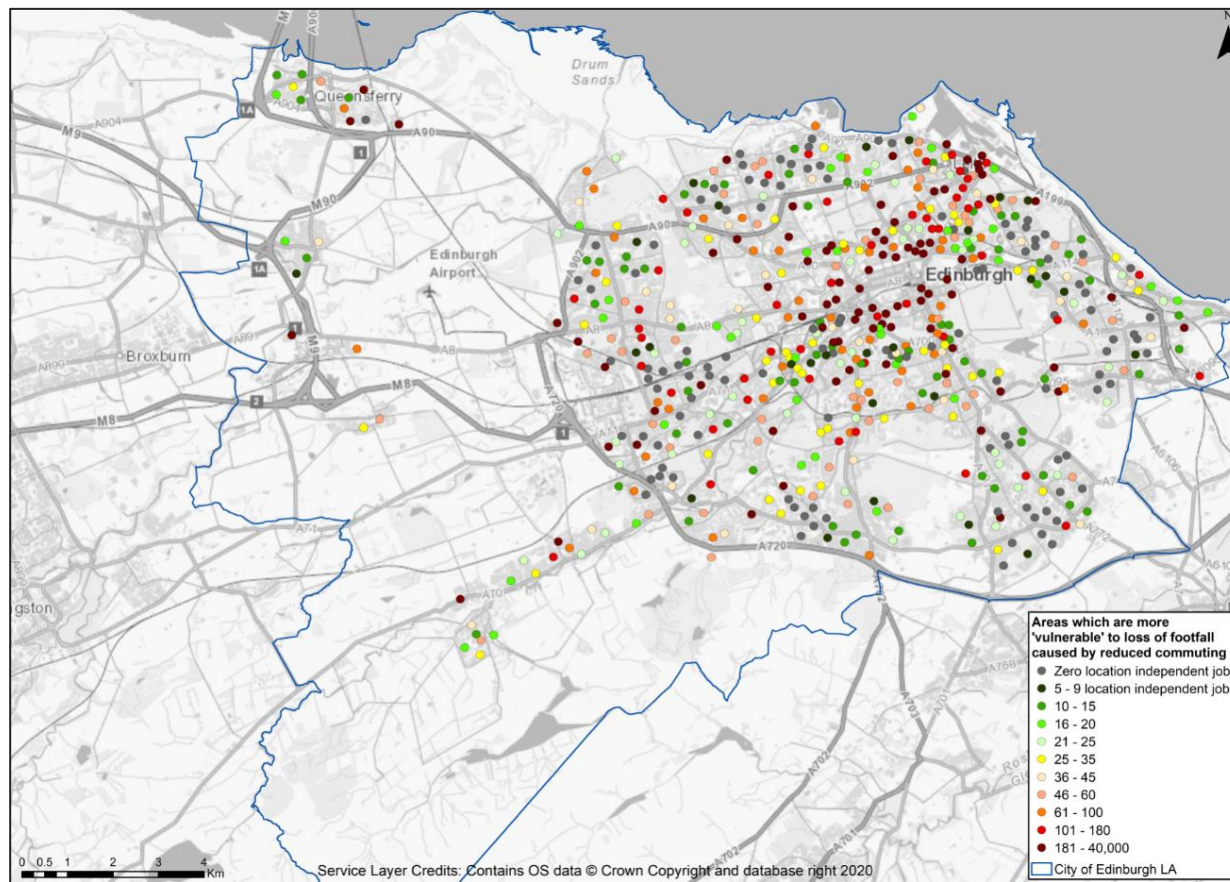
Figure 17.3 Location Independent Jobs in Edinburgh

The main components which will determine this change will be:

First and foremost is **reduced commuting** as people adopt more flexible working arrangements. 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 17.3 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.[8]

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.

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[8] https://www.transport.gov.scot/publication/home-working-socio-economic-analysis-research-findings/

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. Furthermore, there may be increased demand for housing in rural areas as people move to take advantage of larger properties and access to greenspace.

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 discussed in Chapter 6.

Case Study: Workforce Mobility Project

This project aims to work across sectors to improve communication and the effectiveness of local transport to support the ambitions of the Integrated Regional Employability and Skills (IRES) programme. Several barriers to transport were outlined which include affordability, accessibility complexity, integration and declining service provisions.

The first phase, covering Scottish Borders, is due to be completed by March 2024 and is focused on improving bus services using demand data from the existing community workforce. This will be analysed to optimise the public transport network and identify opportunities with participating employers to provide incentives to employees to use the new transport options.

As noted in Section 2.3, **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. What are currently 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. There is potentially a higher risk of this in remote and rural areas where public transport demand was already lower. 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.

Overall, this highlights some of the uncertainties surrounding the post-pandemic world. It 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 17.4.
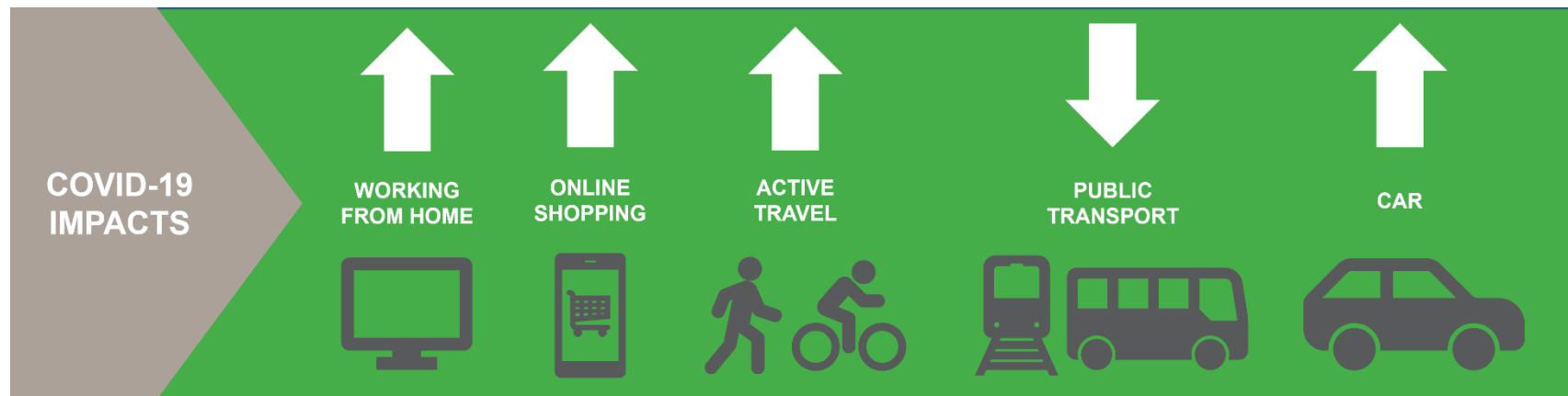
Figure 17.4 Overview of COVID-19 Impacts

As noted above, the key issue here is the scale of these impacts and the implications could range from transformative to marginal. 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 patronage will recover in the wake of the pandemic. If this displaced demand shifts to private car, then achieving the 20% car kilometre reduction targets referenced in Chapter 16 may be become a more difficult endeavour. Still, the 'return to normality' presents a unique opportunity to re-build confidence in public transport and create long term changes to people's travel behaviours. Consequently, the RTS sets out a foundation during this time of transition to 'build back' better and induce long term changes to people's everyday travel habits to help achieve wider policy goals referenced in NTS 2 and NPF 4.

Overall, the RTS covers a period of ongoing uncertainty, meaning that it will be crucial to keep its policies under review to adapt to the future uncertainties and changes.

17.2   POLICIES

- a) The RTS recognises that the COVID-19 pandemic is anticipated to have a wide range of permanent impacts on transport and society and will monitor and respond to these
- b) The RTS will be flexible in responding to these changing travel behaviour trends and adapt accordingly as it becomes clearer what the 'new normal' will entail

- c) Measures to mitigate the impacts of the COVID-19 pandemic and the resulting implications for towns and cities will be supported providing they maintain consistency with the wider policy set out in the RTS
- d) Measures to rebuild public confidence in public transport to increase the level of use / vitality of services will be supported providing they maintain consistency with the wider policy set out in the RTS

17.3 ACTIONS

- Produce a two-yearly monitoring report setting out key regional transport and behavioural trends, set against the trend over the decade pre COVID-19 (2010-19) including both the bus and rail supply side and road network congestion
- Drawing on the findings of the monitoring reports, revisit the RTS when the post-pandemic picture has stabilised to determine any policy adjustments required to reflect the 'new normal' circumstances
- SEStran will engage with relevant bodies and stakeholders to develop and implement interventions which reassert public confidence in public transport services

Delivery

SEStran 2035 Regional Transport Strategy

18.0 DELIVERY

18.1 OVERVIEW

The RTS is a long-term strategy intended to provide the policy context for the south east of Scotland over a 10 to 15 year horizon. However, the successful delivery of the strategy will require close partnership working between SEStran, its constituent local authorities, Scottish Government / Transport Scotland, and other key industry stakeholders to take forward the actions and implement the policies set out within this document. In addition, an ongoing programme of interventions (both physical and non-physical) will be required to deliver the vision of the RTS. These will be identified throughout the lifetime of the strategy by supporting analysis and appraisal work following the framework set out here.

The interventions identified will be used to populate a Programmed Investment Plan which, as part of the Monitoring of the RTS outlined in the following chapter, will be reviewed and updated regularly to reflect the changing status of interventions. It will contain a range of projects, proposals and initiatives, agreed with partners, along with key project risks, and set out how these contribute to the Strategy Objectives whilst recording their status in terms of the project lifecycle from concept through to implementation and subsequent monitoring and evaluation. The first Programmed Investment Plan will be prepared by SEStran along with its partners following adoption of the RTS.

The implementation of interventions set out within the Programmed Investment Plan may be the responsibility of numerous stakeholders which may or may not include SEStran directly. However, all the interventions identified within it must make a direct contribution towards delivering the Vision, Objectives and wider policy goals of the RTS.

18.2 POLICIES

- a) SEStran along with its partners will maintain, and regularly review, a Programmed Investment Plan which sets out physical and non-physical interventions to implement the RTS

18.3 ACTIONS

- Following adoption of the RTS, SEStran will work with partners to prepare a Programmed Investment Plan
- SEStran will review the RTS Programmed Investment Plan on a regular basis along with key partners

Monitoring

SEStran 2035 Regional Transport Strategy

19.0 MONITORING

19.1 OVERVIEW

It will be crucial to monitor the RTS to understand its success in delivering the Strategy Objectives and Vision. A set of Key Performance Indicators (KPIs) linked to the Strategy Objectives has therefore been defined and set out below. The KPIs closely reflect those developed for the purposes of monitoring the National Transport Strategy 2. These will be used to measure the change in the performance of the transport system of the region against an established baseline initially established through the STAG Case for Change report prior to the implementation of the RTS.

Monitoring reports will be produced on a two-yearly basis setting out the key regional transport and behavioural trends against the KPIs. In addition, these monitoring reports will also contain an overview of progress towards the defined actions outlined in relation to each of the Regional Mobility Themes.

19.2 KEY PERFORMANCE INDICATORS

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

KPIs for Monitoring and Evaluation

- Transport emissions in the SEStran region (Department for Business, Energy & Industrial Strategy)
- Car kilometres in the SEStran region (Scottish Transport Statistics)
- Number of Air Quality Management Areas (Scottish Transport Statistics)
- Proportion of road vehicle fleet which is ULEVs (DfT Vehicle Licensing Statistics)

Strategy Objective 2: Facilitating healthier travel options

KPIs for Monitoring and Evaluation

- Number of bikes available for private use by households (Scottish Household Survey Travel Diary)
- Adults (16+) - frequency of walking in previous seven days (Scottish Household Survey Travel Diary)
- Main mode of travel – walking (Scottish Household Survey Travel Diary)
- Main mode of travel – bicycle (Scottish Household Survey Travel Diary)

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

KPIs for Monitoring and Evaluation

- Use of local bus services in previous month (Scottish Household Survey Travel Diary)
- Use of local train services in previous month (Scottish Household Survey Travel Diary)
- Main mode of travel – bus (Scottish Household Survey Travel Diary)
- Main mode of travel – rail (Scottish Household Survey Travel Diary)
- Satisfaction with public transport (Scottish Household Survey Travel Diary / Transport Focus surveys)
- Percentage of average weekly household expenditure on transport (Scottish Transport Statistics)
- Connectivity and deprivation analysis for key healthcare, education and employment destinations (TRACC)
- Public transport labour market catchments of largest employment sites (TRACC)

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

KPIs for Monitoring and Evaluation

- Reported road collisions (Scottish Transport Statistics)
- Perceptions of safety and security on bus services (Scottish Household Survey Travel Diary)
- Perceptions of safety and security on train services (Scottish Household Survey Travel Diary)
- Road journey times by time period (INRIX)
- Ratio of peak journey time to inter peak journey time (INRIX)
- Typical number of interchanges between major settlements (TRACC)
- Congestion delays experienced by drivers and car occupants (Scottish Household Survey Travel Diary)
- Average freight lifted by UK HGVs in the SEStran region (Scottish Transport Statistics)
- Foreign and domestic freight at Forth Ports (Scottish Transport Statistics)
- Breakdown of Forth Ports freight by commodity (Scottish Transport Statistics)
- Tonnes of air freight lifted at Edinburgh Airport (Scottish Transport Statistics)

Glossary

SEStran 2035 Regional Transport Strategy

20.0 GLOSSARY

Term	Description
20 Minute Neighbourhoods	20 Minute Neighbourhoods are a method of achieving connected and compact neighbourhoods designed in such a way that all people can meet the majority of their daily needs within a reasonable walk, wheel or cycle (within approx. 800m) of their home. The application of the 20 Minute Neighbourhoods will vary across Scotland and is required to be adjusted to suit local circumstances; particularly in rural areas where the delivery of services and extent of local infrastructure may not necessarily be supported by the surrounding density of population.
BRT	Bus Rapid Transit is a bus-based public transport system designed to have better capacity and reliability than a conventional bus system.
CAVForth	CAVForth is comprised of a consortium of partners to build, test and deliver an autonomous scheduled bus service between Fife and Edinburgh.
DRT	Demand Responsive Transport is a form of public transport where vehicles alter their routes each journey based on particular transport demand without using a fixed route or timetabled journeys.
EqIA	An Equality Impact Assessment is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic.
EV	Electric vehicle
ICE	Internal combustion engine
Infrastructure First	The Infrastructure First policy within Draft NPF 4 puts infrastructure considerations at the heart of place making. The policy supports the provision of infrastructure, services and facilities that are necessary to create liveable and sustainable places. It also supports a more sustainable use of infrastructure, making better use of existing assets and prioritising low-carbon infrastructure, helping Scotland's transition to net zero.
iRSS	Indicative regional spatial strategy
MaaS	Mobility-as-a-Service is an emerging type of service that, through a joint digital channel enables users to plan, book, and pay for multiple types of mobility services.
Multi-Modal Mobility Hub	A transport node that interconnects multiple modes of transport, and consequently, improves the efficiency and speed of movement.

Term	Description
NPF4	National Planning Framework 4
NTS 2	The National Transport Strategy 2 sets out a vision for Scotland's transport system for the next 20 years.
Rail Gauge	The distance between the inner sides of the two parallel rails that make up a railway track.
RTP	Regional transport partnerships were established on 1 December 2005 to strengthen the planning and delivery of regional transport so that it better serves the needs of people and businesses.
RTS	The Transport (Scotland) Act 2005 placed a statutory duty on the seven Regional Transport Partnerships in Scotland to produce a Regional Transport Strategy for their area. The RTS influences all of the future plans and activities of the organisation is informed by the National Transport Strategy and informs local transport strategies.
SEA	Strategic Environmental Assessment is the process of predicting and evaluating the impact of a strategic action on the environment and using that information in decision-making.
SIMD	Scottish Index of Multiple Deprivation is a tool for identifying the places in Scotland where people are experiencing disadvantage across different aspects of their lives.
STAG	The Scottish Transport Appraisal Guidance represents best practice in transport appraisal for projects and strategies.
STPR 2	The Strategic Transport Projects Review 2 will inform transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations on which Scottish Ministers can base future transport investment decisions.
Sustainable Investment Hierarchy	Investment promoting a range of measures, including innovative solutions, to make better use of existing capacity to ensure that existing transport networks and systems are fully optimised.
Sustainable Travel Hierarchy	Promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people.
TRACC	TRACC quickly calculates journey times to destinations from a number of origins demonstrating travel time analysis to a set location.

Term	Description
Transit Orientated Development	Transit Orientated Development involves the creation of compact, pedestrian-oriented, mixed-use communities centred around high quality public transport links. It involves increasing the density of development around key public transport stops and stations as well as designing local environments that can easily be navigated by walking, wheeling and cycling.
ULEV	An Ultra-Low Emission Vehicle is a car or van that emits 75g/km CO_2 or less.

SEStran Regional Transport Strategy

Draft RTS Consultation Summary Report

On behalf of **SEStran**

Document Control Sheet

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For and on behalf of Stantec UK Limited				

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1.0	25/02/2022	Draft Report	MS / ST	AK	AK
2.0	11/03/2022	Final Report	MS / ST	AK	SL

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Appendices

Appendix A - Comment Matrix

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1   Introduction

1.1   Overview

1.1.1   The draft SEStran 2035 Regional Transport Strategy (RTS) was published for statutory consultation in November 2021. Members of the public and other stakeholders had the opportunity to comment on the draft strategy by completing a survey. This report provides detail on the feedback received from the survey. Key outcomes from the survey are included in this report and have been reviewed with amendments made to the final RTS document where appropriate in response.

1.2   Public Engagement

1.2.1   The public engagement exercise ran for 14 weeks from 5th November 2021 until 11th February 2022. This offered members of the public and organisations an opportunity to comment on all aspects of the draft RTS.

1.2.2   The engagement took the form of an online virtual engagement room which gave a one stop point of access to all the information and documents relating to the draft RTS, together with the opportunity to take part in a survey. The survey, which combined open and closed questions, was structured around the contents of the draft RTS. In addition, a number of respondents chose to submit standalone responses which did not necessarily follow the structure of the survey.

1.3   Structure of Report

1.3.1   Chapters 2 – 23 summarise the responses received through the consultation process grouped into a number of themes in each case. Chapter 24 and Appendix A then summarise the main themes and set out how the RTS was updated in the light of the comments received.

1.3.2   Appendix A also includes responses to comments received from SEStran and statutory consultees.

2 Public Survey – Analysis Outcomes

2.1 Overview

2.1.1 In total 109 individuals and organisations responded to the consultation providing comment through both the survey and by direct communication. Through the survey, 80 of the respondents were members of the public whilst 20 responded on behalf of an organisation.

2.1.2 Of the councils who participated in the engagement, Scottish Borders Council, Falkirk Council, The City of Edinburgh Council, East Lothian Council, West Lothian Council and Fife Council either completed the survey or submitted a direct response which was able to be transcribed into the survey. These responses are included within the quantitative analysis as part of the organisations in the sections below, but their qualitative responses are included within Chapter 22 Local Authority Responses. The responses from Clackmannanshire Council and Midlothian Council were not in a format which was compatible with the structure of the survey, so these are solely analysed in this section.

2.1.3 The location of organisations who responded to the survey are presented in Figure 2:1. Of those who responded, 20% (n=4) stated they operated in or represented each of the City of Edinburgh and West Lothian. A further 15% (n=3) noted that they operated Scotland wide.

2.1.4 The option 'Scotland wide' means that these organisations operate across the whole of Scotland rather than in one local authority area. The three organisations who selected this location are a transport company, a business support charity and a walking charity.
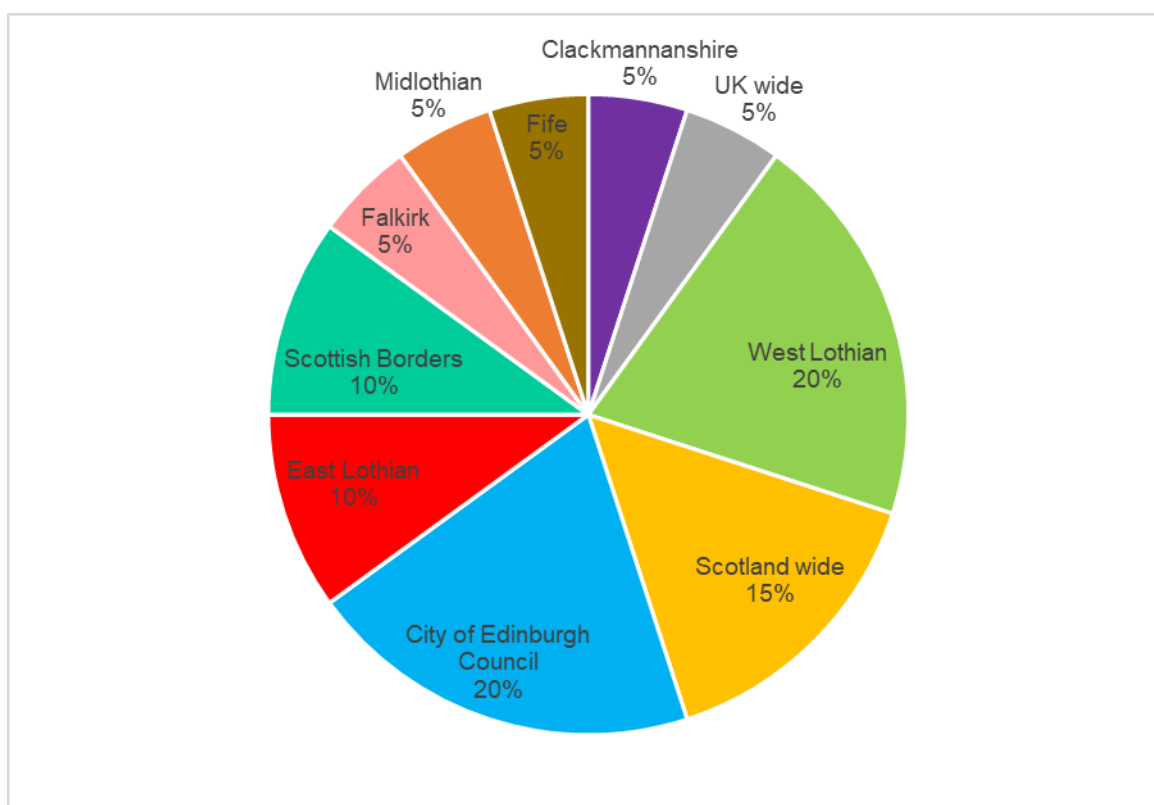

Figure 2:1: Please state which areas your organisation is active across or represents

2.1.5 It was also noted that all of those who responded on behalf of an organisation had read the draft RTS prior to completing the survey.

2.1.6 Those who responded as a member of the public were asked where they currently live, the responses are presented in Figure 2:2.

2.1.7   From the graph, 32% (n=26) noted that they live within the City of Edinburgh Council area with 19% (n=15) stating they reside in Fife.
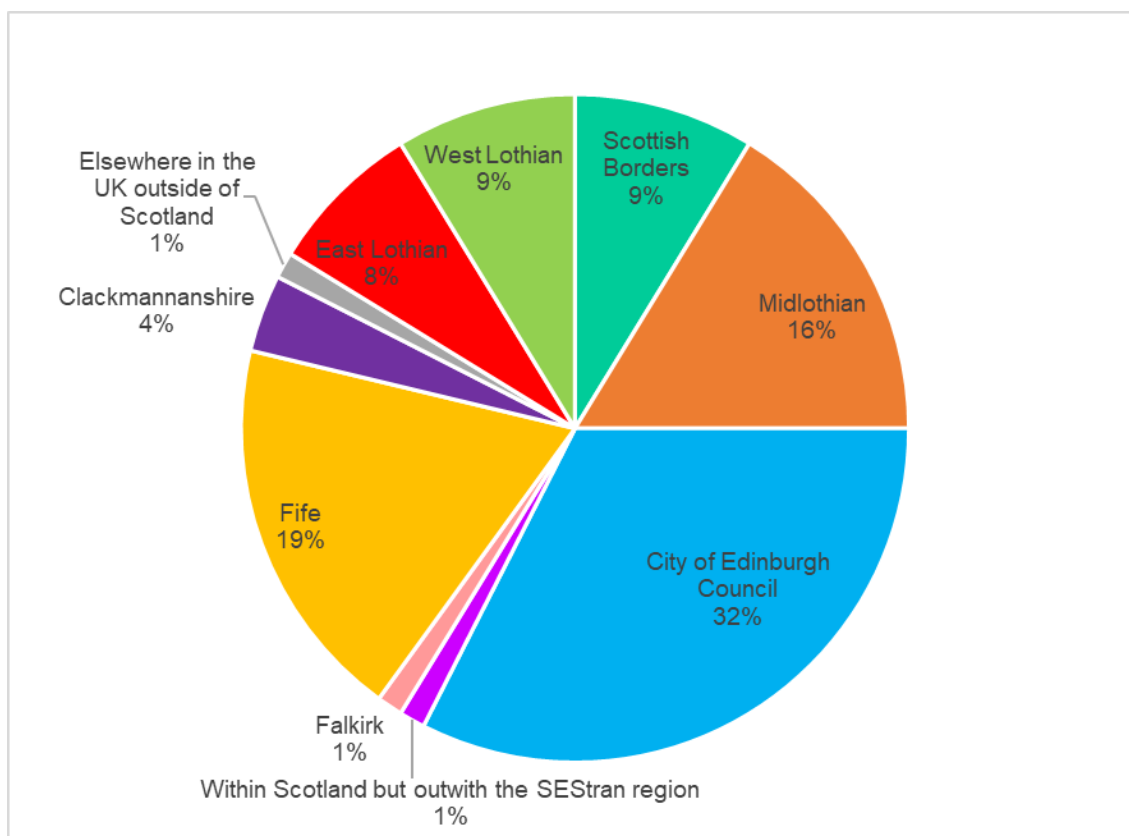

Figure 2:2: Please state which local authority you currently live within

2.1.8   Of these public respondents, 71 noted that they had read the draft RTS.

3   Chapter 3 – Transport Problems

3.1   Do you agree or disagree that these [29 identified transport challenges and problems] provide an appropriate focus for the RTS?

3.1.1   All the respondents were asked whether they agree, disagree or neither agree or disagree with the identified transport challenges and problems. The results are displayed in Figure 3:1.

3.1.2   The **majority (61%, n=61) agree that the problems identified provide an appropriate focus for the RTS**. Some 20% (n=20) noted that they neither agreed nor disagreed with the appropriateness of the identified transport problems.
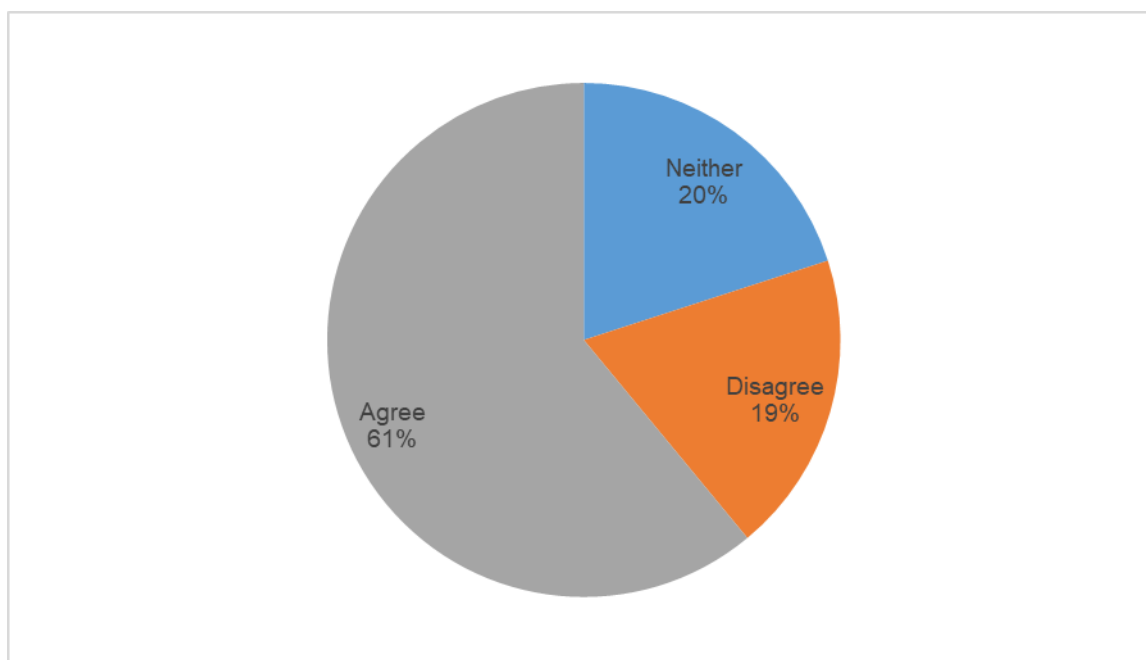

Figure 3:1: Do you agree or disagree that these provide an appropriate focus of the RTS?

3.2   Summary of Comments on the Transport Challenges and Problems

3.2.1   Of the 94 respondents to the survey, 30 individuals provided an open-ended response. **Whilst the large majority of respondents did not disagree with the transport challenges and problems presented in the RTS**, a minority did provide comment, and a summary of these comments is provided below.

3.2.2   It is recognised that whilst these comments were made in the 'transport challenges and problems' section, the scope of the comments can be wider than this. The same applies to the subsequent section.

3.2.3   To note, although there were 100 respondents in total, the six open-ended responses from the Local Authorities have been analysed in the Local Authority Chapter and therefore have been removed from the total number of responses for the qualitative analysis.

Impact on car / van users

- too much emphasis on penalising those who travel by car, van or other vehicle by increasing their journey times and making it harder for those travelling this way to move around the city (3)

- challenges are focussing on reducing the number of viable modes of transport, by making travelling by car more difficult, rather than making the necessary improvement to make integrated transport infrastructure (1)
- proposed options are going to impact deliveries significantly. Journey times will increase, and it will become more expensive to make deliveries, resulting in it becoming untenable. (1)

Climate change

- this is a 20 year strategy there needs to be more of an acknowledgement of how climate change will impact Scotland in terms of more extreme weather events (1)
- climate change has not been given the importance it requires within the challenges and problems (1)

Rural issues

- not enough emphasis placed on the problems which exist for those in more rural settings where there is currently poor public transport provision (1)
- the differences between the urban and rural areas are not considered in enough detail. One of the prominent differences noted is the topography of the rural areas which are within the SEStran region (2)
- the new travel hierarchy established by the Scottish Government puts those who live in rural areas at a disadvantage as there can be a lack of amenities within walking distances in some towns and villages, so a car is required (1)
- the strategy is not representative as it does not fully reflect the problems and challenges which those in rural areas face. Therefore, it is more difficult to identify rural transport solutions (1)

COVID-19

- because of the COVID-19 pandemic there is now less of a need to use transport, and this has not been captured fully within the outline problems and challenges (1)

Public transport

- the availability of public transport in the late evenings is poor, but this has not been considered to be one of the 29 outlined problems (1)
- improving the accessibility and affordability of public transport is very important (1)

Integration between modes

- the inconvenience of public transport, or the perception of this, is a key reason why many choose not to travel by these modes - should therefore be considered as one of the problems associated with transport (1)
- the need for a longer interchange between services is key problem facing those with disabilities and mobility impairments (1)
- there needs to be more of a focus on how to connect public transport to make interchanging between the train and bus services easier for all (2)
- in West Lothian there are only services which operate on an east-west corridor to connect major urban areas, but the local communities are not included within these connections (1)

Role of electric vehicles

- too much focus on the use of electric vehicles. This is considered to be an impractical solution to sustainable travel for those in the southeast of Scotland area (2)

- there cannot be a direct replacement of internal combustion engine cars with electric vehicles as there are not enough raw materials to support their production (1)
- lack of available space for charging infrastructure within urban areas (1)
- there was a lack of inclusion of e-bikes and e-scooters both of which would help reduce car kilometres (1)
- there needs to be more electric charging points for cars, motorbikes and bicycles to allow for sustainable travel to rural areas (1)

Active travel

- poor quality infrastructure creates barriers to those who use active travel for portions of their overall journey (1)
- there is not enough focus on safe, segregated active travel infrastructure (1)

3.3 Potential Transport Challenges and Problems which have been missed

3.3.1 The respondents were then asked whether there were any transport challenges and problems which had been missed from the 29 identified, with the results shown in Figure 3:2.

3.3.2 From the graph, 62% (n=61) noted that there had been some which were missed from the list, while around a quarter (n=24) of the respondents stated that none had been missed.
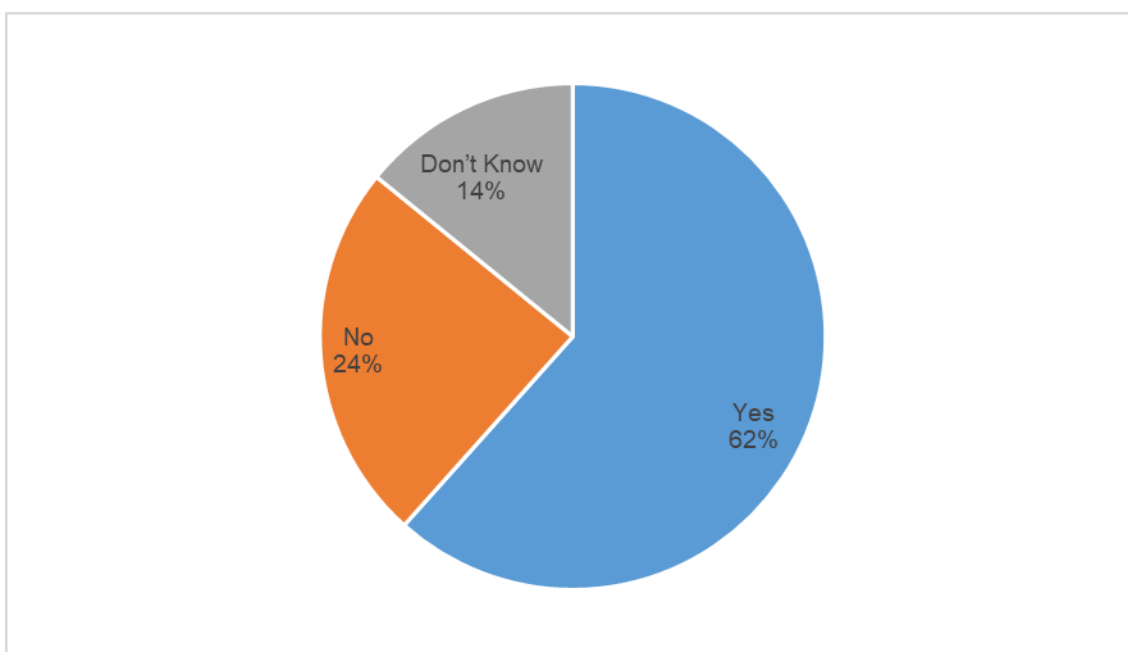

Figure 3:2: Do you feel there are any other transport challenges and problems which have been missed?

3.4 Summary of comments on missed Transport Challenges and Problems

3.4.1 Of the 94 respondents to the survey, 27 provided an open-ended response. A summary of the challenges and problems which the public and organisations felt were missed are grouped by theme and detailed below.

Integration between modes

- the lack of through ticketing and connected services on all modes of public transport makes it difficult to cross the region unless travelling by car (1)
- that there is lack of timetable integration for buses and trains which means there are long gaps in journeys which require an interchange (3)

- the lack of multi-modal interchange facilities prevents there from being easy connections between different modes (2)

- there is a lack of connecting infrastructure between existing cycle and walking networks (1)

- the banning of non-folding bikes and e-bikes from some train services creates a barrier to those who are travelling by multiple modes in a trip. It was suggested that there should be an additional carriage on trains which allows for the storage of bicycles and the same with buses to allow people to interchange between modes. (1)

Active travel

- the lack of safe walking and cycling infrastructure forms a barrier to travelling this way. This is highlighted as an issue around schools and in West Lothian (6)

- villages in Fife which are not connected by footpaths which prevents people from safely travelling between these villages by foot. A similar issue was also highlighted in Hawick, in the Scottish Borders, as there currently is no active travel link to the neighbouring towns (2)

- lack of safe storage and parking of bicycles prevents people from choosing to travel this way and this should be specifically noted within the challenges and problems cyclists face. This was noted to be a prominent issue especially at train stations (2)

- bike theft because of a lack of safe bicycle parking is an issue for cyclists and deters others from investing in a bike at the risk of it being stolen. (3)

Infrastructure

- environment around bus stops is not perceived as safe and discourages people from travelling this way - poor quality of pavements can make bus stops inaccessible (1)

- poor maintenance of roads, vegetation and drains makes an unsafe environment for all users - potholes and the resultant damage to vehicles and bicycles whilst also creating safety concerns for all (2)

- at some train stations there is not a safe way to reach the other side of the track. (1)

Car use

- there should be less of a focus on the use of electric vehicles as they will not reduce the number of cars on the road (1)

- more awareness around other options of travel by car such as car-pooling or car sharing as a way of reducing the number of cars on the road (1)

- being able to hire a car for the day or a weekend is becoming more affordable and could be a way of reducing the number of cars owned by urban households. Car share schemes are also becoming more prominent within Edinburgh with more locations for pickups. (1)

Train stations

- lack of rail connections in the SEStran area which prevents many from being able to travel this way (1)

- reopening the suburban line in South Edinburgh would enable more people to travel by rail rather than less sustainable modes of transport (1)

- the Borders Railway should be connected to the East Coast Mainline via Kelso and then a further connection to the West Coast Mainline via Hawick as there is currently a lack of railway connections to many of the towns in the Scottish Borders. (1)

Length of operating day

- services between Edinburgh and Fife do not run late into the night, which restricts people's ability to attend events which have a late finish (1)

New developments

- new housing and retail developments have been designed to enable car use and have a lack of connectivity with public transport and active travel. (1)

4   Chapter 4 – The Vision

4.1   Do you agree or disagree that this should be the vision for the new RTS?

4.1.1   The public were asked if they agreed with the vision: *"A South-East of Scotland integrated transport system that will be efficient connected and safe, creating inclusive, prosperous, and sustainable places to live, work and visit, affordable and accessible to all, enabling people to be healthier and delivering the region's contribution to net zero emissions targets."*

4.1.2   From Figure 4:1 **around 2/3, 65% (n=65) said that they agree with the vision of the RTS** while 18% (n=18) stated that they disagree with the outlined vision for the area.

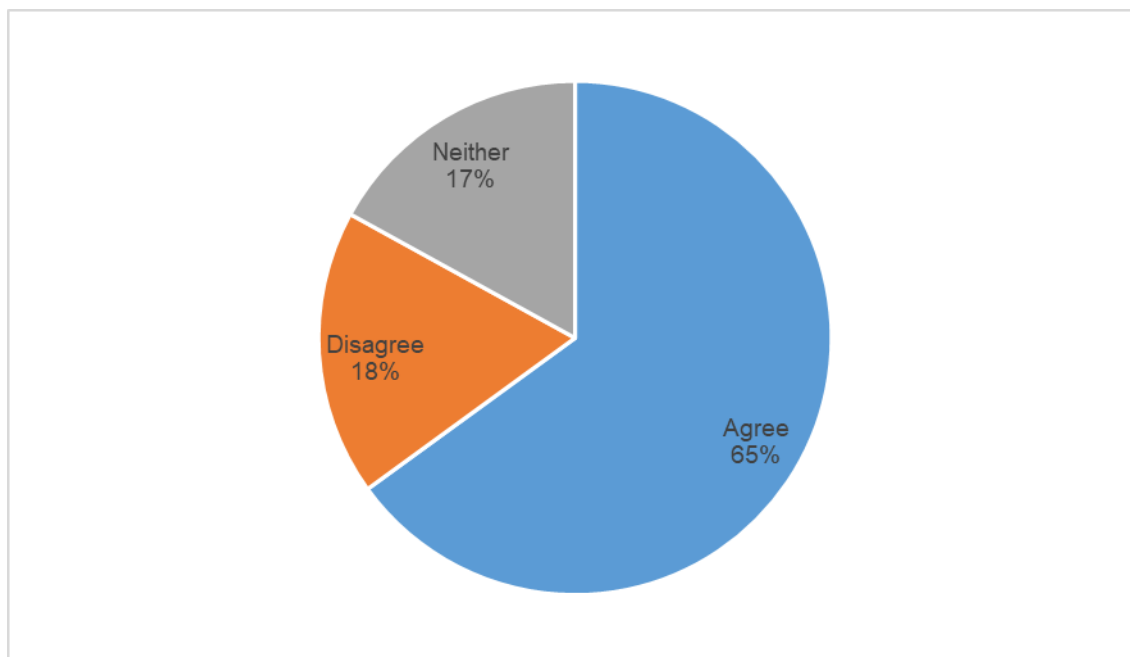
Figure 4:1: Do you agree or disagree that this should be the vision for the new RTS?

4.2   Summary of comments on The Vision

4.2.1   Of the 94 respondents to the survey, 25 provided an open-ended response. A summary of these comments is outlined below under themes which emerged from the responses. **Again, the scope of some of the comments received perhaps extends beyond the actual question posed.**

Active travel

- there is not enough reference to safe segregated active travel infrastructure or the role which e-scooters and e-bikes can play in increasing the number of people traveling by sustainable modes (1)

- during the COVID-19 pandemic, there was a greater number of people walking and cycling which indicated that there is latent demand for these modes of travel, but in West Lothian it was noted that there is a lack of formal active travel networks (1)

- a quick way to achieve the desired goals of the Vision would be a complete reassignment of the road to allow for walk and cycle only roads, to which cars have no access as there is not enough space currently to allow for segregation between modes. (1)

Connectivity

- lack of reference to inter-region connectivity, which could impact on being able to resolve some of the key transport challenges which have been outlined (1)

- lack of connectivity between Livingston and the central belt and the Scottish Borders and Fife also lacks connectivity (2)

- lack of integrated transport options reduces the ability to interchange easily between different modes of travel. (1)

Ambition

- lack of ambition in the Vision and the solutions which are being suggested here are not considered to be radical or new (2)

- the Vision is at risk of not being achieved like some other documents as it is too aspirational and could be difficult to accomplish. The aims are unrealistic and do not meet the needs of many travellers. (1)

Tone

- wording of The Vision does not portray a sense of urgency when it comes to tackling the outlined transport problems and challenges (1)

- there is a patronising tone in the wording within the Vision and the assumption that people are not healthy (1)

- little to no reference to those with disabilities or the elderly who are not necessarily able to walk or cycle as their main mode of travel (1)

- the Vision is good (1)

Car use

- due to the deregulation of bus services there is a lack of hopper services which makes it difficult to travel within West Lothian without a car (1)

- travelling within the city is no longer viable for many as they are unable to afford to buy cars which meet the new Euro V emissions. As a result, many will be excluded from accessing the city centre by car (1)

- the Vision does not address the inequality of access to transport with those on lower incomes being unable to make the move to lower carbon vehicles (1)

- the aims discriminate against those who rely on travelling by car to get around, like those with disabilities or the elderly (3)

COVID-19

- the aims are too vague as the true impact of COVID-19 and the associated changes in travel behaviours have not been assessed to understand if there is a shift to alternative modes of transport (1)

Technology

- the SEStran area should be noted to be at the forefront of using technology and research to improve travel (1)

Length

- the Vision is too long and it should be more concise (4)

4.3 Do you agree or disagree that these should be the Strategy Objectives for the new RTS?

4.3.1 The respondents were then asked whether they agreed with the following Strategy Objectives:

1. Transitioning to a sustainable, post-carbon transport system

2. Facilitating healthier travel options

3. Widening public transport connectivity and access across the region

4. Supporting safe, sustainable and efficient movement of people and freight across the region

4.3.2 The response to the survey is displayed in Figure 4:2 which shows that around **2/3, 64% (n=64) of respondents agree with the Strategy Objectives**. 20% (n=20) noted that they disagree with the outlined Objectives, while the remaining respondents neither agree nor disagree with them.
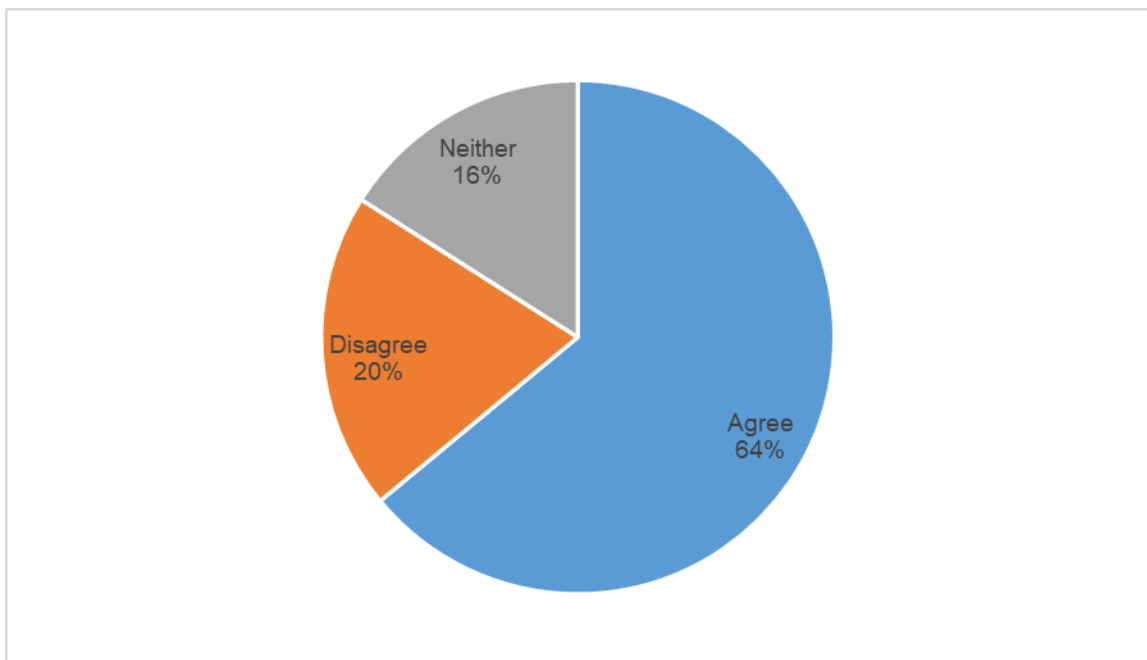

Figure 4:2: Do you agree or disagree that these should be the Strategy Objectives for the new RTS?

4.4 Summary of comments on the Objectives

4.4.1 Of the 94 respondents to the survey, 25 provided an open-ended response. A summary of the responses received on the Objectives are detailed below and are grouped according to the overall theme of the comment. **As before, the scope of some of these comments extends beyond the question posed.**

Role of electric vehicles

- there is too much emphasis placed upon electric vehicles as being a solution whereas walking, cycling and wheeling should be the priority (2)

- should not be a sole Objective allocated to electric vehicles as this would not reduce the number of vehicles on the road and will not support the modal shift away from cars (2)

Car use

- needs to be an increased emphasis on the reduction of car use which does not seem to be portrayed strongly enough in the document (3)

- the economic impact on low-income families has not been considered with the introduction of the Low Emission Zone to cities across Scotland, particularly Edinburgh. Many will be excluded from cities as they cannot afford to upgrade to the new car requirements (2)

Integration between modes

- public transport networks need to improve across the whole region to enable people to make the shift to more sustainable modes of transport. There should be a greater emphasis on the integration of public transport (1)

- should be an affordable and integrated public transport system across the region and a major task is facilitating cooperation between all the transport operators (1)

- lack of consideration towards the inter-regional connections which at present are considered to be limited. (1)

Objectives

- the Objectives are appropriate and link together well (5)

- the Objectives should be re-ordered to reflect opinions on what should be of more importance (2)

- there are too many Objectives (1)

- a new Objective should be added to cover reducing the need to travel (1)

4.5 Do you think any other Objectives should be considered for the new RTS?

4.5.1 The respondents were then asked whether there are any other Objectives which should be considered within the RTS, and the results are shown in Figure 4:3 below.

4.5.2 There is a relatively even split in opinion with 38% (n=38) stating that they do think some Objectives should be considered, 31% (n=31) don't know if any more should be considered and 31% (n=31) think there are no other Objectives which should be considered.
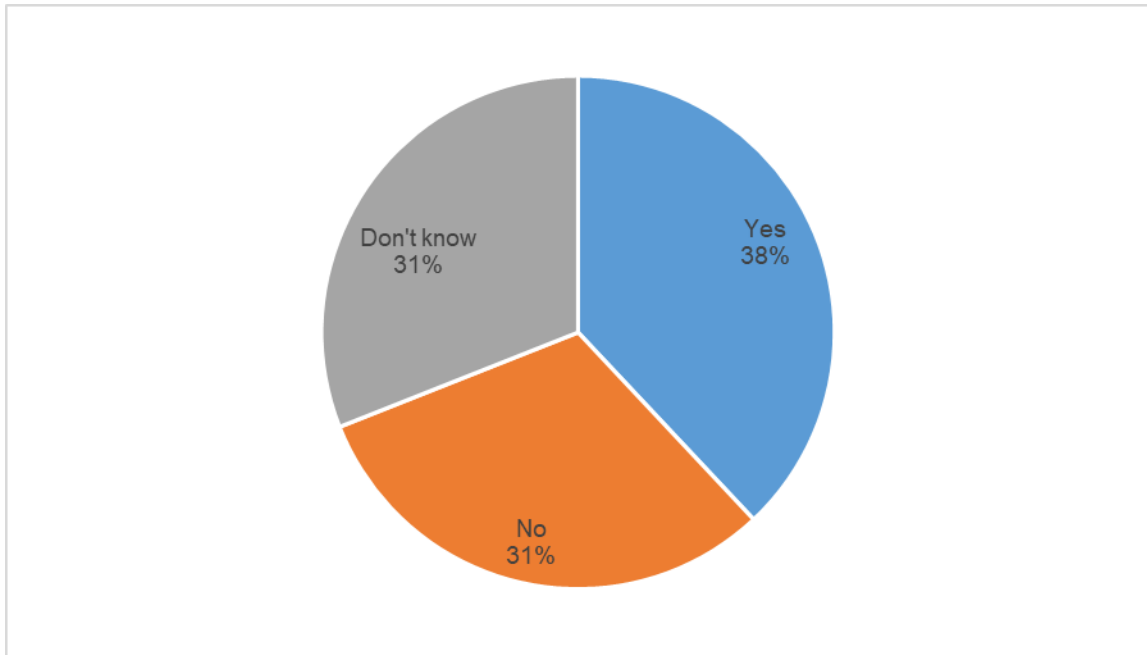
Figure 4:3: Do you think any other Objectives should be considered for the new RTS?

4.6 Summary of comments on other Objectives which could be included

4.6.1 Of the 94 respondents to the survey, 18 provided an open-ended response on other Objectives which could be included. A summary of these comments is detailed below. **As before, the scope of some of these comments extends beyond the question posed.**

Rural issues

- should be a specific objective which ensures that rural communities have a public transport service which operates every day of the week (1)

- there are disparities in the affordability of provision between the urban and rural areas, with the rural areas being noted as not being able to afford an improvement in provision (1)

- lack of understanding of what rural areas need and there is not enough focus on the difference between urban and rural transport problems and the related solutions (1)

- the use of hydrogen as an alternative fuel source is more appropriate for rural and semi-rural areas compared to battery powered vehicles (1)

Public transport

- e-scooters and e-bike hire should be considered under the umbrella of public transport. This would allow for more alternative modes of transport (1)

- should be a specific Objective which includes the improvement of journey times (1)

- the public transport network needs to be better connected between modes to create an integrated transport system (1)

- an integrated ticketing system or pass on public transport modes should be considered (1)

- expanding the rail network in the Scottish Borders to Hawick and Kelso would improve connectivity in the region (1)

Car use

- there needs to be an Objective which aims to decrease the number of private vehicles on the roads, decrease the number of cars sold and increase the provision of active travel infrastructure (1)

- making it more difficult for car users is not the solution and that travelling by alternative modes of transport should be made easier (2)

- within the city centres there are high numbers of vehicles parked on pavements or in bus lanes which reduces the width of the carriageway (2)

Active travel

- reducing the occurrence of bicycle theft would encourage more people to travel by bicycle as currently, it could be seen as a barrier (1)

Infrastructure

- the poor quality of roads and pavements is a problem for all road users and needs to be addressed to allow for everyone to move around safely by whatever mode of transport they choose (1)

- there is a lack of accessible pavements and these should be considered as standard within any infrastructure improvements (1)

Planning

- infrastructure changes at a local level, like integrated community health centres, could reduce the need to travel as everything is in the same location (1)

5   Chapter 5 – Shaping Development and Place

5.1   How important is this theme to you?

5.1.1   The respondents were asked how important the theme of Shaping Development and Place is to them with the results presented in Figure 5:1 below.

5.1.2   From the graph**, most of the respondents (41%, n=41) believe the theme is 'Very High' in terms of importance**. While a total of 16% (n=16) believe that it has 'Low' or 'Very Low' importance.
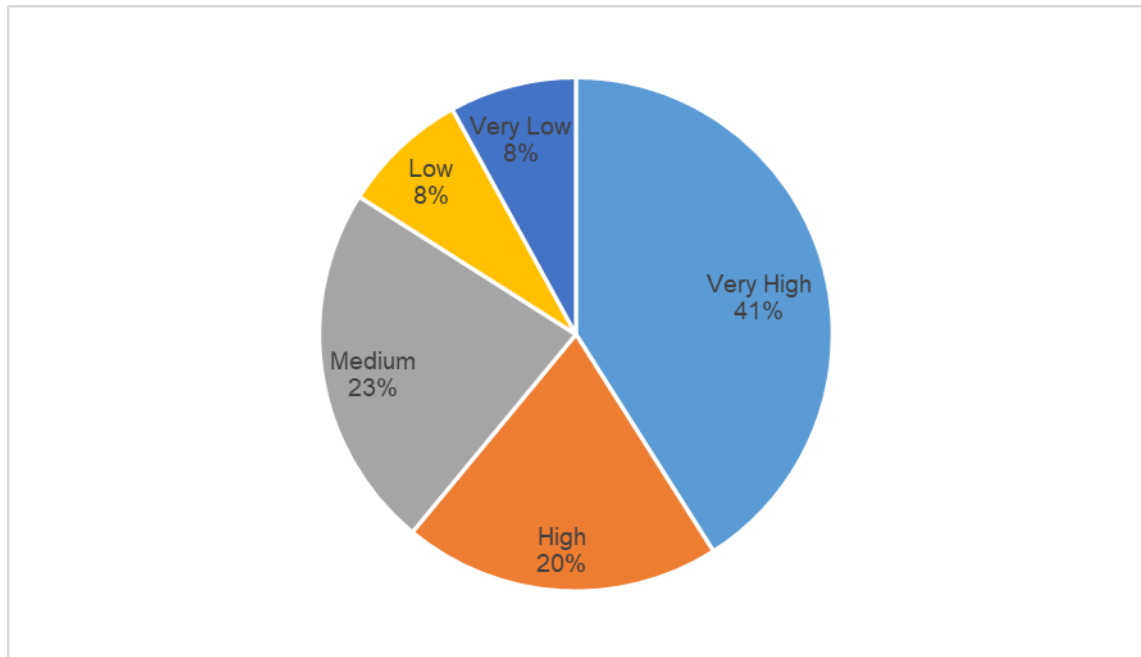

Figure 5:1: How important is this theme to you?

5.2   Summary of comments on the theme Shaping Development of Place

5.2.1   Of the 94 respondents to the survey, 41 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, a minority provided comments, and a summary of these is provided below. **As before, the scope of some of these comments extends beyond the question posed.**

Public transport

- improving the current services should be a higher priority than the mobility theme 'shaping the development and place' (3)

- the cost of travelling by public transport is perceived to be higher than the cost of running a car (1)

- many would value a public transport service which allows them to travel both further afield and locally (1)

- community transport services should be included within the shared mobility solutions as there are some people who require a door-to-door service. (1)

- public transport needs to be considered when planning new developments and these developments need to provide opportunities for the public transport services to keep the networks viable (1)

- train stations are still considered to be hubs for towns and cities (1)

- there should be more of a focus on the improvement of infrastructure and integrated transport networks (1)

20-minute neighbourhoods

- although this is a great concept, the idea of 20-minute neighbourhoods would require a drastic attitude shift by the public for it to be successful (1)

- having amenities within 20-minutes of residential areas is a good idea, but there should not be any restrictions on people's ability to move around cities / towns as a result (2)

- can be discriminatory towards those who have mobility issues, emphasising that zero car developments are unrealistic (1)

- the creation of 20-minute neighbourhoods could only be achieved with new developments and as a result existing developments will continue to lack active travel infrastructure and amenities (1)

- the development of 20-minute neighbourhoods needs to be heavily consulted on with the local communities to ensure a full understanding of the purpose and aims (2)

- some currently live in a 20-minute neighbourhood and feel this is has a positive impact on their day-to-day life (2)

Planning

- all new housing or other developments require infrastructure to be constructed prior to the building of the development rather than the developer contributing to the cost of the infrastructure (2)

- many of the transport problems are perceived to be a result of poor planning decisions which has left new developments with no active travel provision or other amenities (1)

- new housing developments lack pathways which go through the estate to allow for people to reach amenities and services quicker (1)

- areas with a high density of new and existing housing developments are reliant on cars to be able to reach amenities and services, resulting in increased traffic and congestion (1)

- the existing transport network should be considered when building some large housing developments as an increase in population has a negative impact on the existing services and the road network (3)

- for improvements to be made land reallocation will be required for the upgrading of pavements and cycle networks. Infrastructure would have to be appropriately maintained by Councils to maintain the high quality (1)

Active travel

- more reference to safe active travel infrastructure plus e-scooters and e-bikes should be considered as public transport (1)

- cycle lanes / tracks need to be wide enough to allow for tricycles to use the infrastructure as this type of bicycle is becoming more popular amongst adults for the stability (1)

- both walking and cycling should be considered the priority mode of transport within the development of new housing (1)

Longevity

- placemaking is a long-term plan and for it to be effective in 5-10 years' time work needs to begin now with the aim of reducing the need to travel (2)

Rural issues

- the concept of 20-minute neighbourhoods would be very different for those who live in rural areas, and it is not as achievable as it is for those in urban areas (2)

- the use of motorised transport will be vital for achieving 20-minute neighbourhoods in rural areas due to the lower population density (1)

6   Chapter 6 – Delivering Safe Active Travel

6.1   How important is this theme to you?

6.1.1   The respondents were asked their opinion on how important the theme of delivering safe active travel is to them with the results shown in Figure 6:1.

6.1.2   **Almost 3/4 of the respondents think this theme is of 'Very High' or 'High' importance**, with over half (n=52) thinking this theme has 'Very High' importance and another 22% (n=22) noted it was 'High' importance.
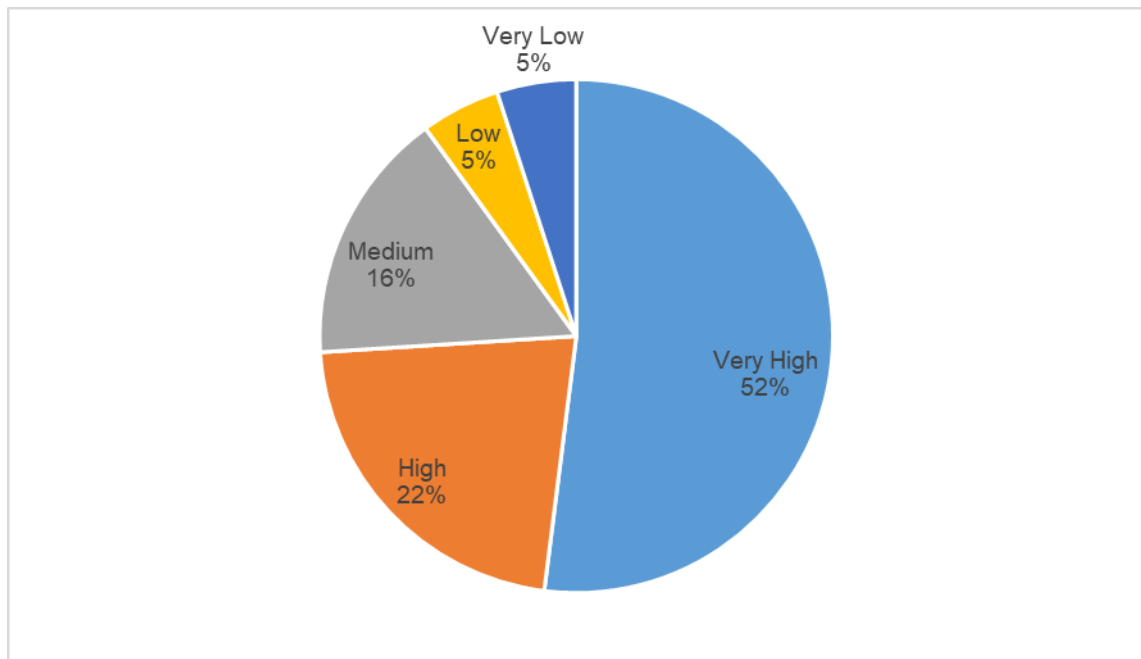

Figure 6:1: How important is this theme to you?

6.2   Summary of comments on Delivering Safe Active Travel

6.2.1   Of the 94 respondents to the survey, 46 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, a minority provided comments, and a summary of these is provided below.

Safety

- the mobility theme of delivering safe travel is very important (4)

- many people live close enough to their work to allow them to commute by bike but very few do, citing safety as a reason as to why they do not travel this way (1)

- rural roads do not feel safe for cyclists and this discourages some from travelling by bicycle (1)

- no mention of the issues cyclists face in terms of aggression from drivers, abuse and harassment. Travel safety is not limited to accidents (2)

- for safe active travel routes there needs to be more than promotional campaigns and Councils need to reallocate road space to create permanent changes to the road network (1)

- safe cycle infrastructure needs to be fully segregated from all other traffic (6)

- there is pent up demand for travelling by active travel modes, however due to the lack of active travel infrastructure connecting towns, people quickly became isolated from the surrounding areas (1)

- current road infrastructure needs to be improved and maintained to a high standard to make it safe for all to travel (4)

Public transport

- the promotion of safe active travel where it does not impact public transport (1)

- active travel networks need to be incorporated within the public transport networks to allow for greater connectivity (4)

Active travel

- active travel is essential for the environment and to improve the population's health and it is effective for the movement of people (2)

- cycle network is currently too fragmented for it to be safe for all users (2)

- bicycle sharing scheme should be reintroduced (1)

- lack of safe bike storage in city / town centres, shopping centres and public transport interchanges (5)

- need for greater provision of secure bicycle storage rather than cycle racks which are not very secure (2)

Engagement

- more engagement with specific communities when planning or developing new active travel routes as it appears that many of the cycle routes are designed for a small proportion of cyclists, so they are not very inclusive (1)

7 Chapter 7 – Enhancing Accessibility to Public Transport

7.1 How important is this theme to you?

7.1.1 The public and organisations were asked how important the theme of Enhancing Accessibility to Public Transport was to them, the results are presented in Figure 7:1.

7.1.2 From the graph, **55% (n=55) selected that this theme is considered to be of 'Very High' importance**, with only 8% (n=8) thinking it is of 'Low' or 'Very Low' importance.
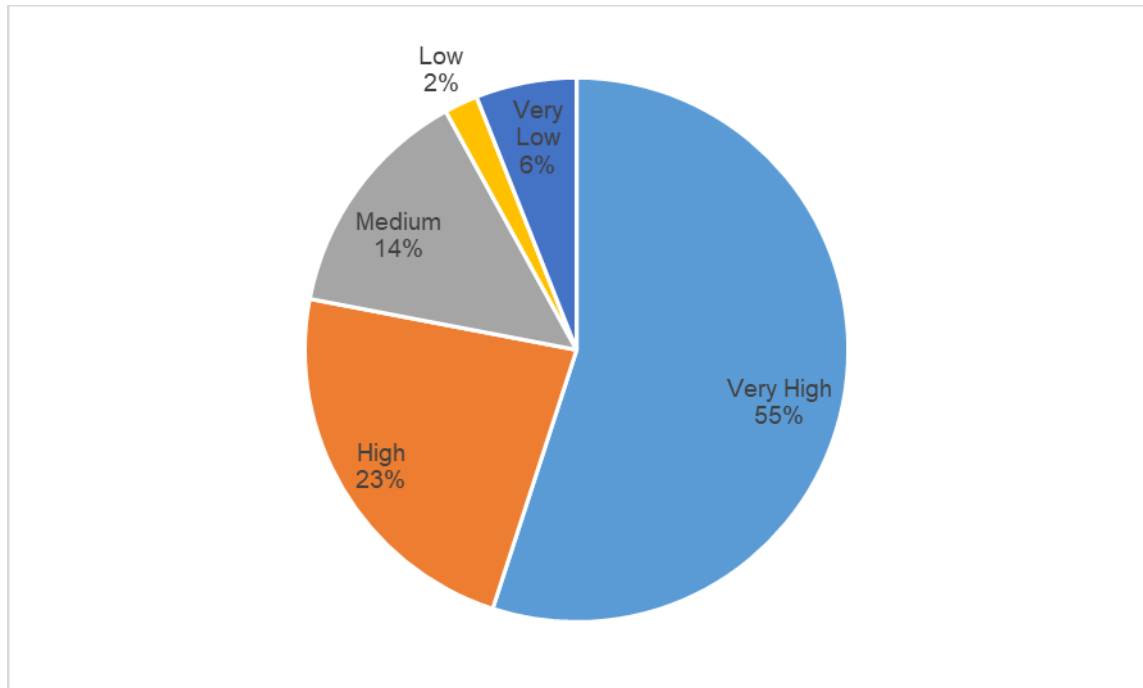

Figure 7:1: How important is this theme to you?

7.2 Summary of comments on Enhancing Accessibility to Public Transport

7.2.1 Of the 94 respondents to the survey, 45 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, a minority provided comments, and a summary of these is provided below.

Public transport

- improving access to public transport is a very important mobility theme (3)

- public transport services should be accessible to all and operational seven days a week (2)

- fully accessible transport network could be achieved through Demand Responsive Transport (DRT) services (1)

- improved public transport network needed to encourage people to stop using their cars and make the modal shift to travelling by more sustainable modes (1)

- public transport should be considered as more than just the bus services (1)

- more local services which link up communities rather than bus services which only serve strategic areas such as Edinburgh (1)

- bus services become unreliable during peak times due to congestion on the roads (1)

- bus information and timetables should be displayed at all bus stops (1)

- increased frequency of bus services, with East Lothian being noted as an area which would benefit from an increase in frequency (4)

- Scottish Borders is currently underserved by the rail network and if this area were connected by an improved bus network, then there would be a reduced reliance on the private car (1)

- the train timetable in West Lothian can be inconsistent due to the lack of line capacity which makes this an unreliable mode of travel (1)

Integration between modes

- dedicated bicycle spaces on buses to allow for an integrated transport network (2)

- lack of integration between the rail and bus services as the timetabling for the buses does not coincide with the arrival and departure of train services (4)

- a wider network of transport interchanges to allow for there to be integration between different transport modes (1)

Fares

- public transport services need to become more affordable to encourage people to make the shift away from the private car. It is thought that currently they are not value for money (2)

- those who live out with the city boundary should have access to a reduced fare as the cost is too high for them currently (1)

- should be a Scotland-wide smart card which can be used on all public transport services to allow for a more integrated and low-cost payment method (3)

- train fares are very high and are preventing many from being able to travel this way (1)

Active travel

- should not be any reallocation of road space for cycle lanes as the bus infrastructure is already established and there are not enough people cycling to warrant the additional road space (1)

- travelling to and from bus and tram stops, and train stations is an essential component of the overall multi-modal journey so active travel infrastructure must be incorporated within the improvements in access to the public transport network (2)

New developments

- new developments are not integrated within the public transport network which means they are reliant on using the car (1)

8   Chapter 8 – Transforming and Extending the Bus Service

8.1   How important is this theme to you?

8.1.1   Respondents to the survey were asked how important the theme of Transforming and Extending the Bus Service was to them. Figure 8:1 displays the results.

8.1.2   From the graph below, **39% (n=39) noted that the theme has 'Very High' importance to them, while half (n=50) of the respondents feel it has 'High' or 'Medium' importance**.
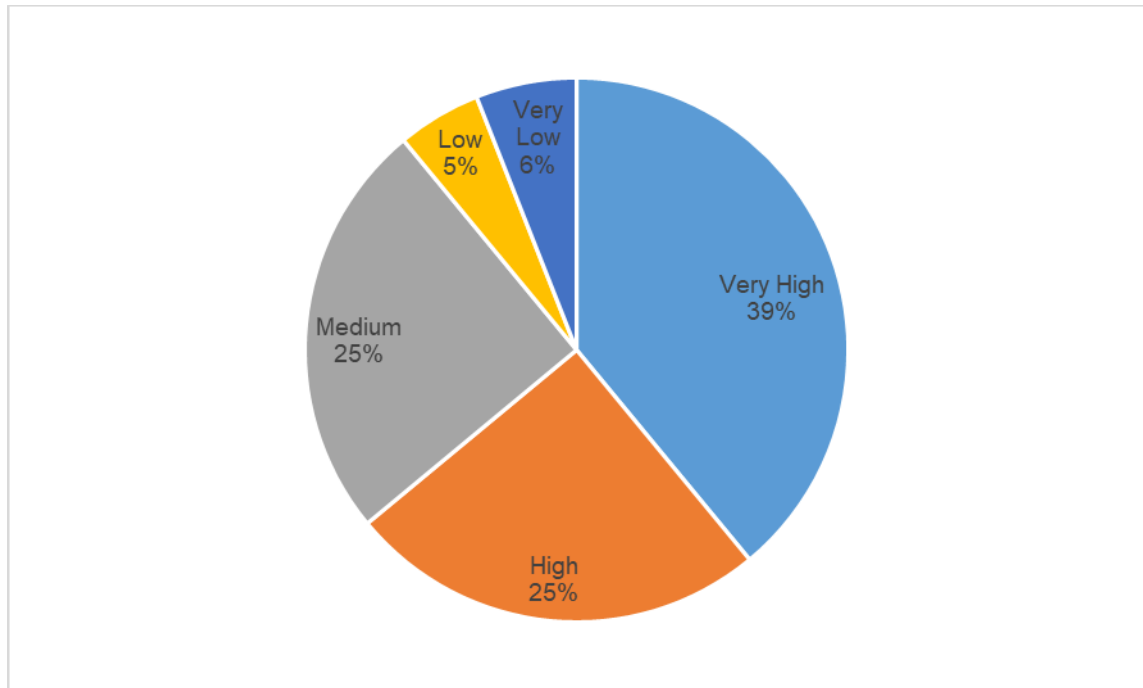

Figure 8:1: How important is this theme to you?

8.2   Summary of comments on Transforming and Extending the Bus Service

8.2.1   Of the 94 respondents to the survey, 48 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, over half provided comments, and a summary of these is provided below.

Connections

- current bus services are of a high standard and provide an accessible service for many users. Bus services in Edinburgh are already of a high quality (11)

- bus and train services between Fife and Edinburgh are not adequate to support the number of people choosing to move to Fife (1)

- hopper bus services should be introduced to connect smaller communities to larger urban centres (2)

- long connection times between services and modes (1)

- some areas within the SEStran region are inaccessible by public transport (1)

Frequency

- bus services should be operating at a maximum of 2-hourly intervals, with the aspiration of them to be operating more frequently (1)

- bus services are not frequent enough and suggested that in the evenings in particular there needs to be more than an hourly bus service (3)

- bus services have to be reliable, even during peak times when delays are likely to occur (3)

Length of operating day

- outskirts of Edinburgh after 10:30pm should be served with an integrated DRT service to allow for onward travel for late journeys (1)

Rural issues

- providing a bus service which is more convenient than travelling by car in rural areas is harder to achieve due to the remoteness of some communities (1)

- Demand Responsive Transport is way to get people in rural communities to use the public transport network and would link directly into the wider public transport network (1)

Infrastructure

- bus lanes should be in operation all day and every day (1)

Cost

- bus services are too expensive for some which prevents them from travelling this way (2)

- integrated ticketing system which covers both bus and local rail services would enable more people to travel by public transport (2)

Community transport

- work should be undertaken with community transport providers to enable those who are disabled, older or disadvantaged to access transport (1)

9 Chapter 9 – Enhancing and Extending Rail Services

9.1 How important is this theme to you?

9.1.1 Respondents to the survey were then asked to comment on the importance of the theme Enhancing and Extending Rail Services, with the results shown in Figure 9:1.

9.1.2 The graph shows that **39% (n=39) noted that the theme has 'Very High' importance** while a total of 14% (n=14) feel that it has 'Low' or 'Very Low' importance.
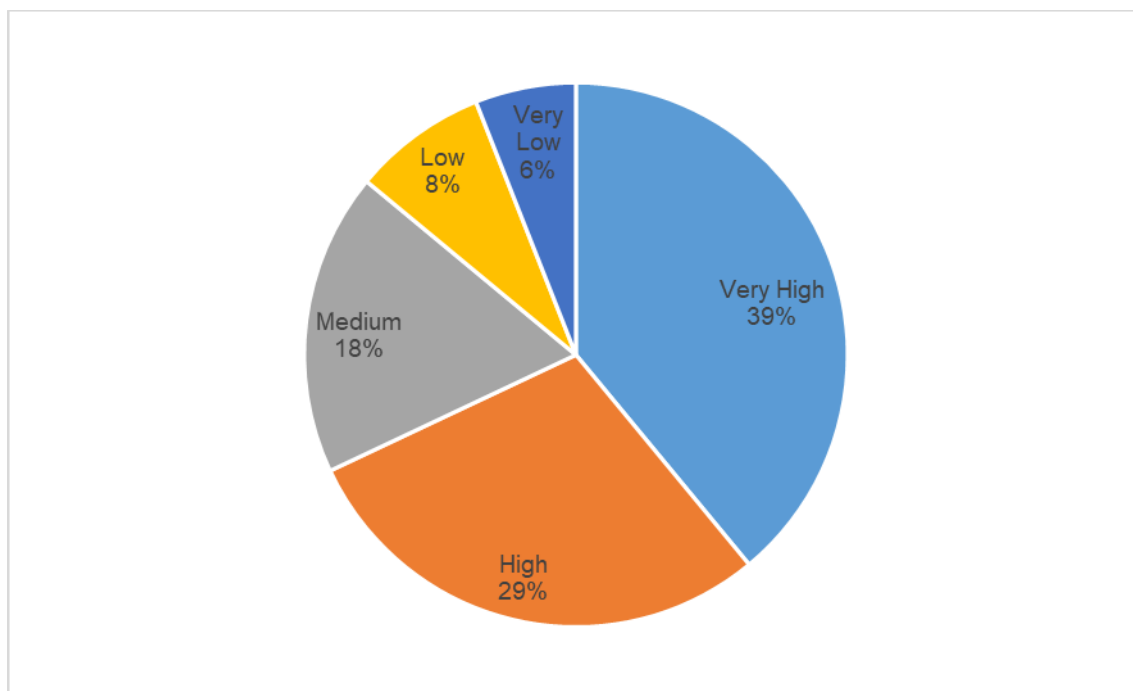

Figure 9:1: How important is this theme to you?

9.2 Summary of comments on Enhancing and Extending Rail Services

9.2.1 Of the 94 respondents to the survey, 52 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, over half provided comments, and a summary of these is provided below.

Borders Railway

- extending the Borders Railway should be considered within this chapter as this would enhance the connections between the rural and urban areas (3)

- a lack of information about the extension of the line between Tweedbank and Carlisle (1)

- extending the Borders Railway line to Hawick and then onwards to Carlisle should be considered a priority and the line should be connected to the East Coast Mainline via Kelso (3)

- increase in funding for the Borders Railway to allow for the capacity and frequency of services on the line to increase (2)

Edinburgh South Suburban Line

- reopening the Edinburgh South Suburban Line to passenger services would enable more people to travel into the centre of Edinburgh by rail. The existing loop could be expanded to encompass Abbeyhill, Meadowbank, Portobello with a line extending to Haddington and a new curve constructed to connect Lanark and Edinburgh (2)

- document should be more ambitious with extending the provision of rail through South Edinburgh (1)

- re-opening the Edinburgh South Suburban line and re-establishing the Midlothian stations and connecting the two lines would allow for better connectivity by rail in this area (1)

Connections

- bus and rail services need to have more coordinated timetables to allow for a quick interchange between services (1)

- no rail services to the East Neuk of Fife (1)

- capacity limitations on the East Coast Mainline (ECML) which restricts the number of services which can operate in East Lothian – a new, local line could serve the towns of East Lothian without adding more services to the ECML (1)

- services on the Bathgate-Airdrie Line are good and this service should be replicated on the West Calder Line (1)

- connections from Dunfermline are poor with many of the towns such as Kincardine and Kinross being missed (1)

Cost

- there would be great individual benefits from the extension, reinstatement and introduction of new rail lines but there would be a high cost to implement these (4)

- a significant investment in the railways is required to enable there to be an increase in rail services but there would be massive disruption to existing services (1)

- rail services should become nationalised again (1)

- cost of fares needs reduced to make the network accessible to all (5)

- there has been a reduction in the number of people travelling to North Berwick following the reduction in discount for pensioners on train fares. Travelling by train should be made free for pensioners (1)

Length of operating day

- the lack of services on a Sunday makes it difficult for people to travel in the region by train and there should be a consistent service which operates across the whole week (1)

Active travel

- there is a lack of bike storage provision on many of the trains operating in the SEStran region which is worse on commuter services (1)

Comfort

- trains are more comfortable to work on when travelling (1)

Climate change

- for a train to be more sustainable than travelling by car then there needs to be a higher travel demand density with high occupancy levels of around 50 people (1)

10   Chapter 10 – Reallocating Roadspace on the Regional Network

10.1   How important is this theme to you?

10.1.1   The public and organisations were asked whether they feel that the theme of Reallocating Roadspace on the Regional Network is important to them. The results are presented in Figure 10:1.

10.1.2   From the graph, **39% (n=39) believe that this theme has 'Very High' importance**, while in total 20% (n=20) believe that it has 'Low' or 'Very Low' importance.
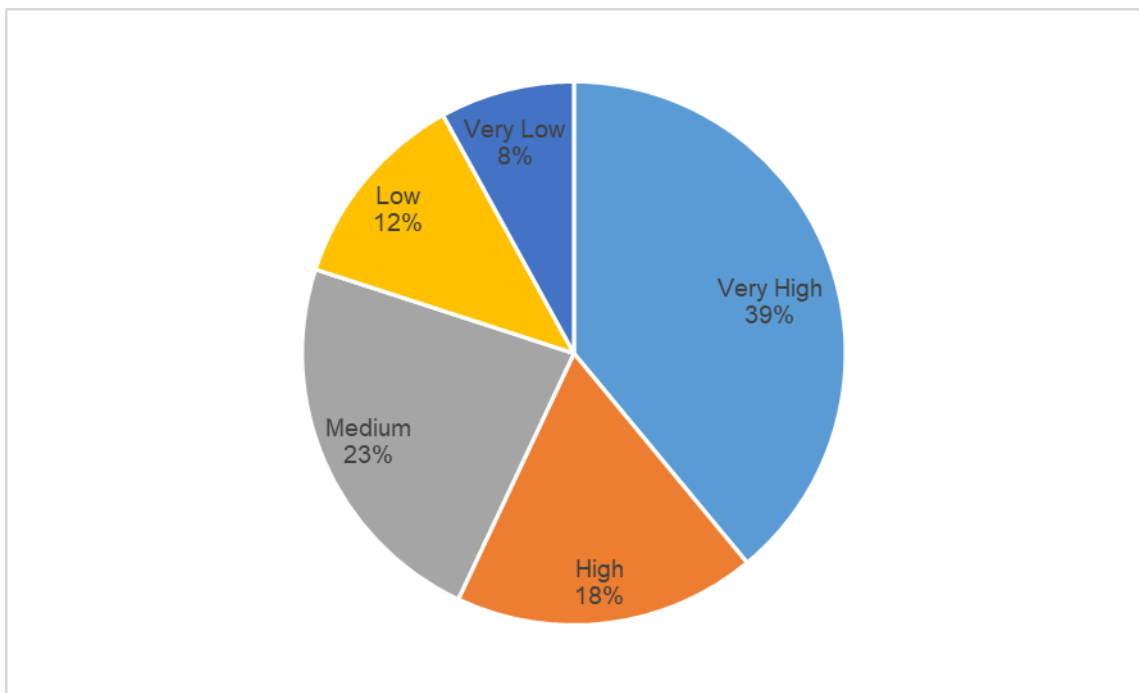
Figure 10:1: How important is this theme to you?

10.2   Summary of comments on Reallocating Road space on the Regional Network

10.2.1   Of the 94 respondents to the survey, 43 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, a minority provided comments, and a summary of these is provided below.

Public transport

- public transport network must be enhanced before road space can be reallocated to active travel modes (1)

- more consideration given to including community transport within public transport (1)

- increased and improved public transport provision would see a reduction in the number of cars on the roads and a resultant increase in road space which can be used for active travel (3)

Active travel

- safe cycling has to be fully segregated cycle tracks to prevent cars from overtaking close to cyclists (2)

- increased provision of dedicated walking and cycle infrastructure through towns and cities would enable more people to cycle safely in these environments (1)

- pedestrians and cyclists must be segregated from each other as they make walking unsafe, and it needs to be clear whether cyclists are to cycle on the road or whether it is a shared use path (2)

Infrastructure

- reallocated road space for active travel is the most dangerous section as in many cases it is not well maintained (1)

- needs to be an improvement in road surfaces and a distinguishable difference between the cycle lanes and the main carriageway to make cycling more attractive (2)

Congestion

- needs to be a reduction in congestion which is a prominent issue in Edinburgh (2)

- a reduction of road space is going to result in more congestion on the roads, which leads to delays and greater pollution (6)

- unlikely to ever be zero car use and therefore the reallocation of space is only going to result in higher levels of pollution (1)

Tax

- cyclists do not pay road tax so if they are to be given a greater share of the road space they should have to pay some form of tax as a road user (1)

Mobility theme

- this is a good and relevant mobility theme (2)

11 Chapter 11 – Delivering Seamless Multi-Modal Journeys

11.1 How important is this theme to you?

11.1.1 The respondents were asked whether the theme of Delivering Seamless Multi-Modal Journeys was important to them, and the responses are outlined in Figure 11:1.

11.1.2 From the graph, **75% (n=75) of respondents believe that this theme has 'Very High' or 'High' importance.**
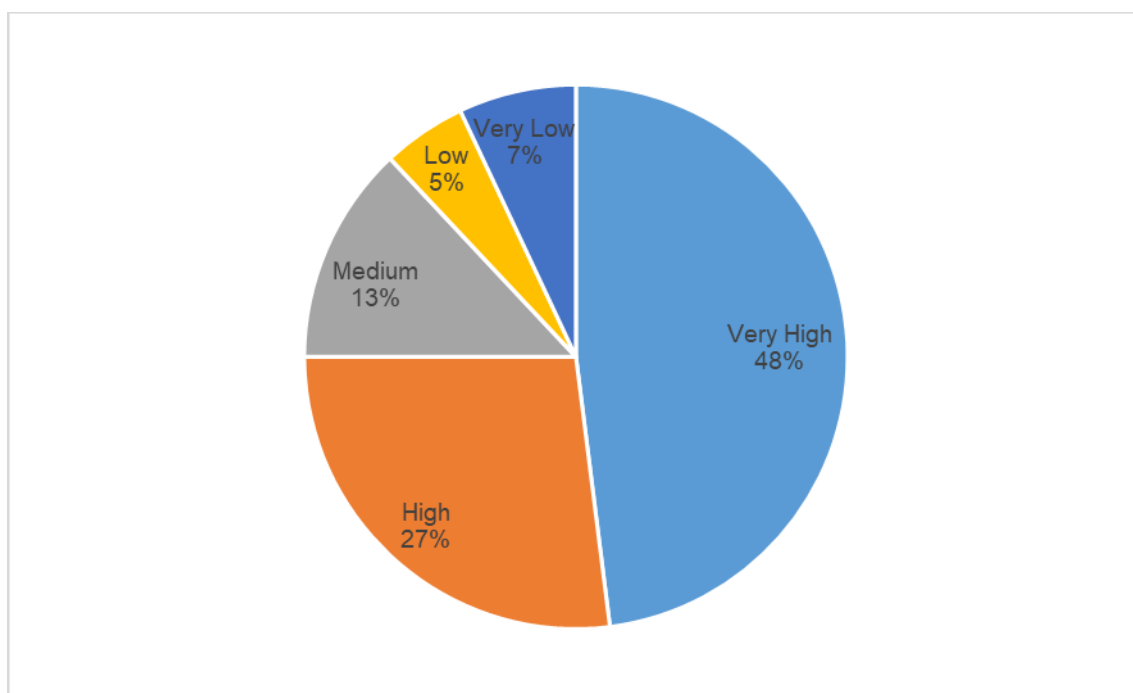

Figure 11:1: How important is this theme to you?

11.2 Summary of comments on Delivering Seamless Multi-Modal Journeys

11.2.1 Of the 94 respondents to the survey, 39 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, a minority provided comments, and a summary of these is provided below.

Integration between modes

- the theme around better integration between modes is very important (2)

- integration between modes will be an essential part of 'Levelling-up' for those in deprived areas (1)

- Park & Ride facilities are already of a high standard (1)

Interchanges

- need for more inter-modal transport interchanges, but this needs to be done in conjunction with services and the built environment (2)

- Bathgate Railway station should become a transport interchange (1)

Active travel

- active travel network needs to be incorporated within the integration between modes (1)

- need buses which have allocated space for bicycles to ensure that people who cycle one way have the option to take the bus back (4)

- there is a lack of safe bicycle storage at transport interchanges and stations (2)

- a bicycle hire scheme could be reintroduced to Edinburgh to allow for a greater integration between active travel modes and public transport (1)

Convenience

- convenience is the main issue, and it is essential that it needs to become inconvenient to travel by car compared to other modes to create a modal shift (1)

Rural issues

- integration between modes is very different for those in rural areas compared to urban areas (1)

- an integrated system requires an improvement in digital infrastructure, especially for those who live in rural areas (2)

Ticketing

- for greater integration between modes an integrated ticketing solution is required to complement it (4)

- a ticket system similar to the Oyster Card in London could allow for an integrated public transport network (1)

12 Chapter 12 – Decarbonising Transport

12.1 How important is this theme to you?

12.1.1 Respondents to the survey were asked whether the theme of Decarbonising Transport was important to them, with the results displayed in Figure 12:1.

12.1.2 The graph shows that **46% (n=46) of respondents feel that it is of 'Very High' importance, while a quarter (n=25) noted it was of 'High' importance**.
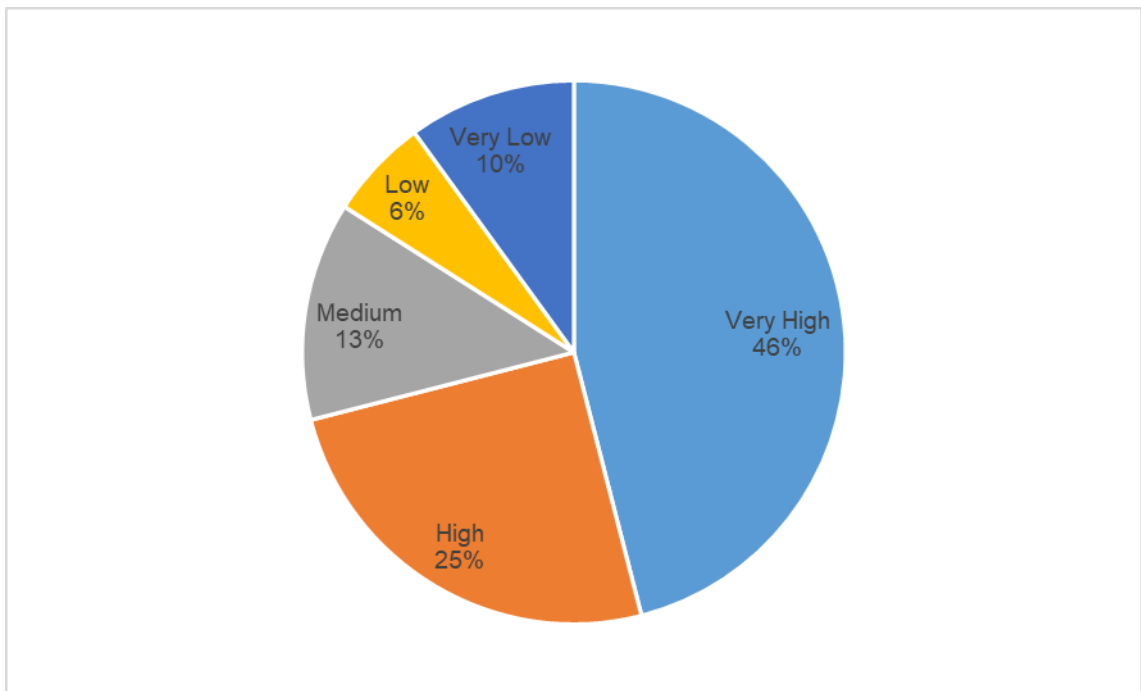

Figure 12:1: How important is this theme to you?

12.2 Summary of comments on Decarbonising Transport

12.2.1 Of the 94 respondents to the survey, 50 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, over half provided comments, and a summary of these is provided below.

Mobility theme

- the theme of Decarbonising Transport is essential (9)

Role of electric vehicles

- reducing the number of vehicles on the road is critical and the use of electric vehicles will not be the solution to that (10)

- electric vehicles are not the solution to reducing car dependency as electric vehicles do not reduce congestion plus tyre and brake dust pollute land and rivers whilst the production and recycling of batteries is an environmental issue (3)

- concern around the range an electric car has compared to the that of a petrol / diesel car and the resultant 'range anxiety' (4)

Infrastructure

- lack of charging facilities in the SEStran area which discourages people from making the change to an electric vehicle (4)

- need for more electric vehicle charging sites available for the public with enough to prevent queuing at charging points (6)

- any charging infrastructure should not take space away from the width of the pavements (2)

Rural issues

- the roll out of electric vehicles will be more difficult for those in rural areas due to the lack of charging infrastructure (2)

- rural areas have a longer commute and many electric vehicles cannot travel the same distance as internal combustion engine vehicles on one charge (1)

Cost

- the consequential cost of decarbonising transport should not have a knock on effect on the cost for the user (1)

- electric vehicles are very costly to purchase and run due to the need to install charging infrastructure (4)

Active travel

- priority should be given to replacing car journeys with walking, cycling or travelling by public transport, with electric vehicles being a second priority (3)

- active travel should be the priority and more funding should be made available to improve active travel infrastructure (1)

Public transport

- not enough is being done to expand the number of electric or hydrogen buses across the SEStran area (1)

- electrification of the rail network has been shown to reduce carbon emissions (1)

Hydrogen

- need investment in hydrogen as an alternative fuel to electricity and this should be a focus at all levels of government (1)

13 Chapter 13 – Facilitating Efficient Freight Movement and Passenger Travel

13.1 How important is this theme to you?

13.1.1 Respondents were asked how important the theme Facilitating Efficient Freight Movement and Passenger Travel is, with the conclusions shown in Figure 13:1.

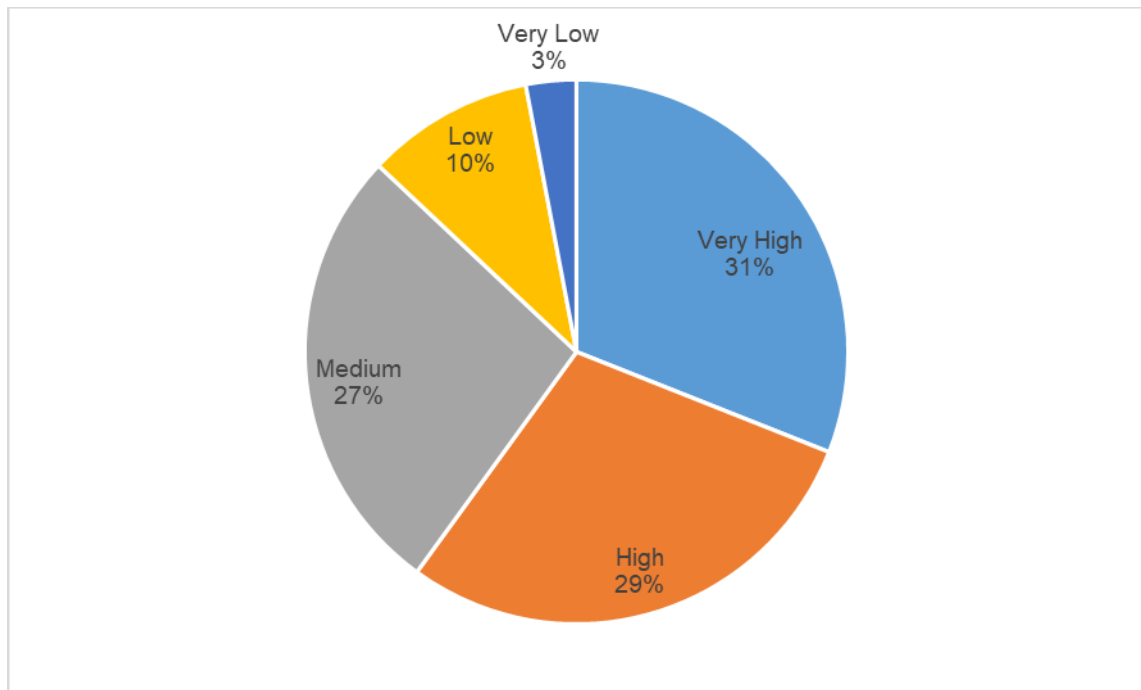13.1.2 From the graph, **60% (n=60) noted that they feel the theme is considered to be 'Very High' or 'High' importance.**

Figure 13:1: How important is this theme to you?

13.2 Summary of comments on Facilitating Efficient Freight Movement and Passenger Travel

13.2.1 Of the 94 respondents to the survey, 31 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, a minority provided comments, and a summary of these is provided below.

Road network

- there needs to be road widening at bottlenecks on the routes which are used by timber lorries (1)

- more work to be done by local authorities to alleviate congestion where the road is reaching capacity with a focus on not creating more congestion due to reallocation of road space (1)

- reallocation of road space should consider prioritising freight, commercial and passenger services along certain routes (2)

Public transport

- need a target to ensure that all the train lines in Scotland should be dualled rather than single track like on some of the rail lines (1)

- widespread electrification of the rail and freight network (1)

Freight

- more, high quality rest stops introduced for haulage drivers like there are in Europe (1)

- a missed opportunity to move freight by rail or by sea which could reduce the number of large HGVs on the road (3)

- Edinburgh South Suburban Line could be used for the movement of freight and passengers (1)

Air travel

- no mention of the emissions produced by aircraft and air travel nor how this mode of travel is going to be decarbonised (1)

14 Chapter 14 – Working Towards Zero Road Deaths and Serious Injuries

14.1 How important is this theme to you?

14.1.1 Both organisations and members of the public were asked how important the theme of Working Towards Zero Road Deaths and Serious Injuries is to them. The results are presented in Figure 14:1.

14.1.2 **Over half (n=52) responded saying that the theme has 'Very High' importance** while only 5% (n=5) in total noted that it has either a 'Low' or 'Very Low' importance.
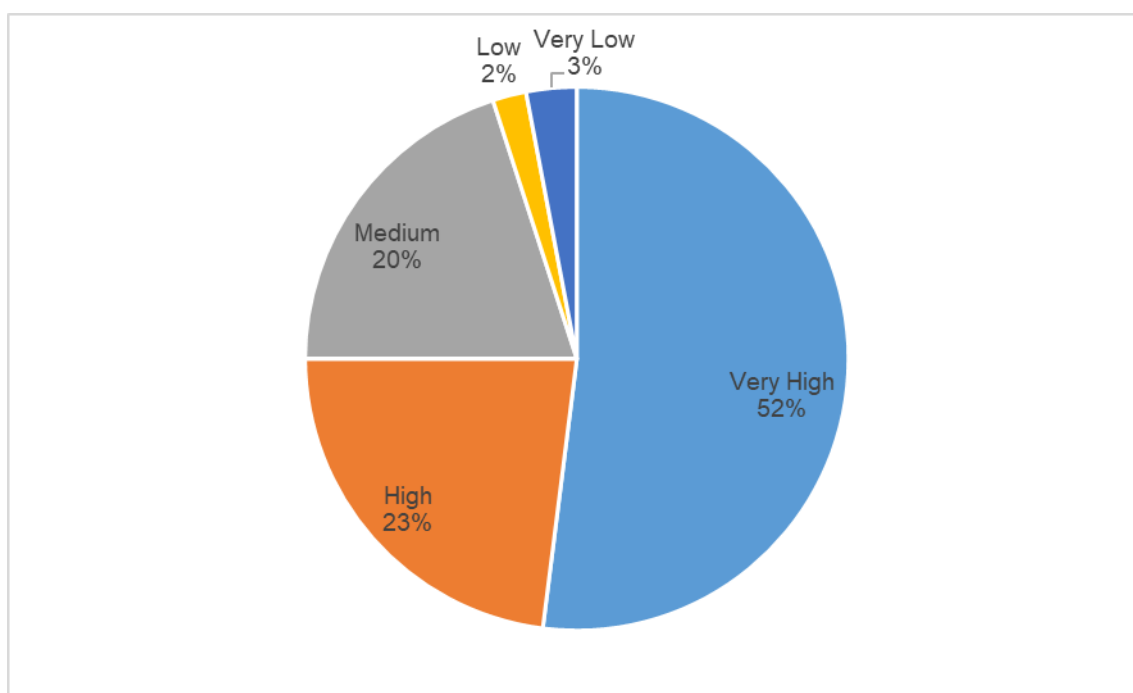

Figure 14:1: How important is this theme to you?

14.2 Summary of comments on Working Towards Zero Road Death and Serious Injuries

14.2.1 Of the 94 respondents to the survey, 39 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, a minority provided comments, and a summary of these is provided below.

Mobility theme

- the reduction of fatalities and injuries is a key priority of the RTS (4)

Active travel

- to achieve no deaths or serious injuries on the roads, there needs to be high quality walking and cycling infrastructure which is segregated from general traffic (3)

- a greater focus on e-scooters as a solution and their inclusion with active travel infrastructure (1)

- an increase in active travel and public transport provision will result in a natural reduction in the number of people being injured on the road network (2)

- experienced instances where there are cyclists who are travelling without a helmet or are not visible due to poor lighting and dark clothing (2)

Road network

- a removal of blind corners and a widening of roads at bottlenecks to make the roads safer for all users (2)

- signage on some rural roads is poor quality making travelling on rural roads more dangerous (1)

- high prevalence of speeding in some built up areas which makes walking dangerous and increases reliance on car use. 20 mph speed limits should be implemented within all built up areas (5)

Decarbonising transport

- decarbonisation of transport will save more lives due to the impact emissions have on people's respiratory system (1)

Enforcement

- a lack of legal enforcement of speed limits which does not discourage motorists from speeding, making the roads dangerous for all (3)

- penalties for speeding and reckless driving are thought to be insufficient (2)

- a lack of political will to crack down on the prevalence of speeding (1)

15   Chapter 15 – Reducing Car Kilometres

15.1   How important is this theme to you?

15.1.1   The respondents were asked how important the theme of Reducing Car Kilometres was to them, with the conclusions displayed in Figure 15:1.

15.1.2   From the graph, **55% (n=55) noted that the theme has 'Very High' or 'High' importance**, while 21% (n=21) believe it has 'Low' or 'Very Low' importance which is higher than previous themes.
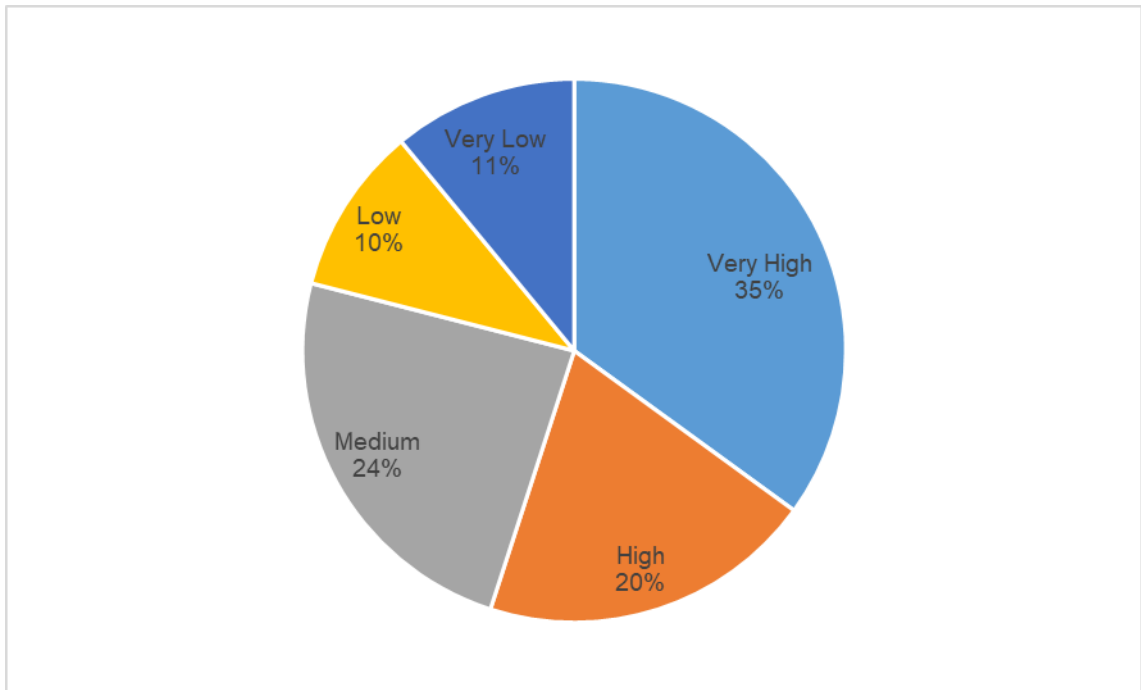

Figure 15:1: How important is this theme to you?

15.2   Summary of comments on Reducing Car Kilometres

15.2.1   Of the 94 respondents to the survey, 44 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, just under half provided comments, and a summary of these is provided below.

Mobility theme

- this is an important theme and should be considered a top priority within the RTS (10)

Public transport

- for there to be reduction in car kilometres there needs to be an improvement in public transport provision (2)

- express Park & Ride facilities are essential to reduce the number of vehicles on the roads along the arterial routes into the city - key to introduce more sustainable transport hub sites (2)

- the addition of new train stations on the rail network would encourage more people to travel this way rather than by car (2)

- until it is easy to make multi-stop journeys by public transport, people will continue to travel by car as it is more convenient for these trips (3)

Active travel

- improvement in walking and cycling infrastructure could reduce the number of people travelling by car as many active travel routes are unsafe (2)

- e-scooters would help to reduce the number of car kilometres which has shown to be successful within European countries for travelling short distances (1)

Rural issues

- need an improvement in rural public transport services to encourage a modal shift (1)

- this theme would be difficult to achieve for those who live in more rural areas (3)

Car use

- make it more expensive for people to travel by petrol / diesel cars to force people to switch to electric vehicles and increase patronage on public transport (1)

COVID-19

- more emphasis on the change in working behaviours as a result of the COVID-19 pandemic which has seen a dramatic shift to home and hybrid working (2)

16 Chapter 16 – Responding to the Post-COVID World

16.1 How important is this theme to you?

16.1.1 Respondents were asked how important the theme of Responding to the Post-COVID World is to them with the results presented in Figure 16:1.

16.1.2 From the graph, **50% (n=50) noted that it has 'Very High' or 'High' importance** while 21% of respondents believe it is of 'Low' or 'Very Low' importance.
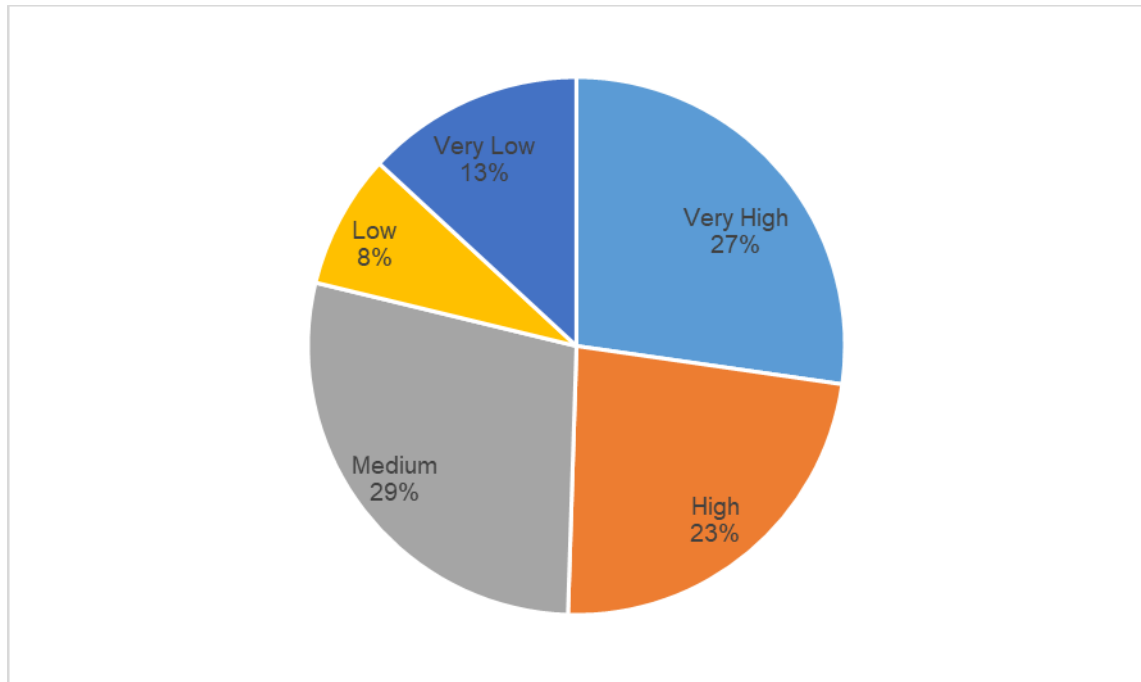

Figure 16:1: How important is this theme to you?

16.2 Summary of comments on Responding to the Post-COVID World

16.2.1 Of the 94 respondents to the survey, 35 provided an open-ended response on the mobility theme. **The majority of respondents think that this mobility theme has a high importance.** Furthermore, a minority provided comments, and a summary of these is provided below.

COVID-19

- post-COVID life is still to be determined as we are still living with restrictions which is preventing people from being able to travel and work in the way they want or did previously (6)

Working from home

- working from home and hybrid working cannot be lost after all restrictions are lifted as this has resulted in less journeys being made (5)

- greater investment in local areas needed to support the increased number of people working from home and therefore requiring local amenities and services (1)

- there are still a large number of companies and businesses who are not adopting a hybrid working environment and therefore there needs to be time to allow for new travel patterns to become established (1)

Public transport

- there has been a significant reduction in bus patronage during the pandemic which needs to be reversed to achieve any reduction in congestion (1)

- need more focus on light rail rather than buses as this allows for more personal space while travelling (1)

Active travel

- the pandemic revealed the demand for active travel and the transport network needs to reflect these changes to encourage more local travel by walking or cycling (1)

- inclement weather is mentioned within this chapter, and this is a key factor in people deciding to cycle or walk rather than travel by car or public transport (1)

17 Chapter 17 – Spatial Strategy

17.1 Do you agree or disagree with the themes in the Spatial Strategy?

17.1.1 The public and organisations were asked their opinion on the themes of the Spatial Strategy, with the responses outlined in Figure 17:1.

17.1.2 **52% (n=52) noted that they agree with the themes** while 32% (n=32) do not have a strong opinion on the themes by saying they neither agree nor disagree.
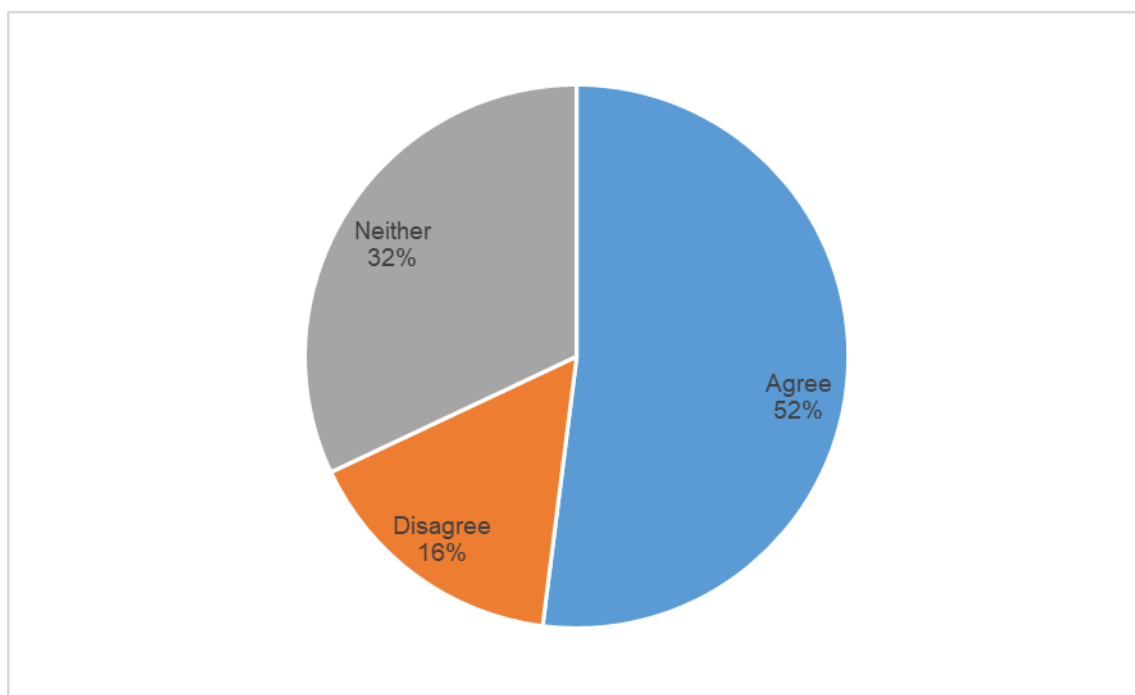

Figure 17:1: Do you agree or disagree that these themes provide an appropriate focus?

17.2 Summary of comments on the Spatial Strategy

17.2.1 Of the 94 respondents to the survey, 32 provided an open-ended response on the Spatial Strategy. **The large majority of respondents did not disagree that these themes provide an appropriate focus.** However, a minority did provide comment, and a summary of these comments is provided below.

Spatial strategy

- this is an important theme (4)

Movement

- a lack of recognition on the need for people to be able to move between places (1)

- people should be encouraged to car share to reduce the number of cars on the road but it is not practical in the current COVID-19 world (1)

- more encouragement to work from home as this would reduce travelling by less people commuting to work (1)

Short journeys

- the shorter journeys which are being taken by car are leading to the most congestion and will require a behavioural change (1)

- pleased that the short, within region journeys were being focused on (1)

Public transport

- better public transport connections could encourage people to travel by more sustainable modes rather than by private car (1)

- reopening of the Edinburgh South Suburban Line to passengers would allow for an alternative to the bypass (A720) as road widening will not resolve congestion (1)

- more orbital public transport routes needed which serve Midlothian to help reduce the high levels of deprivation in some areas (1)

Active travel

- requirement for dedicated cycle routes to enable people to travel by bicycle safely (2)

- the city centre is the most dangerous area for cyclists due to the high density of cars and there should be some restrictions implemented to prevent the high volume of cars (1)

Integration between modes

- the failure to connect active travel networks with public transport to create a multi-modal journey will encourage car use (1)

- need an integrated alternative to the car for there to be a reduction in the number of cars on the road (1)

Parking

- increasing the cost of parking within cities will not deter people from travelling into the city centre by car to access shops and other amenities (1)

Planning

- need more focus on infrastructure for new housing developments as currently the rapid growth in population is putting a strain on the road network (1)

- large-scale housing developments in Midlothian lack infrastructure to accommodate the associated increase in population (1)

18 Chapter 18 – Key Performance Indicators (KPIs)

18.1 Do you agree or disagree that the KPIs provide an appropriate means to monitor performance?

18.1.1 The respondents were asked whether they agree or disagree with the Key Performance Indicators (KPIs) and whether they are an appropriate means to monitor performance. The results are presented in Figure 18:1.

18.1.2 From the graph, **45% (n=45) stated that they agree with the KPIs**, while 16% (n=16) noted that they disagree and the remaining respondents neither agree or disagree with them.
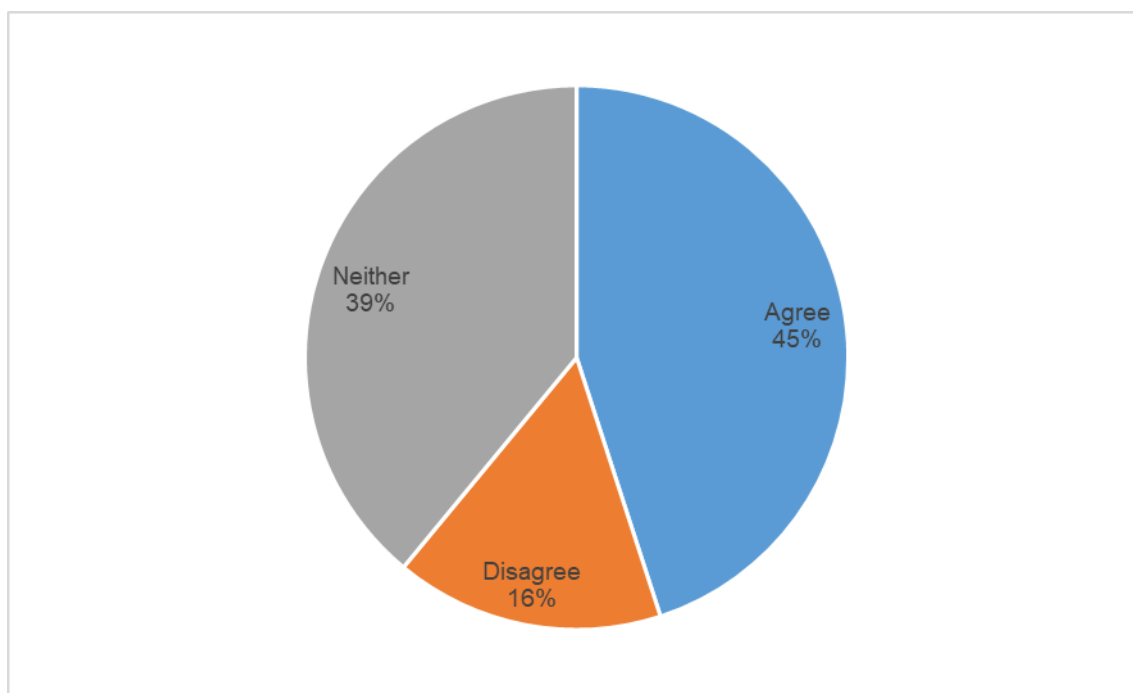

Figure 18:1: Do you agree or disagree that these KPIs provide an appropriate means to monitor performance?

18.2 Summary of comments on the Key Performance Indicators (KPIs)

18.2.1 Of the 94 respondents to the survey, 41 provided an open-ended response on the KPI chapter of the RTS. **Whilst the majority of respondents did not disagree with the KPIs,** around half did provide comment, and a summary of these comments is provided below.

KPIs

- Strategy 3 is the most useful way forward (1)

- most KPIs have been captured within the chapter (2)

Active travel

- Objective 2 should have a greater focus on tracking bicycle usage, especially when it is a mode of transport being used for some trips (2)

- there should be some measure of the percentage of houses within a local authority area which has safe, segregated cycle infrastructure (1)

- Objective 2 should include the number of schools which provide cycle training and the number of workplaces which promote active travel (2)

Public transport

- improving the bus service is one thing, the perception of poor services needs to be addressed (1)

- difficult to measure satisfaction as it is based on perception rather than a pre-determined measure (2)

- Objective 3 should include more measures of transport interchange usage and Objective 4 should reference bus/train journey time reliability and scheduling accuracy to determine whether the services are adequate (2)

- affordability of public transport should be included as a KPI (1)

Car use

- there should be measures on the average CO_2/bus passenger km, average car occupancy and average bus occupancy (1)

- need more monitoring of car movements with some clear targets set out to aim towards in terms of number of vehicles on the road. (1)

Equality

- no mention of equality data or travellers in the protected characteristics of the Equality Act 2010, which restricts what can be achieved within the document (1)

Air travel

- emissions from flights should be included within the total regional emissions value as currently they are missing (1)

19 Equalities

19.1 Overview

19.1.1 The respondents to the survey were given the opportunity to comment on the equalities assessment accompanying the draft RTS document and the summary of the responses are outlined below.

19.2 Summary of comments on Equality

19.2.1 Of the 94 respondents to the survey, 21 provided an open-ended response on the equalities assessment. **A minority did provide comment**, and a summary of these comments is provided below. **However, some respondents answered this question in relation to equalities references within the RTS itself.**

Equalities

- essential theme to be considered within the RTS (2)

- the EqIA has been done very well (1)

- need a stronger case for equalities as it is very important and cannot be disregarded by economic arguments (3)

- limited reference to equalities throughout the document and there is a lack of explanation of what is being proposed and how equality groups are going to be consulted on the strategy (1)

Active travel

- more safe and fun active travel infrastructure needs to be introduced (1)

- greater focus on the use of e-scooters and e-bikes throughout the document (1)

20 Strategic Environmental Assessment

20.1 Overview

20.1.1 The public and organisations were provided with the opportunity to comment on the Strategic Environmental Assessment accompanying the draft RTS document with a summary of the comments, grouped by theme, discussed below.

20.2 Summary of comments on the Strategic Environmental Assessment

20.2.1 Of the 94 respondents to the survey, 17 provided an open-ended response on the Strategic Environmental Assessment. **A minority did provide comment**, and a summary of these comments is provided below. **However, some comments extended beyond the scope of the Strategic Environmental Assessment.**

- this plays a key role and should be considered a priority (3)

- an environmental assessment of using existing infrastructure should be provided to understand the environmental benefits (1)

- there is no economic impact assessment (1)

21 Other comments on the Regional Transport Strategy

21.1 Overview

21.1.1 The survey concluded with a question on whether there were any other comments respondents wished to make on the draft RTS document. These responses are summarised and grouped by key themes below.

21.2 Summary of other comments

21.2.1 Of the 94 respondents to the survey, 36 provided an open-ended response to the overall document. **A minority did provide comment**, and a summary of these comments is provided below.

Climate change

- the strategy has no longevity as there is not enough reference to climate change and how it could evolve in the coming years (1)

Public transport

- much of the transport emissions come from journeys which are too far to cycle or have limited public transport available to use instead (1)

- a need for a rapid transit system between Livingston North Station, St John's Hospital, the centre and Livingston South Station - making it easier for people to travel within Livingston without a car (1)

- Borders Railway should be extended to Hawick and onward to Carlisle to improve accessibility to the Scottish Borders through public transport modes rather than relying on private car (1)

Car use

- a solution to reducing carbon emissions would be to encourage people to car share for longer journeys which could half carbon emissions (1)

- pavement parking is a real problem and there should be an online reporting system to allow for those doing it to be fined (1)

- illegal parking in general is a problem faced by all areas within the SEStran region, not just specific areas like Edinburgh and St Andrews (1)

Infrastructure

- the current condition of the roads and pavement are poor and if resolved travelling would be safer for all users (1)

Overall Document

- this is a very important document and it has been long overdue (1)

- a lot of great ideas within the RTS document which have the potential to make a massive difference to residents of the SEStran region (1)

- many of the issues which are outlined in the document are region-wide which will require a region-wide approach to resolve them so there needs to be a Scotland-wide approach to implement continuous provision across all regions (1)

- the whole document needs to be set within the overall context of decarbonisation, equalities and affordability (1)

- there is a lack of explanation of how anything will be achieved and the KPIs were also noted to not explain how targets will be met (1)

- more explanation on how these improvements are going to be funded (3)

- the document is too long (2)

22 Local Authority Responses

22.1.1 This section outlines general themes which emerged from the coding process undertaken on 'Local Authority' responses. It presents information on a thematic and respondent basis. Note the tables only provide an overview of the comments and do not include specific actions etc.

22.1.2 Overall, the various Local Authorities were supportive of the challenges and associated vision & objectives set out in the draft RTS; with many outlining how they reflected the current policy landscape and existing issues of the SEStran region. Furthermore, either via the implementation of 20-minute neighbourhoods, reallocation of road space, or implementation of Mobility Hubs, many Local Authorities were additionally supportive of measures which embedded sustainable transport within current / future development.

22.1.3 The Local Authorities also had positive views on the various public transport issues, policies and actions which were included within the RTS, with the focus on reinvigorating bus / train services via enhanced integration and removal of barriers to public transport to support the 20% car kilometres reduction targets and decarbonisation ambitions receiving particular support.

22.1.4 For counterbalance, the Local Authorities also raised some issues with the draft RTS – although these were in the minority and not reflective of the broadly positive support for the draft RTS. These issues included questions over how the associated policies and actions were to be delivered, the viability of applying the actions and policies within both urban and rural environments, the draft RTS's links to wider policy, and issues regarding a lack of focus on the integration of ticketing and data within the wider transport network.

22.1.5 An overview of the positive comments from each of the 'Local Authorities' can be found in Table 22:1. Equally, Table 22:2 outlines the main overarching issues.

Table 22:1: Main Positives (Local Authorities)

Local Authority	Main Comments
City of Edinburgh	• **Transport Challenges & Problems:** Agreed with the challenges set out in the user perspective and were generally fully supportive of measures aimed at reducing the need to travel and delivering modal shifts towards sustainable modes. • **Vision & Objectives:** Stated that the content of the objectives was appropriate, and that it covered all the key transport issues and challenges which the region currently faces. • **Shaping Development and Place:** Fully supported measures which embed sustainable transport provision into development. Were particularly supportive of 20-Mininute Neighbourhoods. • **Delivering Safe Active Travel:** Fully supportive of measures which promoted active travel. • **Enhancing Accessibility to Public Transport:** Supportive of all policies contained within the theme, and aspirations to remove barriers to public transport. • **Transforming and Extending the Bus Service:** Were encouraged that the RTS firmly placed the role of buses at the centre of the strategy. • **Reallocating Roadspace on the Regional and Local Network:** Supportive of all measures which promoted active travel. • **Delivering Seamless Multi-Modal Journeys:** Supported "exciting" content within the section. Highlighted how the ambitious language reflected NTS2, NPF 4 and CMP. • **Decarbonising Transport:** Supportive of decarbonisation ambitions which are reflected within the CMP.

	• **Facilitating Efficient Freight Movement and Passenger Travel:** Supportive of freight consolidation centres in key locations and their implementation at key strategic locations. • **Working Towards Zero Road Deaths and Serious Injuries:** Outlined how it was a key consideration which needs continuing consolidation within the RTS. • **Overview:** "*Exciting and Engaging. The strategy encompasses all the expected main components of Transport Planning*"
Clackmannanshire	• **Transport Challenges & Problems:** General agreement with all the identified transport challenges and problems. • **Vision & Objectives:** Agree that the vision for the RTS broadly encompassed all the aspects which need to be considered and delivered over the RTS period. • **Transforming and Extending the Bus Service:** Transport Poverty mapping proved interesting. • **Reallocating Road-Space on the Regional and Local Network:** Agreed with the principles of theme, but acknowledged that it would be difficult to achieve due to strong local opposition. • **Delivering Seamless Multi-Modal Journeys:** Welcomed the development of Mobility Hubs. Referenced the Murray Square bus stance in Tillicoultry as a possible mobility hub. • **Decarbonising Transport:** Stated opportunity for regional collaborative approach across local authorities to implement the well-established policy. • **Working Towards Zero Road Deaths and Serious Injuries:** Referenced how the policy was already well-established. • **Overview:** *"In summary the approach and direction of the draft RTS is supported by Clackmannanshire Council."*
East Lothian Council	• **Transport Challenges & Problems:** Supported the inclusion of the challenges, although acknowledged that they will need to be confronted in a unified approach. • **Vision & Objectives:** Supported the vision and objectives of the RTS, which aligned with the East Lothian Council Plan. • **Shaping Development and Place:** Agreed with the principles of place making, 20-minute neighbourhoods and shared mobility through journey hubs and Mobility as a Service (MaaS) concepts. • **Delivering Safe Active Travel:** Stated that the inter-regional active travel infrastructure linking key destinations is paramount in encouraging modal shift. • **Enhancing Accessibility to Public Transport:** Stated how the Council believed that fair fares are necessary across public transport to encourage patronage, which are equivalent to car-based transport costs. • **Transforming and Extending the Bus Service:** Welcomed the opportunity to improve bus journey times regionally and as part of the Midlothian Bus Alliance. • **Enhancing and Extending Rail Services:** Would welcome further discussions on enhancing rail provision services within the area. • **Reallocating Roadspace on the Regional and Local Network:** Supports the principles of re-allocating road space through evidence-based project development, technical justification, and public consultation. Also supports the parking management initiatives and application of sustainable travel hierarchy principles in the planning process. • **Delivering Seamless Multi-Modal Journeys:** Recognises the benefits of integration between modes and wishes to work with partners to provide point on various integration initiatives.

Local Authority	Main Comments
	• **Decarbonising Transport:** Welcome further talks in the regional context to evolve a unified approach to the development of electric vehicle infrastructure. • **Facilitating Efficient Freight Movement and Passenger Travel:** Accepts the principles of targeted infrastructure investment to augment sustainable growth, place making and infrastructure adaptation – particularly to expedite climate change mitigation. • **Working Towards Zero Road Deaths and Serious Injuries:** Supports the concept of demonstrable speed reduction measures and limits subject to stakeholder engagement and public consultation. • **Reducing Car Kilometres:** Recognises the ambition of national and regional transport partners and subscribes to the rationale to move from unsustainable single occupancy car use but also reflects that transport is derived from other sector activity, that the county is experiencing substantial growth, and that some of our communities are remote from PT networks, which compounds the simplicity of 20% direct reduction. • **Responding to the Post-COVID World:** Is aware of new ways of working and is looking to explore opportunities through enhanced digital connectivity, AI data collection and reduced trip making. • **Overview:** *"East Lothian Council supports the vision of the Regional Transport Strategy, which aligns with the East Lothian Council plan."*
Falkirk	• **Transport Challenges & Problems:** Appreciated that the lack of ULEV was recognised for HGV freight movements. • **Vision & Objectives:** Stated that the vision reflected the national vision set out in NTS 2. • **Shaping Development and Place:** Hoped that the policies helped to deliver the Placemaking agenda. • **Delivering Safe Active Travel:** Stated that sustainable active travel was at the forefront of the Sustainable Travel Hierarchy contained in NTS 2. • **Enhancing Accessibility to Public Transport:** Highlighted that public transport should provide a viable and affordable alternative travel mode to the private car and for those members of the community who have little or no alternative mode of transport. • **Reallocating Roadspace on the Regional and Local Network:** Stated that to achieve the 20% reduction in car kilometres and to promote bus travel, the re-allocation of road space to reduce and limit road capacity for the private car is key. • **Delivering Seamless Multi-Modal Journeys:** Outlined that integration between modes is vital to achieve a reduction in car-based trips, and that any theme that underpins mobility hubs which will offer opportunities for multi-modal journeys is welcomed.
Midlothian	• **Shaping Development and Place:** Stated that focus on BPF will help the RTS achieve some of these objectives. • **Overview:** "*Welcome the approach to structuring the strategy and consider objectives to be very relevant in terms of focus on climate emergency, sustainability, behavioural change and transition from COVID-19 to a greener travel system and a safer travel network."*
Scottish Borders	• **Transport Challenges & Problems:** Appreciated the inclusion of Problem 15 as a Problem. • **Delivering Safe Active Travel:** Fully supportive of the role of active travel. • **Enhancing Accessibility to Public Transport:** Highlighted support for issues around forced car ownership. • **Transforming and Extending the Bus Service:** Welcomed references to BSIP and franchise models.

	• **Enhancing and Extending Rail Services:** Supported opposition against reduction of rail services / frequencies. • **Delivering Seamless Multi-Modal Journeys:** Agreed that 'Hubs' concept is scalable and fully supportive of MaaS initiatives and wider actions contained within the chapter.
West Lothian	• **Transport Challenges & Problems:** Stated that the identified transport challenges and problems are wide ranging and reflect current urban and rural type transport and travel issues. • **Vision & Objectives:** Outlined that the vision encapsulates the key expected elements of a strategy of this nature, with the four strategy objectives providing clear links to societal outcomes and wider policy changes. • **Enhancing Accessibility to Public Transport:** Highlighted that the theme was very important, with the policies and actions outlined in this theme being beneficial. • **Transforming and Extending the Bus Service:** Broad support for policies and actions which will support and encourage operators to enhance and extend the bus service. • **Delivering Seamless Multi-Modal Journeys:** Support for the expansion of mobility hubs within the region. • **Facilitating Efficient Freight Movement and Passenger Travel:** Outlined that measures and initiatives which help with "last mile / first mile" deliveries could have significant contributions to reducing HGV/LGV movements within town and village centres. • **Working Towards Zero Road Deaths and Serious Injuries:** Stated that through other key themes this will improve further through improvements in road space, reductions in car journeys etc. • **Overview:** *"The draft RTS is presented in an easy to read format and contains helpful and meaningful data and case study examples. The draft RTS is aspirational and outlines the transport challenges faced by the South East of Scotland."*

Table 22:2: Main Issues (Local Authorities)

Local Authority	Main Comments
City of Edinburgh	• The importance of using engaging language and more graphics to make the RTS more concise and engaging to readers. • Further alignment with NTS2, STPR2, draft NPF4 and CEC CMP & Draft CP. • Emphasis on using more significant languages such as 'transforming'. • Taking cognisance of, and explicitly stating, CEC target of 30% reductions in car use. • KPI/targets need to be smarter, and more action focused. They should tie back to objectives. • RTS gives mixed messages around car travel, some of which are contradictory to local and regional ambitions to reduce car use. • Regional tram should feature more prominently. Believe it should have its own separate theme. • Needs to be updated to accurately reflect that CEC is already working with Transport Scotland on a Strategic Business Case to expand the tram network in Edinburgh. • A720 issues are well documented and interventions are required. Focus on demand control/deterrents rather than additional capacity.
Clackmannanshire	• More focus on demand management within problems and policies. • More references to links between planning and transport issues (especially car dependency).

Local Authority	Main Comments

East Lothian Council	• Stated the importance of infrastructure first approaches to achieve car reduction targets.
	• Greater work / clarity around the impact of EV infrastructure on new housing development, retrofitting existing public space and wider impacts upon the power network.
	• To endorse the RTS with the following caveats:
	  – That any policy amendments that change the nature of the partnership, increasing their scope or functions of statutory duties must be considered by East Lothian Council.
	  – That all project and programmes are developed appropriately with sound business cases and financial support provided to East Lothian Council from appropriate government funding sources linked to an overriding presumption of 'Infrastructure First'.

Falkirk	• No major issues.
Midlothian	• Reinforce the importance of the RTS in the development of LDPs and the development of related policies. RTS's role should be more clearly stated.

Scottish Borders	• There needs to be support for the development / delivery of the Borders Railway extension, improvements on the existing line and action to maximise the integration of Reston Station into the East Coast mainline.
	• There needs to be more differentiation between urban and rural.
	• RTS needs to acknowledge the important linkages of the region – provide important opportunities for the SEStran regions and Scottish Borders.
	• There should be more emphasis on the correlation between good transport and good digital connectivity.
	• More emphasis on increasing public confidence in public transport
	• There is a lead role to play in behavioural change and public education to support sustainable transport choices to help deliver the Strategy vision.
	• 'Vision' and 'Objectives' need to have clear alignment with NTS2.
	• The links back to the Strategy 'Vision' and 'Objectives' needs to be clearly articulated throughout the document:
	  – The core linkages seem to get too lost in each section to accurately define how the actions will help deliver the strategy objectives.
	  – There also needs to be clear and measurable outputs for each action so that they are quantifiable and link to the Monitoring and Evaluation section of the Strategy.
	  – There are a number of actions within the draft Strategy without clarity on ownership, how they will be funded, delivered or programmed.
	• RTS needs to be shortened.

West Lothian	• Within the strategy there is no reference to funding and resources for the interventions suggested. Appreciating that the strategy is about setting out the route map for the coming years and is extremely important in that regard, without significant cash investment the strategy will under deliver.

22.1.6 Table 22:3 outlines responses / comments which are specific to the thematic sections of the RTS and reference suggested changes to the final RTS document. Note, there may be some overlap with Table 22:2.

Table 22:3: Local Authority Thematic Responses

High Level Theme	Actions / Responses
Transport Challenges and Problems	• Additional focus on other perspectives within user problem approach: • Touch on place, climate change, economic perspective etc. (CEC & Fife) • Lack of balance between the needs of all users – present and future (e.g. impact of climate change on young people) (Fife)

High Level Theme	Actions / Responses
	• Regional / rural perspective (Scottish Borders) • No focus on integrated ticketing within problems (CEC) • Conflict between respective authority policies / characteristics (CEC & Scottish Borders) • Greater focus on climate change within section (Fife) • No mention of demand management / link to planning (Clackmannanshire / Fife) • The language used in the problem statements is too moderate (CEC)
Vision	• Shortening of vision statement (Fife) • Inclusion of additional themes (Scottish Borders) • Greater link to planning / related policy (Midlothian)
Objectives	• Amendment of language (CEC) • Objectives run the risk of appearing to give the impression that changing to electric vehicles is the solution (Clackmannanshire) • Links to planning, demand management and freight within objectives (Clackmannanshire) • A diagram to map out how the problems, vision, objectives and themes interrelate. (Fife) • Additional objectives relating to inclusive growth / just transition • Greater link to planning / related policy (Midlothian)
Shaping development and place	• Emphasis on section having better relation to planning and guidance on how planning applies concepts (CEC, Clackmannanshire & Scottish Borders). • Application of concepts to existing developments. • Clearer definitions of concepts such as TOD. • Better links to national policy such as NPF4 etc. • Other amendments to phrasing, language etc.
Delivering safe active travel	• Focus on behaviour change. (Scottish Borders) • Other minor amendments and inclusion of external active travel projects & policies. (Clackmannanshire / Scottish Borders)
Enhancing access to public transport	• Changes to language / clarification of certain policies. (CEC, Clackmannanshire, Fife & Scottish Borders) • Focus on digital connectivity and wider behaviour change initiatives. (Scottish Borders)
Enhancing and extending the bus service	• Changes to language. (CEC) • Questions over how policies would be delivered. (Clackmannanshire / Fife & Scottish Borders) • Urban-rural Issues, specifically the application of bus priority measures and DRT services in the rural context. (Clackmannanshire / Fife & Scottish Borders) • Behaviour change leadership role of SEStran. (Scottish Borders) • Inclusion of external data sources, including Workforce Mobility Report & Scottish Access to Bus Indicator. (Scottish Borders)
Enhancing and extending rail services	• Inclusion of tram as standalone chapter. (CEC) • Specific reference to other local potential train interventions / appraisals. (Fife, ELC & Scottish Borders) • Impact of COVID-19 on future approaches to mode shift aspirations. (Scottish Borders)
Reallocating roadspace on the regional network	• Stronger focus on the prioritisation of road space as a thread throughout the RTS. (Midlothian) • More references to the role of the RTS shaping the development of LDPs and related policies. (Midlothian)
Delivering seamless multi-modal journeys	• Urban-Rural differentiation, specifically: (Scottish Borders) • Costs of buses. • Ability of bus to provide solution for all journeys.

High Level Theme	Actions / Responses
	• Delivery of DRT services. • No reference to integrated ticketing. (CEC) • Lack of integration for transport provider data. (CEC & Scottish Borders) • More emphasis on enabling bikes to be brought onto public transport. (Fife & Scottish Borders) • Delivery and funding of schemes, including the need to highlight other funding streams as possible avenues for delivery (e.g. Levelling Up Fund). (Scottish Borders)
Decarbonising transport	• No mention of e-bikes infrastructure. (Clackmannanshire) • Urban-Rural variations in the provision / funding model of EV infrastructure. (Scottish Borders) • Also provide case study for delivery model.
Facilitating efficient freight movement and passenger travel	• Requests for specific freight options / interventions to be mentioned within RTS. (CEC & Fife) • Impact of small freight couriers on 20% target. (Clackmannanshire) • Focus on behaviour change to remove congestion hotspots. (Scottish Borders) • More focus on mobility hubs for passenger travel. (West Lothian)
Working towards zero road deaths and serious injuries	• Alignment with Council policy interventions, including School Travel. (CEC) • Clarification on delivery of schemes. (Scottish Borders & Falkirk) • Greater focus on infrastructure first delivery approach to achieving wider goals. (ELC)
Reducing car kilometres	• Incorporation of CEC 30% reduction target. (CEC) • More focus on links to planning and demand management. (Clackmannanshire & Fife) • Urban-Rural variances and application of targets / related initiatives across SEStran region (Scottish Borders & Clackmannanshire) • Delivery of behaviour change initiatives (Scottish Borders & West Lothian)
Responding to the post-COVID world	• Using COVID-19 as an opportunity to change travel habits (CEC & Fife) • Outline how there is a reliance on planning to react to / change behaviour (Clackmannanshire) • SEStran leadership role in changing behaviours (Scottish Borders)
Spatial Strategy	• Various amendments to text, images & content. (All) • More links to NPF4 and it's ambitions to prevent further suburbanisation along travel corridors (Scottish Borders)
Monitoring	• Joined up approach to data collection / clarity on baselines. (CEC) • Define main modes of travel and reasoning for doing so. (Clackmannanshire) • Greater focus on town centres etc. for 20mph monitoring (ELC) • Alignment of monitoring with other RTSs. (Falkirk) • No linkages to objectives / starting baseline. (Scottish Borders) • Additional KPIs for specific projects and initiatives. (WLC)
Statutory Assessments	• Languages around Equality Act. (Clackmannanshire) • Disproportional impact of climate change on children. (Fife)
Other	• Overview of main issues (CEC): • The importance of using engaging language. • Further alignment with NTS2, STPR2, draft NPF4 and CEC CMP & Draft CP. • Taking cognisance of, and explicitly stating, city target of 30%. • RTS gives mixed messages around car travel, some of which are contradictory to local and regional ambitions to reduce car use. • Regional tram should feature more prominently / believe it should have its own separate theme. • A720 issues are well documented / intervention is required. Focus on demand control/deterrents rather than additional capacity

High Level Theme	Actions / Responses
	• Question how many policies can be realistically implemented. Also request a specific and detailed action plan indicating responsibilities and timeframes. (Fife) • No reference to funding and resources for the interventions suggested (WLC)

23 Other Stakeholder Responses

23.1.1 This section outlines general themes which emerged from the coding process undertaken on 'Other Stakeholder' responses. It only presents information on a thematic basis. Note, the table provides an overview of the comments and does not include specific actions etc.

23.1.2 Table 23:1 outlines responses and comments which are specific to the thematic sections of the RTS and relate to information within their corresponding sections. Thematic sections without any responses have been removed.

Table 23:1: Other Stakeholder Thematic Responses

High Level Theme	Main Comments
Transport Challenges and Problems	• Minor changes to language (Public Health Scotland) • Focus on new developments within the identified challenges – how does it address existing communities and wider built environment? (Tactran)
Shaping development and place	• Terms such as TOD are confusing and require definition – also require substantive policies to ensure that aspirations are delivered (e.g. minimum density requirements). (Public Health Scotland) • Various changes to language to ensure consistent link with wider policy. (SG Planning)
Enhancing and extending the bus service	• Lack of connections to new Rural Skills Academy at Musselburgh and emphasis on the need for DRT services to be joined up. (Midlothian Community Planning Partnership)
Improving integration between modes	• Urban-Rural divide for car clubs and shared transport – more expensive in the urban setting. (Midlothian Community Planning Partnership) • MaaS only successful if it is cross-boundary. (Tactran)
Reducing car kilometres	• Additional demand management controls are required. (Midlothian Community Planning Partnership) • An evidence base which only focuses on SEStran region is a missed opportunity for the development of cross-boundary, integrated schemes which solve regional problems. (Tactran) • Extension of corridors to become inter-regional. (Tactran)

24 Summary of Key Themes

24.1 Overview

24.1.1 Below is a summary of the key themes which have evolved from the public engagement and in the feedback from stakeholders. These have formed the basis of the changes made to the RTS in response to the feedback received through the engagement. Exactly how each issue has been responded to is set out in a separate 'Comments Matrix' which is attached as Appendix A. This outlines the various changes which were applied to the draft RTS following the consultation analysis exercise and in the preparation of the final RTS.

Rural Issues

24.1.2 Various respondents stated that there needed to be better differentiation between urban and rural areas within the RTS. This included application of / reference to:

- Rural Bus Services, DRT & Bus Priority Measures

- Transit Orientated Development and 20-Minute Neighbourhoods

- 20% car kilometre reduction targets

- EV Infrastructure

- Digital Connectivity

Delivery & Option Referencing

24.1.3 A common theme was respondents questioning how the various policies were to be funded / delivered. This also links back to the 'Urban-Rural' issue above.

24.1.4 Requests for proposals to be specifically mentioned within the RTS were also raised. These schemes included proposals which are currently subject to appraisal processes.

24.1.5 In particular, the expansion of the rail network, particularly in the Scottish Borders, was noted to be a solution to reducing car kilometres and the associated carbon emissions. The extension of the Borders Railway to Hawick and onward to Carlisle was highlighted as a key project which would see more connectivity in the region. Additionally, there is an aspiration to connect this line with the East Coast Mainline and the West Coast Mainline to create east-west movements.

24.1.6 The reopening of the Edinburgh South Suburban line to passengers was also suggested as a project which could aid the movement of people into and out of the capital while reducing the number of cars on the road and congestion.

Enhanced Links to Policy

24.1.7 Respondents outlined that the RTS needed to have better links to local / national policy and wider reports. Specifically, this included:

- **National Policy:** NTS2, NPF4, STPR2

- **Local Policy:** Various CEC Policies

24.1.8 In particular, there needs to be clear links between the RTS Vision and Objectives and those of NTS2.

Better Emphasis on Links to Land-Use Planning & Demand Management

24.1.9 It was outlined that the RTS needed to make more references to planning. Specifically, this included:

- Better articulation of the link between land use planning and transport problems

- The role of the RTS in informing the development of LDPs and related policies

- Questions regarding how the RTS would solve challenges within the existing built environments (links to the 'Delivery' issue)

- How the RTS influences planning processes to implement these policies (links to the 'Delivery' issue)

- Infrastructure first approach

- Limited references to Demand Management

Mass Transit

24.1.10 CEC requested that regional tram should feature more prominently within the RTS, stating that it should have its own separate theme whilst others highlighted aspirations for their own mass transit interventions.

24.1.11 With Mass Transit featuring in both STPR2 and NPF4 – and various respondents highlighting the need for enhanced links to policy – it would be pertinent to place a greater emphasis upon mass transit within the SEStran region.

Public Transport Services

24.1.12 It was mentioned by many individuals that there needs to be an improvement in public transport services for there to be a modal shift away from travelling by car. In particular there was reference to an increased frequency of bus and rail services to enable more people to access them. There was also a request to extend the operating day of many services to later in the evening and more on weekends.

Electric Vehicles

24.1.13 It was mentioned by many respondents to the public survey that there is too much focus on electric vehicles as an alternative to petrol/diesel cars or vans as they do not solve the issue of too many cars on the roads or a reduction in car kilometres.

24.1.14 Additionally, it was noted that there is a lack of charging infrastructure, and the cost of electric vehicles are still too expensive for some which create barriers to making the transition to electric vehicles.

Integrated Transport Network

24.1.15 Many individuals and organisations from the public survey highlighted that there is a severe lack of integration between public transport modes and again with the active travel network. It was suggested on multiple occasions that train stations should become transport hubs, with a bus service which is coordinated with the arrival and departure of trains.

24.1.16 It was also mentioned that both trains and buses need to provide space for bicycles to allow for cyclists to make a multi-modal journey.

Appendix A   Comment Matrix

A.1   Overview

A.1.1   Table A:1 details the themes identified from the comments and outlines how these were addressed within the final RTS.

Table A:1: Comment Matrix

Comment	Response

Urban-Rural Differentiation: Context of Problems & Mobility Themes and application of Policies & Actions within both Urban and Rural environments	• SG Urban-Rural Classification and associated commentary added to Context Section
	• Reference to parking being a different kind of problem across the SEStran region in Defining Transport Problems Section
	• Discussion of how TOD / 20-minute neighbourhoods will be applied in different ways in urban and rural environments in Shaping Development and Place Section (NPF 4)
	  – Policy 6D adapted to reflect this
	• Specific reference to bus congestion in urban areas in Transforming and Extending the Bus Service Section
	• Outline how bus priority may not be applicable on rural routes and thus should only be applied where appropriate in Transforming and Extending the Bus Service Section
	• Reference to problems running rural bus services in current climate of declining demand in Transforming and Extending the Bus Service Section
	  – New policy created as a result: 8I
	• Actions within Delivering Seamless Multi-Modal Journeys Section adapted to reflect urban-rural dimensions
	• Acknowledgment that there will be regional variations in the delivery of carbon reduction within the SEStran area throughout RTS
	• Reference to how the draft EV strategy specifically focuses on how the public charging network is incorporating private development / ownership, while maintaining access for all through partnerships between the public and private sectors in Decarbonising Transport Section.
	  – Alterations to Policy 13C reflect these changes
	• Changes to Policy 15C
	• Reference to digital connectivity in Reducing Car Kilometres Section
	• Recognition that cars are necessary for rural population, and aim is not to reduce mobility / links to Urban-Rural 20% commentary in Reducing Car Kilometres Section

Delivery & Option Referencing	• New Chapter 18 created which outlines approach to delivery. Includes:
	  – The inclusion of Policy 18A
	  – Creation of two new actions

Enhanced Links to Policy	• NPF 4 & STPR2 referenced / explored within Context section • Liveable Neighbourhoods included within Objectives / Vision Section • Table 4.1 outlines links between Strategy Objectives and NTS 2 Priorities in Vision & Strategy Objective Section • Reference to Transit Orientated Development and 20 Minute Neighbourhoods in Shaping Development and Place Section • Greater emphasis on links to wider policy (such as NPF 4) in Shaping Development and Place Section • Commentary on NPF4 / NTS 2 links to planning system and transport planning within Shaping Development and Place Section. • More references to Sustainable Transport Hierarchy and Sustainable Investment Hierarchy throughout the RTS, including the Shaping Development and Place Section – Reflected in addition of Policy 6A and changes to Policy 13B • Draft EV Vision Strategy commentary within Decarbonising Transport Section, including the changing approach to charging infrastructure delivery

Comment	Response
	• Route Map commentary within Reducing Car Kilometres Section • Inclusion of CEC 30% target as example of urban-rural difference in achieving the overall 20% target • Reference of NPF 4 application of 20-minute neighbourhoods in Shaping Development and Place Section (definition in Glossary also adapted from NPF4)

Better Emphasis on Links to Land-Use Planning & Demand Management	• Parking outlined to be issue for SEStran region in Transport Challenges in the Region Section, with the impacts varying in extent across the region.
	• Emphasis on land use planning decisions impacting sustainable transport objectives in Shaping Development and Place Section
	• Text added about how Transit Orientated Development and 20 minute neighbourhoods can be applied in existing and new developments in Shaping Development and Place Section
	• Outline of how the RTS is vital in translating NPF 4 concepts into LDPs / discussion about link between land use planning and transport planning in Shaping Development and Place Section
	  – New policies created to reflect the above points: Policy 6A & 6B
	  – New Action created to reflect the above points:
	    o "SEStran to engage with Local Authorities during the development of Local Development Plans on transport planning matters"
	• Commentary on the need to implement Demand Management measures in tandem with wider behaviour change interventions
	  – Addition of Policy 13C and associated action
	  – Addition of Policy 16G
	  – Action amended to reference Transport Scotland Route Map

Referencing of Mass Transit	• Specific reference in Transforming and Extending the Bus Service chapter.
	• Reference to Edinburgh & South East Scotland Mass Transit network added to Enhancing and Extending Rail Services Section
	  – Policy 10G updated to incorporate the above action
	  – Also adapted action:
	    o Undertake appraisal and business case development for an Edinburgh & South East Scotland Mass Transit system including new light rail and tram links within the region.

Public Transport Services: Various	• Proposed changes and improvements to the bus services are contained within Transforming and Extending the Bus Service Section. These include bus priority measures, BRT, bus service improvements with suggested locations where new services or increased frequencies are required. • Proposed improvements to the rail, light rail and tram network are contained within the Enhancing and Extending Rail Services Section. This section covers the introduction of new station, enhancements to rail services, line capacity constraints and the potential of emerging High-Speed Rail, light rail/tram solutions, issues around affordability and finally automation and innovation of integrated heavy rail and light rail.

Electric Vehicles within the context of the SEStran region	• Outline of how Reduction in car km not achieved through shift to EVs highlighted in Decarbonisng Transport Section / reference to more detailed commentary in Reducing Car Kilometres Section.
	• Reference to e-bikes (and associated infrastructure) in Decarbonisng Transport section.
	  – Creation of Policy 13D reflects this.
	  – Changes to action also included:
	    o "Develop and coordinate a regional information strategy including messaging around the need to ensure EVs are not regarded as a green light to increased car use and the range of issues associated with this. Strategy includes highlighting the potential of e-bikes and e-cargo bikes as viable modes of passenger and freight transport."

Comment	Response
Integrated Transport Network	• Lack of Integrated ticketing / no single source of journey planning mentioned in Defining Transport Problems. The fragmented source of data also referenced as a problem. • Ambitions to implement integrated ticketing referenced in Delivering Seamless Multi-Modal Journeys Section. – Policy 12A brought to front and centre of policies
Equality Impact	• References to the Disability Discrimination Act updated to Equality Act 2010 • Addressed comments from EQiA within the development of the final RTS
Minor Alterations from External Stakeholders	• Including updated Clackmannanshire Draft MATHLR figures in SEStran Housing Calculation • Reference to impact of weather on active travel use in Transport Challenges Section • Updating Challenge 29 to include "increasing inequality of access" • Inclusion of "mental health" to Strategy Objective 2 • Addition of Climate Change Adaptation in Objective 4 • Changes to Language from SG Planning • Case Study on Workforce Mobility Project included in Responding to the Post COVID World Section • Links between EV infrastructure and wider societal energy needs
Definition of Terms	• Definitions for 20-Minute Neighbourhoods, Infrastructure First, Sustainable Investment Hierarchy, Sustainable Travel Hierarchy and Transit Orientated Development added to Glossary.
Applying policies in existing environments	• Change to Policy 6d in Shaping Development and Place Section • Reference to retrofitting EV infrastructure in Decarbonising Transport Section
Inter-Regional / Wider Access	• Inclusion of Figure 5.13 (with adjoining commentary) in Spatial Strategy Section
Hydrogen Capabilities	• Commentary on the continued development of hydrogen as a fuel source and the responsive shift to hydrogen as an alternative fuel source in Decarbonising Transport Section

Behaviour Change: Post COVID-19 & General Aspirations	• Impact of COVID-19 on evidence base referenced in Introduction
	• Commentary on the RTS needing to lead the way in the education and behaviour change agenda for public transport / active travel in Reducing Car Kilometres Section. As a result:
	  – New Policy 16G added
	  – Associated action amended to reference Transport Scotland Route Map
	• Commentary on SEStran needing to be behaviour change leader to 'build back better' post pandemic in the Responding to the Post COVID World section. Includes:
	  – Creation of new Policy 17D.
	  – Creation of new associated action:
	    o SEStran will engage with relevant bodies and stakeholders to develop and implement interventions which reassert public confidence in public transport services.

Relocation of Spatial Strategy	• The Spatial Strategy was moved to follow the Vision and Strategy Objectives Chapter to provide an overview of the region as a whole before focusing on the specific mobility themes.

Access to Healthcare	• Reference to the Transport (Scotland) Act 2005 and the role the RTS has in providing access to health care as a requirement in Transforming and Extending the Bus Service. As result:
	  – Inclusion of a new policy: Policy 9H
	  – New associated action:
	    o Support the delivery of bus services and infrastructure measures which ensure access to healthcare for all.

Opportunities for the RTS	• Commentary following the RTS Constraints was added to highlight how there are opportunities which have evolved as a result of COVID-

Comment	Response
	19 and how these will have a positive impact on many local areas (Transport Challenges in the Region Section)

Integration: Data, Ticketing, and Journey Planning	• Outline of how stakeholders emphasised the lack of integrated ticketing / no single source of journey planning within the region in Transport Challenges in the Region Section. The fragmented nature of wider data was also mentioned.
	• Additional commentary on integrated ticketing (with additional policies and actions) within Delivering Seamless Multi-Modal Journeys Sections. As a result:
	  – New Policy to support this: 12A
	  – Also includes new associated action:
	    o "Deliver one integrated ticketing system, potentially incorporating fare capping, which can be used across all modes of public transport, taking into account the digital provision differences in urban and rural areas."

Inclusion of Just Transition	• Explicit reference to Just Transition within Strategy Objective 4

Real Time Passenger Information	• Commentary on the benefits of introducing RTPI within Enhancing Accessibility to Public Transport Section. As a result:
	  – New Policy added to reflect this point: Policy 8C
	  – New Actions added to reflect this point:
	    o Introduce Real Time Passenger Information for public transport services through mobile applications, stations and stops.
	    o Identify areas of poor digital connectivity where RTPI facilities may be ineffective and work with partners to resolve these issues.

Misc.	• References to Scottish Borders / removal of references to 'hinterland' • Referencing of specific schemes, including Borders Railway

SEStran Comments (Various)	• Change made to reflect healthcare and equalities throughout the RTS's commentary, policies, and actions
	• Reference South of Scotland Regional Economic Strategy in Context Section
	• Section 2.1 renamed from Socio Economic to Area Profile
	• Defining of User Problems clearly stated in Section 3.1
	• Rephrasing of Strategy Objective 3 to include "Transforming"
	• References to Infrastructure First in Transit Orientated Development discussion
	• Adaptation of Policy 6B
	• Rephrasing of Mobility Theme to "Enhancing Accessibility of Public Transport"
	• Explicit reference to Real Time Passenger Information
	• London Integrated Ticketing and Fare Capping moved to Delivering Seamless Multimodal Journeys Section
	• Park and ride reference added to Transforming and Extending the Bus Service Section commentary
	• Commentary around lower rural public transport demand affecting provision / inclusion of other interventions added to the Transforming and Extending the Bus Service Section commentary.
	• Rephrasing of Mobility Theme to Enhancing and Extending the Rail Services
	• Updates to the Enhancing and Extending the Rail Services Section commentary. Including:
	  – Inclusion of existing light rail / tram network
	  – The need for new stations to be supported by suitable service provision that enables sustainable travel options
	  – Reference to additional freight services
	  – Reference to Borders Railway electrification and Borderlands Growth Deal
	• Updates to Enhancing and Extending the Rail Services policies and actions. Including:
	  – Inclusion of "across and beyond" in Policy 10A

Comment	Response
	− Addition of "national boundaries" in Policy 10B − References to tram and longer distance regional cross boundary rail / tram in the first action • Rephrasing of Mobility Theme to Delivering Seamless Multimodal Journeys • Reference to how successful delivery of transport integration can lead to a transformational change in how the transport network is accessed and used in Delivering Seamless Multi-Modal Journeys Section. • Shift of Integrated ticketing to this Delivering Seamless Multi-Modal Journeys Section (including inclusion of London Integrated Ticketing and Fare Capping) • Updating to add more urban/rural differentiation to actions in Chapter 12 • Reference to different approach to EV infrastructure delivery in Decarbonising Transport Section • Change to Policy 15C to include urban-rural reference • Role of education and behaviour change to deliver reduction referenced throughout Reducing Car Kilometres Chapter • Addition to Reducing Car Kilometres Chapter commentary, including: − Referring to the provision of public transport services or alternative provisions to encourage shared car use / multi-modal journeys − Stating that whilst the RTS does not seek to put measures in place that would reduce the mobility of those living in areas of limited public transport provision, it seeks to provide alternatives that make car ownership less necessary − Changes to Tripshare platform commentary • Benefits of local living in urban and rural neighborhoods outlined in Shaping Development and Place Section, alongside urban-rural benefits of working from home commentary in Responding to the COVID World Section • Changes to Spatial Strategy Regional Corridors descriptions • Addition of KPI to specifically measure local delivery of the national 20% kilometre reduction targets
Behaviour Change to be own Mobility Theme	• Behaviour Change – and the need for the RTS to lead on this – is explicitly referenced in both the Reducing Car Kilometres and Responding to a Post COVID World Sections
Greater links to economic strategies	• The Land-Use planning section of the Context chapter provides commentary of the RTS's link to the wider economic landscape
Inclusion of other user perspectives	• The approach to identifying problems is considered to be robust and is in accordance with the Scottish Transport Appraisal Guidance.
Review of partner authorities active travel plans	• Not achievable within the time available for reviewing and updating the RTS. Will be included as part of future Delivery Plan actions.
Differentiation between Transforming and Extending the Bus Service and Enhancing and Extending Rail Services	• Feel that there is already enough differentiation as one focuses on buses and the other on rail.
Wales DRT Case Study	• Not included to help minimise length of the RTS

Appendix 3

![Stantec logo]

SEStran Draft Regional Transport Strategy

Environmental Report Consultation Note

On behalf of **SEStran**

![GO SEStran — South East of Scotland Transport Partnership logo]

Project Ref: 330610106 | Rev: 0 | Date: March 2022

Document Control Sheet

Project Name: SEStran Regional Transport Strategy

Project Ref: **330610106**

Report Title: **Environmental Report Consultation Note**

Doc Ref: **330610106/SEA/004i1**

Date: **March 2022**

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Reviewed by:	Henry Collin	Associate	HC	03.03.22
Approved by:	Alec Knox	Associate Transport Planner	AK	04.03.22
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1.0	04.03.22	Final	CO'C	HC	AK

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1   Strategic Environmental Assessment Feedback

1.1   Introduction

1.1.1   A Draft Regional Transport Strategy (RTS) for the South East of Scotland was published by SEStran in November 2021 for stakeholder and public consultation. The Draft RTS was published together with a Strategic Environmental Assessment (SEA) Environmental Report and with the report of an Equalities Impact Assessment (EqIA).

1.1.2   This Consultation Note summarises feedback provided by respondents to the consultation on the Environmental Report, along with feedback on the Draft SEStran RTS of relevance to environmental issues.

1.1.3   A separate note of EqIA consultation responses relating to equalities issues has been prepared and will be published with this Environmental Report Consultation Note.

1.2   Key feedback and responses

1.2.1   All responses received from local authorities, other organisations and members of the public have been reviewed. Where key issues were received relating to the coverage of environmental issues in the draft RTS or in the Environmental Report, these have been set out in **Error! Reference source not found.** with a response on how SEStran has addressed the points raised in updating the RTS to a final version.

Table 1. Summary of Consultation Comments and Responses on Environmental issues

Respondent	Comment	RTS Response	SEA Response
SEPA	The transport planning Objectives in the RTS are likely to have a positive impact on Air Quality and Amenity, however none specifically address improving air quality or reducing exposure. More focus should be provided on supporting local authorities to address air quality issues, particularly within AQMAs. It would be useful to review the Cleaner Air for Scotland 2 (CAFS2) strategy, to integrate and strengthen the RTS to deliver Strategy Objective 1.	One of the outcomes associated with Strategy Objective 1 is "Air Quality Transformed". On this basis air quality is already intrinsically considered within the objectives and outcomes framework.	Such a change would improve the environmental effects of the Strategy. However, it would not substantially alter the Strategy and are not likely to give rise to significant negative environmental effects. As such, updates to the Environmental Report are not required.
	The Low Emissions Zones (LEZs) should reference the National Low Emissions Framework to determine whether an LEZ should be implemented.	Reference included in Chapter 16	Such a change would not substantially alter the Strategy and are not likely to give rise to significant negative environmental effects. As such, updates to the Environmental Report are not required.
	We agree that active travel provides important health benefits and promoting these through educational campaigns is key to encouraging greater uptake of these modes. We note that the Scottish Government (through the CAFS2) has committed to	The RTS is a long-term strategy with a 15 to 20 year horizon and we do not believe it is appropriate to reference specific working groups which may only be active for part of its lifetime. However, the RTS includes a new Delivery Chapter	Noted. No updates to the Environmental Report are required.

Respondent	Comment	RTS Response	SEA Response
	actively linking with other organisation that deliver programmes having co-benefits for air quality, such as Cycling Scotland, Sustrans and Living Streets. Additionally, the Scottish Government will develop a public engagement strategy on air quality, accounting for the UWE evidence review. SEStran have been invited to the CASF2 Public Engagement Working Group and we'd welcome an action in relation to this work in the RTS.	(18) which sets out a commitment to work with partners to identify interventions to implement the RTS.	
	We'd like to see an indication of action priorities or timelines for the delivery of these. An action plan for the delivery of measures, or a separation of actions by priority.	This is addressed by the new Delivery Chapter (18) referred to above.	Such a change would make the Strategy more specific. However, it would not substantially alter the Strategy and is not likely to give rise to significant negative environmental effects. As such, updates to the Environmental Report are not required.
NatureScot	Section 3.2.1 of the non-technical summary gives the impression that SEA work only commenced in October 2021 and is incongruent with Section 4.2.3 where there is reference to work beginning in August 2021.	N/A	Noted. The relevant dates will be reviewed and amended accordingly to provide clarity within the post-adoption statement.
	In the post-adoption report and further documentation, reference to outline how the SEA has informed the development of RTS throughout the development of the strategy. Examples of specific strategic decisions would be useful.	N/A	The post-adoption statement will outline how SEA influenced the development of RTS throughout the development of the strategy, including examples of specific strategic decisions.
	Section 5.1 of the SEA non-technical summary that lists policies and actions is long and repetitive and would benefit from being summarised. Suggestions include a brief commentary for each Objective on the main positive and negative impacts from policies. Additionally, a summary table to present the information for each Objective currently included in the lists of policies and actions.	N/A	Noted. Where these elements are taken forward from the Environmental Report to the post-adoption statement, they will be reviewed to ensure they are concise and presented in the most effective way for readers.
	The draft NPF4, published by the Scottish Government, includes Policy 3(e) on Nature Crisis and inclusion of	N/A	Para 6.1.3 of the SEA ER notes that further amendments to the RTS may be required once NPF4 is

Respondent	Comment	RTS Response	SEA Response
	measures to enhance biodiversity for local, non-EIA development. The final RTS, post-adoption statement and further documentation, should include reference to this policy and any subsequent guidance to support its implementation.		published. At the time of writing (early March 2022), the consultation on the draft NPF4 is still on-going. Measures implemented through NPF4 will be carried forward regardless of the RTS and as such the omission of such a reference from the RTS is not likely to give rise to significant negative effects.
	Section 5.2 in the non-technical summary outlines the environmental sensitivities for each RTS Transport Corridor that have been listen in Appendix F. Each corridor has a section in the table covering landscape issues. Here, it would also be useful to include a list of the Landscape Character Types within each transport corridor. This information could be used to inform infrastructure decisions and other transport projects along the corridor.	N/A	As the RTS is taken forward, further review of information such as the Landscape Character Types within each transport corridor will be taken into account to inform infrastructure decisions and other transport projects along the corridor.

1.2.2 Where responses have identified commitments to amendment of the RTS these changes will be implemented in the re-drafting of the Strategy. SEStran aims to prepare a revised and final RTS document for discussion and approval at the SEStran Board in March 2022.

1.2.3 Changes identified as needed to the RTS, both through the SEA ER consultation and the consultation on the wider associated documents would not substantially alter the Strategy and are not likely to give rise to significant environmental effects. As such, updates to the SEA Environmental Report are not required. However, where relevant, issues will be taken forward within the SEA post-adoption statement.

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SEStran Draft Regional Transport Strategy

Equalities Consultation Note

On behalf of **SEStran**

**GO
SEStran**
South East of Scotland
Transport Partnership

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Document Control Sheet

Project Name: SEStran Regional Transport Strategy

Project Ref: **330610106**

Report Title: **Equalities Consultation Note**

Doc Ref: **EqIA-04**

Date: **March 2022**

	Name	Position	Signature	Date
Prepared by:	Henry Collin	Associate	HC	02.03.22
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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1.0	04.03.22	Final	HC	CO'C	AK

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1 Equalities Consultation Feedback

1.1 Introduction

1.1.1 A Draft Regional Transport Strategy (RTS) for the South East of Scotland was published by SEStran in November 2021 for stakeholder and public consultation. The Draft RTS was published together with a Strategic Environmental Assessment (SEA) Environmental Report and with the reports of an assessment of equalities issues (an equalities duties assessment)[1].

1.1.2 This technical note summarises feedback provided by respondents to the consultation on the Draft SEStran RTS of relevance to equalities issues and to the equalities duties assessments which were published in parallel with the draft RTS for consultation.

1.1.3 A separate note of SEA consultation responses relating to environmental issues has been prepared and will be published with this Equalities Consultation note.

1.2 Key Feedback and Responses

1.2.1 All responses received from local authorities, other organisations and members of the public have been reviewed, including those provided as part of an on-line survey. Where key issues were received relating to the coverage of equalities issues in the draft RTS or in the equalities duties assessment reports, these have been set out in Table 1.1 with a response on how SEStran has addressed the points raised in updating the RTS to a final version.

Table 1.1 Summary of Consultation Comments and Responses on Equalities Issues

Respondent	Comment	Response
Clackmannanshire Council	There are several references in the document to the Disability Discrimination Act, however this has been superseded by the Equalities Act 2010. For clarity the Disability Equality Duty in the DDA continues to apply. Most documents now reference the Equality Act.	Noted. References to the Disability Discrimination Act will be updated to the Equality Act 2010.
Fife Council	Child Rights and Wellbeing Duties: No clear link is made between child rights and decarbonisation, however children will be disproportionately affected by climate change.	Noted. The inter-generational impacts of climate change are important but considered much broader than the scope that the RTS can address directly. The consideration of issues for children and young people in the development of the RTS has focused on more direct aspects of public transport planning for all groups. The RTS includes objectives, mobility themes and actions to achieve carbon reduction and support national climate change targets.
Fife Council	Children under 16 are not permitted to complete the survey. This excludes a major demographic - have children and young people been consulted in other ways?	Due to complex requirements around permission from guardians for survey completion, SEStran took a decision to obtain feedback representative of younger people through engagement with relevant

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[1] These comprised an Equalities Duties Summary Report and three supporting reports capturing the Equality Impact Assessment, a Fairer Scotland Duty Assessment and a Child Rights and Wellbeing Impact Assessment (all October 2021)

Respondent	Comment	Response
		children and young people's stakeholder groups.
Scottish Borders Council	How do 'LEZ's' impact Just Transition and equalities? Need to consider the wider implication out with the urban areas that introduce these	City of Edinburgh Council has undertaken an Integrated Impact Assessment for the Edinburgh LEZ which includes equalities assessment. The promoter of any future LEZ proposals would need to carefully consider equalities issues and how potential adverse impacts could be mitigated.
Not for Profit Planning	There are references to the Disability Discrimination Act on pages 14 and 33. These should be deleted and replaced with references to the 2010 Equality Act and associated Public Sector Equality Duties.	Noted. References to the Disability Discrimination Act will be updated to the Equality Act 2010.
Not for Profit Planning	SEStran could perform a valuable role across the region in raising the bar in terms of meeting these duties, for example effectively carrying out equality impact assessments of transport interventions.	SEStran is fully committed to undertaking and promoting equalities through its responsibilities under the Act. These are carried out in accordance with SEStran's published Mainstreaming and Equalities Outcomes report (see https://sestran.gov.uk/publications/sestran-mainstreaming-and-equalities-outcomes-2021-2025/)
On-line survey respondent	There needs to be a stronger case for equalities as it is considered to be very important and cannot be disregarded by economic arguments.	Consideration of equalities has been integrated into the RTS process and key findings recorded in the equalities duties assessments reports. The final RTS will re-confirm SEStran's commitments to equalities in all aspects of future Strategy implementation.
On-line survey respondent	There is very limited reference to equalities throughout the document and there is a lack of explanation of what is being proposed and how equality groups are going to be consulted on the strategy.	The final RTS will re-confirm SEStran's commitments to equalities in all aspects of future Strategy implementation. Consultation on the draft Strategy included a range of regional and national equalities groups.

1.2.2 Where responses in Table 1.1 have identified commitments to amendment of the RTS these changes will be implemented in the re-drafting of the Strategy. SEStran aims to prepare a revised and final RTS document for discussion and approval at the SEStran Board in March 2022.

Projects Performance Report

1 Introduction

1.1 This report and its appendix track progress over the last quarter across SEStran's projects and key work streams, with impacts on progress or delivery explained where required, and new areas of work are highlighted for noting.

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 with 'Blue' for completed action.

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 A new area of project activity outlined within the report is included at section 3.4. The Go SEStran project was notified of funding from Transport Scotland in December, and will trial MaaS and DRT pilots in the SEStran region over an initial one-year funding period.

3 Trapeze Novus FX Contract

3.1 SEStran's current contract with Trapeze, for the provision and maintenance of the NOVUS FX local authority bus scheduling software expires in March 2022. The NOVUS FX system developed by Trapeze is also integral to the SEStran and City of Edinburgh Council regional RTPI system which has recently been finalised after upgrading, and is now fully operational.

3.2 The provision of NOVUS FX requires specialist knowledge and in-depth familiarity with the existing Journeo system which is not readily available beyond the existing supplier, and in keeping with SEStran's Contract Standing Orders, the Partnership Director has authorised the making of a direct award to Trapeze for 3 years starting in April 2022 utilising the Procurement Reform (Scotland) Act 2014 and The Procurement (Scotland) Regulations 2016 under the following exemption: *Where the works, supplies or services can be supplied only by a particular economic operator for the following reason— (ii) competition is absent for technical reasons, and no reasonable alternative or substitute exists.*

4 Recommendations

4.1 The Board is asked to:

   a) Note progress on existing projects outlined in the Performance Report at Appendix 1;
   b) Note the inception of the Go SEStran project summarised in paragraph 2.3 of the report and outlined in the Performance Report at Appendix 1;
   c) Note the decision to award to Trapeze summarised in Paragraphs 3.1 to 3.2 of this report relating to section 3.1 of the Performance Report at Appendix 1, for a new 3-year contract for provision of the NOVUS FX local authority bus scheduling and SEStran's real-time passenger information platform.

Anna Herriman
Senior Partnership Manager
March 2022

Appendices

Appendix 1   Projects Performance Report March 2022

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, or support for more sustainable transport options.

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SEStran Projects Performance March 2022

Table of Contents

1. Strategy

1.1 Regional Transport Strategy

Start date: November 2020
Initial completion date: March 2022
Expected completion date: March 2022

Overall project progress:

<div style="background:green">On track</div>

Project description: A new Regional Transport Strategy (RTS) to cover the period up to 2035 will align to the National Transport Strategy 2, National Planning Framework 4, Climate Change (Scotland) Act 2019, as well as regional spatial and economic strategies under development across the SEStran area.

SEStran's first 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. In addition to a new policy context the new RTS takes account of potential impacts for future travel demand, behaviour and the transport system resulting from Covid-19.

Project Development:

- **Last quarter**

  On track

  - The last quarter has focussed on Statutory consultation on the draft RTS and commenced on 05 November and concluded on 11 February 2022.
  - Social media and communications support from LA partners was used to promote the draft RTS and to seek comments from stakeholders.
  - Individual meeting with multidisciplinary teams from the 8 partner local authorities took place during this period.
  - A final push via online press articles and social media advertising took place in the last two weeks to boost engagement.

- **Stages Achieved**

  On track

  - Completion of the statutory consultation stage.
  - Commencement of the review of the consultation comments is underway.

- **Next Steps**

  On track

  - Amend the draft RTS and report to the Partnership Board with Final RTS
  - Submit Final RTS to Scottish Ministers for approval

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:

In progress

Project description: GO e-Bike, the regional bike-sharing scheme launched in 2018, aims to increase the visibility of e-bikes and increase access to e-bike use within community hubs or community groups in the region. The project began with a contribution from SHARE-North to the four GO e-Bike hubs in St Andrews, Buckhaven, West Lothian and Falkirk which remain active. In 2018 SEStran secured funding from the Low Carbon Travel and Transport (LCTT) Fund and Transport Scotland (TS) to expand GO e-Bike to six further hubs / locations. The latest are Bewegen GO e-Bike hire stations in East Lothian and Midlothian. Expanding to e-cargo bikes for shared use or hire is the latest phase of Go e-Bike. SEStran has worked with Transport Scotland to support Cargo Bike Movement (CBM) developing a community hub in south Edinburgh. This promotes cargo bikes as a fairer, healthier and greener alternative to carbon-emitting vehicles for delivery of goods and for individuals and families. Go e-Bike has added two e-cargo bikes to the project.

Project Development:

- ▪ Last quarter   `In progress`
  - Ongoing discussion with Bewegen on expansion opportunities.
  - Received end of year report for Bewegen system.
  - The final report to LCTT and Transport Scotland completed.
  - Supporting CBM with business plan development and funding sources for 2022/23.
- Stages achieved   `On track`
  - All planned hubs operational (May 2021)
  - LCTT funding fully maximised with 6 new hubs.
  - Quarters one to three claims and reporting completed for CBM.
- Next steps   `In progress`
  - Relocation of Jarnac Court bikes complementing redevelopment at the court.
  - Work with partners to promote scheme in East & Midlothian, enhancing the system website with route suggestion in the area. Upgrading signage for existing Bewegen stations.
  - Planning for activities of all hubs in 2022/23.
  - Develop plans for expansion of the Bewegen system at two more sites.

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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:

> **In progress**

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

Project Development:

- Edinburgh BioQuarter

  > **Delayed**

  - City of Edinburgh have completed a procurement exercise for the engagement of a consultant for Stage 4 design work on this route.
  - Work will be pushed in FY22/23 as a result of this, however Sustrans are able to commit this funding to the project through the SEStran Partnership agreement.
- SEStran Strategic Network

  > **In progress**

  - **Last Quarter:** In order to maximise investment in the Strategic Network, funding will complement the Regional Active Travel Fund and activity (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:

> **In 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 taking the total activity budget to £420,000.

Project Development:

- Project 1: Attitudinal Survey

  > **In progress**

  - *Last quarter:*
  - The second wave of qualitative surveying was presented with continuing themes from the other results.

- Final pieces of work are being prepared along with the preparation for a publication of all results when complete.
- **Stages achieved:**
- Population survey 1 ,2, & 3 complete (September 2020, February 2021, September 2021)
- Qualitative panel session 1&2 complete (March 2021, October 2021)
- **Next steps:**
- Final panel surveys to be held.
- Publication of full longitudinal results.

- **Project 2: 'Do The Ride Thing' Awareness Campaign**　　　　　　　　*In progress*
  - Last quarter:
  - Next phase of activity commenced on March 7th with Radio, Digital and Out of Home campaigns simultaneously.
  - **Stages achieved:**
  - Initial social media and online campaign presence complete (June 2021)
  - Out of Home campaign complete (September 2021)
  - **Next steps:**
  - Final pieces of marketing including online campaign and targeting marketing through social media influencers.

- **Project 3: SEStran Strategic Network**　　　　　　　　　　　　　*In progress*
  - Last quarter:
  - **ARUP** were awarded a contract for the delivery of a package of feasibility routes and engagement with stakeholders and the communities involved.
  - West Lothian route plans have been proposed and a draft feasibility report produced.
  - The West Lothian virtual tool - https://sestran-west-lothian.virtual-engage.com/
  - Falkirk route plans have been proposed and a draft feasibility report produced.
  - The Falkirk virtual tool - https://sestran-falkirk.virtual-engage.com/
  - Community engagement has commenced in the Scottish Borders.
  - All work is on track for completion in early March.
  - **Stages achieved:**
  - Feasibility reports and concept proposals for West Lothian and Falkirk now complete.
  - Community and stakeholder engagement in the Scottish Borders.
  - **Next steps:**
  - Funding application has been submitted to Transport Scotland to look at data collection in relation to these routes to inform the next stages of design and engagement with local authority departments.

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2.4 Cycle Training and Development – Cycling Scotland

Start date: core workstream
Initial completion date: ongoing
Expected completion date: ongoing

Overall progress:

<div style="text-align:right">*In Progress*</div>

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.

Project Development:

▪ Bikeability Scotland
<div style="text-align:right">*In progress*</div>

- **Last quarter:** Delivery across the region is progressing however there are some constraints to delivery in certain areas due to capacity of instructors and tutors to support delivery as cycle training activity has picked up.
- Mid-year review meetings have been held with the eight Local Authority Bikeability Scotland Coordinators. East Lothian, Scottish Borders, Edinburgh, Clackmannanshire, and West Lothian are on track to meet or exceed pre-pandemic delivery rates and targets for the year.
- **Next steps:**
- Support will continue with particular focus on areas currently struggling to meet targets, to increase awareness of the programme and availability of trained school staff or third-party delivery.

▪ GO e-Bike cycle training
<div style="text-align:right">*In progress*</div>

- **Last quarter:** Training is offered to all hubs as they are completed and as part of ongoing development plans.
- **Next steps:**
- Planning for e-bike trials and led-rides as part of the Enduro world series in June (Scottish Borders - Tweedvalley)
- Explore options for tying in training offers with Go e-bike hire schemes including demo days in East Lothian and Midlothian.

▪ Adult and Family Cycle Training
<div style="text-align:right">*In progress*</div>

- **Last quarter:** Essential Cycling Skills funding has been offered to eligible providers across the region. Deadline for requests mid-Feb. CPD session for eight Cycling Scotland tutors with support from Cargo Bike Movement. Absolute Beginner sessions have been delivered to Midlothian Council with additional sessions planned. Support was also provided to Edinburgh Council to organise a programme of cycle training across all the HE/FE institutions in Edinburgh (and QMU).
- **Next steps:**
- Cargo Bike Training for Fife Outdoor learning staff with support from cargo bike movement. Planning for further cargo bike training for NHS team in Edinburgh.

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:

> *In Progress*

Project description: SEStran began implementing a region wide network of RTPI screens, providing bus timetable information to make bus travel more predictable and reliable. Since 2010, SEStran has worked with partners to build up a comprehensive network of over 200 screens in 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.

Project Development:

- **Last quarter:**

  > *In progress*

  - PC replacement program is underway for the legacy system.
  - New installations of standalone screens purchased via the framework complete at additional locations in Fife, Scottish Borders and West Lothian.
  - Further installations will be delivered in Fife & Scottish Borders by end March.
  - Capacity management is in implementation phase with display interface being updated.
  - Weekly meetings held with Local Authority partners and projects team.
- **Stages achieved:**

  > *On track*

  - Silent running (final system testing) has been completed and system acceptance took place on the 12th of November.

- The system is now live with bus operator data being integrated.
- The framework is being utilised by SEStran and Local Authorities to provide additional real time infrastructure for the region.
- **Next steps:**　　　　　　　　　　　　　　　　　　　　`In progress`
    - Roll out of new PCs will continue, 150 have been distributed to date from the total of 200.
    - The new regional real time system is being updated with real time data from bus operators. Data integration has been an issue and the project team is working with key operators to address this.
    - New system training will be conducted with local authority teams, this has been delayed and is now planned for end March 2022 if a suitable date can be found.
    - New infrastructure has been ordered for the Scottish Borders & Fife.
    - 'Go Live' with capacity management information after further testing.
    - SEStran is working with Midlothian Council to explore sites for screens.
- **NOVUS FX**　　　　　　　　　　　　　　　　　　　　`In progress`
    - The NOVUS FX platform allows Local Authorities to manage scheduled and real time information in partnership with bus operators.
    - It is owned and provided by Trapeze and SEStran manages the contract on behalf of local authority partners.
    - The system integrates with the SEStran regional real time passenger information system.
    - The NOVUS FX system developed by Trapeze is integral to the SEStran/CEC regional RTPI system and Trapeze subcontract to the supplier of the system to "Journeo" to provide data integration using another platform.

3.2 Thistle Assistance Programme

Start date: 2005
Initial completion date: ongoing workstream
Expected completion date: ongoing workstream

Overall project progress:　　　　　　　　　　　　　`In Progress`

Project description: SEStran has developed the (national) Thistle Assistance Scheme to make using public transport easier for older people and those with disabilities, illness or mobility issues. SEStran is leading on the development of a new journey planning aspect of the scheme.

Project Development:

- **Last quarter:**　　　　　　　　　　　　　　　　`In progress`
    - Thistle Assistance was promoted in key publications, Enable, Inspire and Possibility magazine with editorial highlighting the new journey planning project.

- SEStran officers updated Scottish Governments Accessible Travel Steering group in December 2021.
- Work continues on the journey planning project with further system design, there has been a slight delay with this element due to software integration, but this is not expected to affect the overall project timeline.

- **Stages achieved:**

<div style="text-align:right">On track</div>

  - Journey planning project running to plan with final system design.
  - Six-month milestone meeting point met with Scottish Enterprise approval.
- **Next steps:**

<div style="text-align:right">In progress</div>

  - Stage one initial testing of journey planning prototype will commence in April 2022.
  - Project aiming for a 'go live' in July/August 2022.
  - Options for further development/use - SEStran will be discussing with key stakeholders Transport Scotland & Traveline Scotland.

3.3 Newburgh Train Station Study

Start date: December 2019
Initial completion date: March 2020
Expected completion date: March 2022

Overall project progress:

<div style="text-align:right">In Progress</div>

Project description: SEStran procured Systra to carry out a transport options study for Newburgh, on behalf of SEStran. The study is funded by the **Local Rail Development Fund** that was introduced by the Scottish Government in February 2018, with the aim of providing funding to develop community led options to improve local rail connections.

Project Development:

- **Last quarter:**

<div style="text-align:right">In Progress</div>

  - Work continues on the detailed options appraisal.
  - Modelling work using the Tay Cities model is nearing completion.
  - Initial draft of the Detail Options/Business Case has been sent to project team for review.
- **Stages achieved:**

<div style="text-align:right">Complete</div>

  - Case for Change & Initial Options Appraisal.
- **Next steps:**

<div style="text-align:right">In Progress</div>

  - Detailed options appraisal work to be completed by end of the March.
  - Final report due June 2022.
  - Post Appraisal report due July 2022

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: Completed in November 2021

Overall project progress:

Complete

Project description: The South East Scotland Transport Transition Group (the Group) was established in June 2020 to jointly plan for the management of transport related measures during and following Covid-19 related restrictions. The work of the Group, made up of local, regional and national partners, has now concluded.

Project development:

▪ Last Quarter:

Complete

- SEStran coordinated the drafting of an evaluation and close out report to record reflections on the South East of Scotland Transport Transition Plan.
- Some activities continue through business-as-usual work, and consideration is being given to the appropriate existing groups that take this forward.

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:

In progress

Project description: The Bus Partnership Fund (BPF) is a £0.5Bn Transport Scotland capital fund for the delivery of infrastructure to tackle the impacts of congestion on bus priority and reliability. Bids can be made by partnerships working towards a Bus Service Improvement Partnership (BSIP) status. BSIPs must be collaborative, involving bus operators that provide services in a local authority or BSIP area, and other relevant partners. SEStran has supported four bus alliance groupings to become established and supported the development of bids in the region, working with partners to maximise investment in bus priority infrastructure where it is needed, ensuring bids are complementary, and that partnerships are moving towards BSIP status. Funding contributions have been made to bid development costs in four partnerships. Across the region, all bids submitted have now received funding to progress some or all of their proposals.

Project Development:

▪ Last Quarter:

In Progress

SEStran remains involved in and supportive of the following partnerships as they develop new governance structures and carry out appraisal work to develop funded options further:

Midlothian Bus Alliance was awarded £302,000 to carry out appraisal work on four key routes within Midlothian, from the bid to the October round.

- West Lothian Bus Alliance was awarded £225,750 to carry out appraisal work on fifteen proposals.

- Stages achieved:

<div style="float:right; background:green; color:white; padding:4px; font-style:italic;">On track</div>

  - Work in partnerships funded from Round One is progressing across the region with consultants appointed by Forth Valley and Fife Partnerships for appraisal work and by Edinburgh for appraisal work and delivery of quick wins.

- Next steps:

<div style="float:right; background:green; color:white; padding:4px; font-style:italic;">In Progress</div>

  - SEStran will continue to work with all Partnerships on proposed governance structures, plans, and schemes, pending the emerging Guidance and regulations from Scottish Government.
  - Engage with Transport Scotland on issues relevant to the emerging BSIPs in the region, including governance arrangements and efficient application of STAG Appraisals.
  - Continue discussion with project lead partners Midlothian and Forth Valley Bus Alliances on provision of project management arrangements 'using the collaborative powers given to SEStran by s.14 of the Transport (Scotland) Act.

3.4 The GO SEStran project

Start date: March 2022
Planned completion date: December 2022
Expected completion date: as above.

Overall project progress:

<div style="float:right; background:green; color:white; padding:4px; font-style:italic;">In progress</div>

Project description: SEStran has worked with a wide range of stakeholders across the South East of Scotland to develop the GO SEStran project, an innovative MaaS and DRT project proposal that was submitted to the Transport Scotland's MaaS Investment Fund Round 2 (MIF2). The GO SEStran project was awarded £212,440 for the development of MaaS and DRT pilots in the SEStran region over the course of a one-year period.

SEStran will deliver the project in partnership with 5 project partners, Fuse Mobility as MaaS providers, Liftango as DRT providers, Prentice Coaches as DRT operator, East Lothian Council and Tactran.

Project development:

- Last Quarter:

<div style="float:right; background:green; color:white; padding:4px; font-style:italic;">In progress</div>

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- SEStran has worked with project partners and Transport Scotland to co-create the final GO SEStran project proposal.
- The consortium group is meeting fortnightly to discuss updates and plan project activities.

- ▪ Stages achieved:

  <div style="text-align: right;">*Complete*</div>

  - A revised project proposal was submitted to Transport Scotland and was approved for funding in November 2021.

- • Next steps:

  <div style="text-align: right;">*In Progress*</div>

  - SEStran is working with Transport Scotland to get the grant agreement arranged, including project objectives and milestones.
  - SEStran is working with Anderson Strathern and the consortium partners to develop and agree a Collaboration Agreement which will set out the collaborative arrangements for the delivery of the GO SEStran project over the first year of MIF2 funding.
  - SEStran is working with the DRT tech provider Liftango, Prentice Coaches and East Lothian Council on a number of proposals in relation to the DRT pilot.

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:

<div style="text-align: right;">*In progress*</div>

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.

Project Development:

- ▪ Last Quarter:

  <div style="text-align: right;">*In progress*</div>

  - ▪ After discussions with Transport Scotland the Case for Change was approved in December 2021.
  - ▪ The Project Team is to update the report to take into account TS comments and time passed.

- • Stages achieved:

  <div style="text-align: right;">*On track*</div>

  - ▪ Case for Change approved December 2021.

- • Next steps:

  <div style="text-align: right;">*In Progress*</div>

- Finalising the Case for Change ready for publication.
- Work has begun on the Initial Options Appraisal (Outline Business Case)
- Stakeholder workshop will be run in March 2022 to help inform the next stage of work.
- Next report due in June 2022
- Extension request submitted to TS to take project to June 2023.

5. European-funded Projects

5.1 SHARE-North
Interreg North Sea Region, ERDF

Start date: January 2016
Initial completion date: December 2019
Expected completion date: June 2022 (following successful extension application and 6-month Covid-19 extension)

Overall project progress:

<div style="text-align:right">In progress</div>

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.

Project Development:
- Last Quarter: *In Progress*
  - SEStran attended the SHARE-North Monthly conference calls and participated in the various Internal Mobility Hub Exchange meetings.
  - SEStran is working with East Lothian Council to further expand the Brunton Hall Journey Hub pilot and provided SHARE-North funding for multi-modal travel counters and additional geo-fenced Bewegen e-bike hubs.
- Stages achieved: *Complete*
  - The first stage of the Journey Hub development at the Brunton Hall in Musselburgh is now complete. This includes EV charging facilities for car club vehicles, electronic information displays, and Journey Hub landscaping concept design.
- Next steps: *In Progress*

- SEStran will be involved in the SHARE-North final conference which will take place in May 2022. SEStran will present on the Regional Transport Strategy and how shared mobility is being incorporated into sustainable transport policies.

5.2 SURFLOGH
Interreg North Sea Region, ERDF

Start date: June 2017
Initial completion date: October 2020
Expected completion date: June 2023

Overall project progress:

In 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.

Project Development:

- Last Quarter:
  - Edinburgh Leith hub equipped continues to perform well.

In progress

- Stages achieved:
  - Edinburgh pilot running.
  - Business model framework & canvas developed and being used.
  - Project extension approved.

On track

- Next steps:
  - Develop procurement brief for Perth West study – April 2022
  - Drone feasibility study to be developed.
  - Link to freight study were appropriate
  - Partnership Meeting in Sweden in April 2022

In progress

5.3 BLING
Interreg North Sea Region, ERDF

Start date: January 2019
Initial completion date: June 2022
Expected completion date: June 2023

Overall project progress:

In 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.

Project Development:

- **Last Quarter:**   `In progress`
  - SEStran engaged with DHL & ZEDIFY logistics to develop interest in using the Blockchain Readiness Awareness Tool (B.R.A.T.) developed by the University of Gothenburg.
- **Stages achieved:**   `On track`
  - GeoPact pilot proof of concept delivered.
  - Research paper written and shared.
  - Project extension approved.
- **Next steps:**   `In Progress`
  - SEStran to explore workshop with DHL & ZEDIFY for use of B.R.A.T. tool in March/April 2022.
  - Partnership meeting in Belgium in March 2022.

5.4 PriMaaS
Interreg Europe, ERDF

Start date: August 2019
Initial completion date: January 2023
Expected completion date: July 2023 (following 6-month extension due to Covid-19 impacts)

Overall project progress: `In 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.

Project Development:

- **Last Quarter:**   `In Progress`
  - SEStran appointed IBI Group to support with the delivery of PriMaaS activities. The consultants will help with the identification of good practices, the organisation of Regional Stakeholder Events and Exchange of Experience events and the development of a Regional Action Plan for the SEStran region.
- **Stages achieved:**   `On track`
  - In January, SEStran, with the support of IBI Group, hosted an online Regional Stakeholder event which involved different speakers from across Scotland on the challenges and opportunities surrounding MaaS and DRT.

- SEStran also participated in an online PriMaaS partner meeting hosted by the Portuguese partners.
- **Next steps:**

  - SEStran is planning a face-to-face event in the beginning of April, involving all PriMaaS partners and regional stakeholders. The event will consist of three elements: a thematic conference, a capacity building workshop, and an internal partner meeting.
  - The IBI Group consultants are working on writing up the good practices informed by Regional Stakeholder event and will use the international Exchange of Experience event with PriMaaS partners to inform the development of a Regional Action Plan.
  - Another Regional Stakeholder event will be held towards the end of April 2022.

5.5 CONNECT
Interreg North Sea Region

Start date: October 2019
Initial completion date: March 2022
Expected completion date: December 2023

Overall project progress:

In 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

Project Development:

- Last Quarter:

  In progress

  - SEStran participated in an online meeting with partners in February - 3 pilot projects provided updates – Ports of Gothenburg, Brussels and Hamburg.
- Stages achieved:

  In progress

  - Not applicable.
- Next steps:

  In Progress

  - SEStran integrating freight study work into project.
  - SEStran has invited the BLING partnership to present to CONNECT in March 2022 to explore further links between the two projects.
  - SEStran will be review with Forth Ports their approach to enhancing sustainable ports operations and increasing commercial efficiency, this work will be reported back to the project team.
  - SEStran to visit key non partnership ports to assess approaches taken.

5.6 REGIO-Mob
Interreg Europe, ERDF

Start date: April 2016
Initial completion date: March 2020
New start date: October 2021
New completion date: September 2022 (following approval of additional 1 year funding for project activities in relation to Covid-19 impacts)
Overall project progress:

<div style="background-color:green; color:white;">*In Progress*</div>

Project description: REGIO-Mob aims to promote "learning, sharing of knowledge and transferring best practices between the participating regional and local authorities to design and implement regional mobility plans (or Regional Transport Strategies)".

The additional REGIO-MOB activities, through a partnership made up of 6 partners from 6 European regions (IT, PL, RO, SI, GR, UK), will allow for an exchange of experiences aimed at learning about the best solutions developed to deal with the Covid-19 crisis and to improve 6 policy instruments for public transport policies to meet the new needs of planning and guarantee a safer and sustainable mobility.

Project Development:

- **Last quarter:** *In Progress*
  - SEStran identified five good practices that were implemented in the SEStran region in response to the COVID-19 pandemic and shared these with the REGIO-Mob partners.
- **Stages achieved** *In Progress*
  - Five good practices were identified and will be voted on by the REGIO-Mob partners. The good practices include the South East of Scotland Transport Transition Plan, the Thistle Assistance Face Mask exemption sticker, the Bus Priority Rapid Deployment Fund measures, the proposed East Lothian DRT trial, and the Spaces for People programme.
- **Next steps:** *In Progress*
  - An Interregional exchange process will take place with the selection of good practices that will be the subject of in-depth analysis during 3 learning events scheduled in PL, UK, SI.
  - Finally, 6 brief summaries on the key elements learned to drive the change will offer visibility of the results achieved and will facilitate applicability in project's regions and replicability in other European regions as well.

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 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.

Latest Forum meetings:

- **Logistics and Freight Forum**
  - The last forum took place on the 26th of January 2021 (online).
- **Equalities and Access to Healthcare Forum**
  - The last forum took place on 30 September 2021.
- **Integrated Mobility Forum**
  - The last forum took place on 7 October 2021.

Fourth National Planning Framework (NPF4) Consultation Draft: SEStran Response

1   Purpose of Report

1.1   This report presents to the Board SEStran's draft response to the Fourth National Planning Framework for Scotland, included at Appendix 1, for consideration and agreement.

1.2   Additionally, a draft response to the consultation on the draft Local Development Planning Regulations and Guidance, is provided, which the Board is also asked to consider and agree.

2.   Importance of NPF4 and LDP guidance for RTS

2.1   NPF4 sets out a long-term spatial planning framework for Scotland up to 2045. It confirms housing targets for local authority areas, and it sets out overarching planning policies, thus providing a critical policy reference for Development Planning at the local level.

2.2   Previous reports to the Board highlight the importance of NPF4 and the Planning Act (Scotland) 2019 as context to SEStran's new Regional Transport Strategy (RTS) to 2035. Like the Second National Transport Strategy (NTS2), NPF4's planning policy outcomes are underpinned by the national target of net zero carbon emissions in Scotland by 2045 and aims to deliver inclusive economic growth.

2.3   The re-structured planning policy environment of NPF4 has removed the statutory requirement for a Strategic Development Plan. Instead, non-statutory Regional Spatial Strategies are incorporated within NPF4's national vision. Local planning authorities will refer to NPF4 in strategic decisions on land use.

2.4   The consultation on NPF4's policies, developments and vision includes 53 questions. SEStran's response addresses only those questions that are relevant, and responses provide a regional perspective on the need for planners to be able to quantify and understand the cumulative transport impacts of significant population growth, housebuilding and towns expansion in the SEStran area, and make sufficient reference the RTS. The challenges of delivering the National Walking, Cycling and Wheeling Network, National Development on the ground are also highlighted.

2.5   The new draft Local Development Plan Guidance consultation is also of significant interest from a Regional Transport Partnership perspective. The Guidance provides secondary legislative requirements and guidance for all stakeholders on future local development planning. The Guidance sets out how Local Plans should be developed, with reference to the extent to which transport considerations should be involved in a local

development planning process. SEStran's draft response to this consultation, included at Appendix 2, addresses only those questions that are appropriate or relevant to considerations of a Regional Transport Partnership / SEStran.

2.6   SEStran has consistently advocated for the importance of strategic planning decisions being taken in the context of appraised transport needs. An understanding of the accessibility, availability and suitability of transport options, as well as a much closer alignment between regional transport and land use planning functions is necessary to help achieve national targets, and SEStran's responses to both consultations pick up on this theme.

3.   Recommendations

3.1   The Board is asked to agree:-
   i)   The draft responses to NPF4 Consultation, at Appendix 1, for submission through the Scottish Government's online survey, by the closing date of 31 March 2022;
   ii)   The draft response to Local Development Plan Guidance consultation at Appendix 2, for submission through the Scottish Government's online survey, by the closing date of 31 March 2022.

Anna Herriman
Senior Partnership Manager
March 2022

Appendices:
Appendix 1: SEStran responses to NPF4 Consultation – March 2022
Appendix 2: SEStran response to Local Development Plan Guidance – March 2022

Policy Implications	The emerging NPF4 has significant policy implications for the context and delivery of the Regional Transport Strategy.
	SEStran has considered the draft response to NPF4 by the Edinburgh and South East of Scotland City Region Deal, which identifies the need to refer to the SEStran RTS.
Financial Implications	There are no direct financial implications arising from this report
Equalities Implications	There are no direct equalities implications for SEStran that arise from this report, however the likely impact of NPF4 in mitigating the worst of car dependent communities and areas of new development may lead to increasing transport

	inequity in the region and this is a focus of the response.
Climate Change Implications	There are no direct negative impacts for the climate arising from the NPF4 report or SEStran's response to it.

APPENDIX 1

SCOTTISH GOVERNMENT CONSULTATION: SCOTLAND'S FOURTH NATIONAL PLANNING FRAMEWORK (NPF4)

DRAFT CONSULTATION RESPONSES

Some questions relate to geographical areas or are not transport specific. These question have been omitted and only the responses to be submitted are given below.

Q1.	Sustainable Places

Sustainable Places
Do you agree that this approach will deliver our future net zero places which will be more resilient to the impacts of climate change and support recovery of our natural environment?

	The principles and aspirations for a strategy which transform how we use land and buildings appears to be the right one but it is hard to know how it will translate into the actual future net zero places. Current planning strategy and policy has had little impact on a market-led development sector for example, so perhaps the legislative changes that will support this approach need to be outlined.
	How reducing the need to travel can be delivered is the most challenging element of this approach. Larger scale development has the potential to deliver local sustainable travel options but how links are identified and delivered to adjacent and other areas and also the existing land use patterns for services, employment etc are key to providing wider connected sustainable networks.
	Existing land use patterns will continue to influence the need to travel and available modes of travel. Delivery of wider sustainable accessible networks is the key to success. How NPF4 will deliver this is unclear. There is no clarity in the framework as to how the objectives in Q1 can be achieved for existing places.
	There is room for ignorance of redevelopment/adaptation in favour of new development practices attaining the highest standard. Existing developments, especially high density need to be considered in a way that may mean some element of CPO to provide the right type of amenity for all.

Q2.	Liveable Places

Do you agree that this approach will deliver our future places, homes and neighbourhoods which will be better, healthier and more vibrant places to live?

	"*Good quality*" is subjective term without adherence to the highest possible minimum standard. For example, Glasgow City Council instituted a standard in 2016 which is prescriptive in respect to floorspace and accommodates for housing for all users. Outside of this it can be dependent on the social landlord as floorspace is not a substantive planning condition.
	Generally, the emphasis is on walking which makes some sense. However, new housing developments generally don't provide adequate space inside or outside for secure and easy to access cycle storage - thus discouraging this mode. Is policy 10 l) strong enough to deliver improved cycle parking in development? The direction "*should consider*" and "*sheltered where possible*" make it easier to avoid provisions. They must be provided unless a valid reason prevents it.

	Clarity on the delivery of essential infrastructure needed to support and integrate existing development into 20 minute neighbourhoods is required. The infrastructure first approach is supported but it is not clear how this will be secured and operated in practice.

Q3.	Productive Places

Do you agree that this approach will deliver our future places which will attract new investment, build business confidence, stimulate entrepreneurship and facilitate future ways of working – improving economic, social and environmental wellbeing?

	In principle yes. However, urban and rural connectivity needs are different, so the planning system needs to be flexible enough to cater for this. The likely need to travel longer distances to access services in the "20 minute" time period for rural areas needs to be fully reflected in NPF4. Perhaps the reference should be to sustainably accessible neighbourhoods.
	How will the planning system ensure that the most critical local facilities are provided and can be sustainably accessed within neighbourhoods? Many examples exist of housing development where sites are reserved for local facilities, but no one is willing to provide them or run businesses from them.
	Will there be guidance on what constitutes a neighbourhood?
	It will also be vital to ensure linkages and alignment across other strategies and frameworks including those on economic growth, climate change and transport. Building jobs where most needed doesn't negate the possibility of increased travel unless there is a specific education ask to upskill workers in that area to the new work.

Q4.	Distinctive Places

Do you agree that this approach will deliver our future places which will be distinctive, safe and pleasant, easy to move around, welcoming, nature-positive and resource efficient?

	Larger development areas where new facilities and services are provided will benefit from this approach. However, it is how smaller scale development is integrated into the existing land use pattern and how and when better sustainable travel connections are made that will determine overall success, How NPF 4 can deliver these travel improvements and the right development mixes especially where facilities shortfalls exist within existing developments will be the measure of success of how well the desired places can be delivered and it is unclear how NPF4 will achieve this.
	What is design led, led by who and design for what and how long? Agree with comments on use of driveways and garaging.
	At a regional level it's the larger out of town developments approved to date that lack mix of use, amenities and connection to bus and active travel routes and shared mobility that is needed for sustainable, liveable and productive places. Its hard to see how the idea can really be applied / delivered - will developers agree to these changes if they aren't commercially favourable? The only example that comes to mind is from the Netherlands where the theory of space for driveways

	and garages is instead utilised within the footprint of houses - and residential areas are provided with mobility hubs and access to shared mobility.

Q5.	
Do you agree that the spatial strategy will deliver future places that overall are sustainable, liveable, productive and distinctive?	

	How NPF 4 can support delivery of the right development mixes especially where shortfalls exist within existing developments, will be the measure of success of how well the desired places can be delivered. Distinctive places will only be safe and pleasant if the necessary transport connectivity within the local neighbourhood to encourage active and sustainable travel exists and removes the current car dominance and space given over to cars.

However, achieving this will require robustness in policies which require this and a commitment from all parts of government, including the Panning & Environmental Appeals Division, to ensure that high consistent standards can be achieved through planning processes. |

Q6.	**Spatial Principles**
Do you agree that these spatial principles will enable the right choices to be made about where development should be located?	

	Only where there is existing supporting sustainable travel infrastructure available from the outset of new development. Alternatively, the infrastructure can be put in first before development takes place improving existing and supporting new development.

Only if there is adequate amenity to support high density living in the form of nature assets.

How will compact growth be achieved and be delivered if the services don't exist locally and no one will provide them. Planning needs to secure and deliver the infrastructure to support local liveability before it can be promoted through educators.

Enabling more people to live and remain in rural areas without good digital connectivity could lead to in built travel demand unless services are provided locally which will not always be the case. Digital connectivity is key to minimising travel to work. Provide and support sustainable travel options for what employment cannot be done from home. What will be included in neighbourhoods to provide sustainable access.

The spatial principles are good but aspirational. A lot of work is needed to assess what is needed and to develop a strategy, plan and priorities for delivery so these spatial principles can be applied.

It is the combination of both the location and availability of sustainable transport options and services that will determine if the right locational choices have been made. |

Q7.	Spatial Strategy Action Areas

Do you agree that these spatial strategy action areas provide a strong basis to take forward regional priority actions?

Broadly yes. Digital innovation and connectivity is key across all locations to deliver the aims of the spatial strategy. Improving digital connectivity is not new and ambitions for 2020 have been and gone what will differ in the next 8 years to speed that process?

It is important to recognise that the actions are not unique to each action area. For example, the North East Transition Area has a focus on actively planning a just transition from oil and gas to a net zero future. There are of course a significant level of oil and gas related facilities and businesses in the SEStran Region and it is important that the same principles will apply to these businesses. Similarly, the Northern Revitalisation Area has actions looking at digital innovation, and making the best use of natural and cultural heritage. These are, of course, significant issues for the SEStran Region as well.

Q14.	Central urban transformation action area

Do you agree with this summary of challenges and opportunities for this action area?

In respect of pioneering low-carbon , resilient urban living connected to service must include a reference to connected by public transport options service as well as the need to expand active travel networks

To what extent is the ambition to retrofit infrastructure to improve active travel connections in existing areas. This depends on the availability of space and the strength of the local development plans to challenge and refuse inappropriate development.

Supporting local businesses to provide services, including leisure, active living hospitality and retail is welcomed. But what type of support, who will provide it and how will it be delivered and how long will it be available?

The identification of the need for development to be supported by low carbon transport solution is agreed. There will remain significant cross boundary trips and transport solution (given the current land use and demand patterns. Therefore, there should be reference here to the Reginal Transport Strategy and the need for cross boundary transport solutions coordinated and delivered at a regional level.

The lack of inclusion of the mass transit tram extension beyond Edinburgh airport in the City Region Deal, to access Newbridge and proposed development sites shows how important an infrastructure first approach is needed, to deliver sustainable development and how important integrated transport and land use planning is.

Furthermore, the SEStran Strategic Active Travel Network should be referenced in this section as it has a key regional role to play within the national development National Walking, Cycling and Wheeling Network.

Q15.	Central urban transformation action area

What are your views on these strategic actions for this action area?

The ability to retrofit facilities into areas depends on the availability of space and the strength of the local development plans to challenge and refuse inappropriate development. To what extent is the ambition to retrofit infrastructure to improve active travel connections included in these actions? Will the National Development, National Walking, Cycling and Wheeling Network deliver this and support the expansion of active travel networks? Connections to services and facilities must consider the role played by public transport in making those connections.

Care is needed in respects of the Clyde Coast low-carbon tourism and leisure. Car ferries are essential for local/resident access but facilitate easy car based travel without alternative integrated public transport/ferry incentives for tourism and leisure being in place.

Areas which are largely residential and car-based could be diversified by supporting local businesses to provide services including leisure, active living, hospitality and retail is essential for local living but what type of support is proposed, who will provide it and how will it be delivered and managed?

There will remain significant cross boundary trips and transport solution (given the current land use and demand patterns.) Therefore, there should have been reference here to the SEStran RTS and the need for cross boundary transport solutions coordinated and delivered at a regional level.

Any developer contribution framework must now be developed to cover integrated transport modal interchange and tackle the cross boundary and orbital connectivity issues identified in the RTS . Especially as it relates to orbital Edinburgh movement from outside and within the city.

As development based around road corridors is moved away from car based travel to more accessible low carbon accessible areas, what are the new approaches that will be needed and how will NPF 4 and Local Development Plans deliver these.

To deliver a wellbeing economy how can communities drive forward housing if land is committed many years in advance with immediate needs causing an immediate response. Someone doesn't wait indefinitely for housing without seeking other options thereby leaving a community.

Improved urban accessibility and local living occurs only if planning policies ensure the supporting services and sustainable infrastructure development is delivered in place to support local living. What is timescale for delivery? I assume this is long term as it's a slow and gradual change of current land uses within existing developed areas.

Work done by SEStran as part of the RTS development shows that 60% of car commuting in the SEStran area is not related to City of Edinburgh. Therefore, a mass transit system focussed on Edinburgh will not wholly tackle the car

<table>
<tr><td></td><td>commuting problem and does not tackle inter regional trips and some focus on this must be made.

There should be reference to the Regional Transport Strategy here as actions must be aligned with the transport needs and requirements to support delivery of these actions.</td></tr>
</table>

Q16.	Southern sustainability action area

Do you agree with this summary of challenges and opportunities for this action area?

| | Public transport services in the rural areas e.g. Scottish Borders are poor because of the current profit based private sector delivery model (buses). The demand is sparse and fixed route services are financially challenging to deliver. A more integrated and connected multi modal system is needed to support local living and sustainable access to longer distance travel needs, linking to the rail system.

Again, reference to the transport challenges in the area would be aligned better if reference were made to the Regional Transport Strategy. |
|--|--|

Q17.	Southern sustainability action area

What are your views on these strategic actions for this action area?

| | The need for improved transport connectivity beyond the borders of the southern sustainability action area is clearly identified in the draft RTS. Transport connectivity goes beyond these boundaries and greater reference is required to the potential for the extension of the Borders Railway and the feasibility work that is already committed and funded through the Borderlands Growth Deal.

Longer distance commuter travel demand can be reduced with good digital connectivity, and this should be emphasised more.

The actions must deliver and have to ensure that the accompanying services and amenities to support the level of population are delivered. Borders has historical lost large population of 18-35 since 2010 due to lack of service and affordability.

Bus services in the Borders are poor because of the current profit based private sector delivery model. The demand is sparse so fixed route service are challenging to deliver. |
|--|--|

Q18.	
What are your overall views on this proposed national spatial strategy?	
	There continues to be an apparent lack of need and reinforcement of the need for integration between NPF4 and the Regional Transport Strategy. The RTS has a key role as a statutory document outlining transport strategy and policy for the south east of Scotland. However, SEStran is broadly supportive of the national strategy subject to the general points set out in the response to Question 7 and the more detailed points set out in the responses to Questions 14-17.

Questions – Part 2: National Developments

Q19.	

	Do you think that any of the classes of development described in the Statements of Need should be changed or additional classes added in order to deliver the national development described?
	National Walking, Cycling and Wheeling Network The designation and classes of development should be expanded to included and reference routes for active travel and recreation. The individual elements that create the National Walking, Cycling and Wheeling Network will generally be shorter than the 8 km distance referred to in 2009 Regulations. If this part of NPF4 is to allow an argument that every piece of individual active travel infrastructure has the highest priority in planning terms because it is part of a national development, then some reference needs to be made to ensure that sections shorter than 8km which form part of a longer sections can be referenced as part of the wider network. This a key policy to enable the level of change needed to support local and longer distance active travel and sustainable developments within existing and new development areas. .

Q20.	

	Is the level of information in the Statements of Need enough for communities, applicants and planning authorities to clearly decide when a proposal should be handled as a national development?
	No. Clearer statement of the need for wider active travel connections to existing services is necessary. This may require improvements to existing infrastructure beyond the immediate development site. The ability to deliver this type of improvement may be hindered by the developer contributions policy so the connection the national development is vital to justify the planning need for improvement and provision.

Q21.	

	Do you think there are other developments, not already considered in supporting documents, that should be considered for national development status?
	Greater reference is required to the potential for the extension of the Borders Railway and the feasibility work that is already committed and funded through the Borderlands Growth Deal.

Questions – Part 3: National Planning Policy

Q22.	
Do you agree that addressing climate change and nature recovery should be the primary guiding principles for all our plans and planning decisions?	
	The SEStran Partnership agrees that addressing climate change and nature recovery should be the guiding principle for plans and planning decisions within a context of supporting development which minimises the need for travel.

Q23.	
Policy 1: *Plan led approach to sustainable development* **Do you agree with this policy approach?**	
	It is of vital importance that the integration of transport and land use planning is fully recognised in the plan led approach to sustainable development. Therefore, reference to the need for LDP's to align with Regional Transport Strategies is a fundamental requirement when developing LDPs and making decisions on development locations. Greater reference to the Regional Transport Strategies in NPF4 is necessary as this is the primary planning document that leads and guides LDPs..

Q24.	
Policy 2: *Climate emergency* **Do you agree that this policy will ensure the planning system takes account of the need to address the climate emergency?**	
	The policy itself will not achieve this aim and will require other interventions. Nevertheless, the partnership supports the overall objectives of the policy. Using of indeterminate terminology such as "significant emissions" gives no guidance as to what would be considered as a significant emission. NPF4 must take the opportunity to bring a consistent definition or there will continue to be a lack of consistency in assessing the impact of proposals.

Q29.	
Policy 7: *Local living* **Do you agree that this policy sufficiently addresses the need to support local living?**	
	The principle of local living is supported but there are practical and deliverability issues to achieve this policy aim. How this is delivered with applications on the ground is key.

The need to make better overall connections is identified by requiring that: the level of interconnectivity with the surrounding neighbourhood is key and that proposals should demonstrate how the development will relate to, and enhance, the local area However, improvement may be needed outwith the boundaries of the development to meet the sustainable aspirations of NPF4 and NTS2. Some improvement will only be delivered and integrated into the development if they are seen to meet the wider need of delivering the National Walking, Cycling and Wheeling Network.

Therefore, local development plans need to have a developed set of proposals and identify where connectivity improvements are needed to deliver the National Walking, Cycling and Wheeling Network.

Q30.

Policy 8: *Infrastructure First*
Do you agree that this policy ensures that we make best use of existing infrastructure and take an infrastructure first approach to planning?

It is not clear how this policy will deliver strategically necessary infrastructure first.

It is important that where infrastructure is required to support development that it can be funded and delivered. The importance of ensuring that full weight of the National Development National Walking, Cycling and Wheeling Network can be applied to ensure adequate active and sutainable connection cannot be underestimated.

Experience has demonstrated securing funding and contribution for infrastructure is challenging. The 'tests', particularly those concerning the relevance of infrastructure to the development to be permitted, can be difficult to satisfy. If it is the Scottish Government's aspiration to put infrastructure considerations at the heart of place making as stated then it is suggested that a review of Circular 3/2012 will be required. The partnership notes an intention to review the approach to developer obligations but considers that this review needs to be carried out in parallel with the preparation of NPF4 rather than after NPF4 has been approved.

There must a reference RTS's as key statutory documents.

Q32.

Policy 10: *Sustainable transport*
Do you agree that this policy will reduce the need to travel unsustainably, decarbonise our transport system and promote active travel choices?

The policy is generally supported subject to the comments made below.

It is noted that there is more explicit requirement for new local development plans to be suitably informed by an appropriate and effective transport appraisal.

Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) does not fully reflect the range of factors now considered important outcomes and priorities of the NTS2 such as "Reduce Inequalities" and "Improves Our Health and Wellbeing".

	There will be significantly more evidence needed to provide support for an application and development of a LDP. There is a need for better local guidance on what must be submitted with a planning application to cover all the transportation assessment needs of the development. There is an urgent need to update this guidance and to recognise that in rural areas 400m distances to local facilities will not always be achievable.

	There will be significantly more evidence needed to provide support for an application and development of a LDP. There is a need for better local guidance on what must be submitted with a planning application to cover all the transportation assessment needs of the development. There is an urgent need to update this guidance and to recognise that in rural areas 400m distances to local facilities will not always be achievable. There are resource implications for Local Authorities with this approach.

Questions – Part 4: Delivering Our Spatial Strategy

Q54.	
Do you agree with our proposed priorities for the delivery of the spatial strategy?	
	It is clear from Part 4 of NPF4 that much work remains to be done to ensure that NPF4 is aligned to other strategies, and that its policies are effective in achieving the overall aims It is the alignment in funding commitments across land use, transportation and economic strategies that will be needed to support the delivery of NPF4. In particular to deliver the stated priority of plan led development sytem focussed on an Infrastructure First delivery approach.

Q55.	
Do you have any other comments on the delivery of the spatial strategy?	
	No

Questions – Part 5: Annexes

Questions – Integrate Impact Assessments

Environmental Report

Q59.	
What are your views on the accuracy and scope of the environmental baseline set out in the environmental report?	
	No comment

Business and Regulatory Impact Assessment

Q70.	
Do you have any comments on the partial business and regulatory impact assessment?	
	No comment

Appendix 2.

SEStran Responses to Questions in the Local Development Plan Guidance consultation

Question 1
Do you agree with the principle that regulations be kept to the minimum necessary and that more detail be provided in guidance and kept updated?

No

Please explain why you agree or disagree.
The practical advantages of using guidance rather than regulations is appreciated. However, given the differing legal status of the two, it is important that the guidance is clear and unambiguous. Further, using guidance should not be simply a means of avoiding Parliamentary scrutiny of important issues.

Planning professionals and others need to be clear about the interrelationship between the Act, the regulations, and the guidance, and there are some aspects which require to have the force of law. The guidance is likely to be the first point of contact for non-lawyers and therefore will play a crucial role in weaving together the three sources of information into a coherent whole by means of proper explanation and cross-reference where necessary.

Question 2
i) Do you have any views on the content of the interim assessments?

No

Please explain your views

ii) Do you have or can you direct us to any information that would assist in finalising these assessments?

No

Question 3
i) Do you have any views on the Fairer Scotland Duty and Strategic Environmental Assessment screening documents?

No

Question 4
Do you agree with the proposals for regulations relating to the form and content of LDPs?

No

Please explain why you agree or disagree.
The regulations should contain provisions to the following effect: 'the local development plan is to contain a statement of how the proposed development will integrate with existing and planned transportation needs for the district, and, in

particular, how it will contribute to diminishing private car use and increasing the use of public transport and active travel modes.'

Question 5
Do you agree with the proposals for regulations relating to the preparation and monitoring of LDPs?

Yes

Please explain why you agree or disagree
This seems an appropriate and proportionate way of dealing with consequential changes.

Question 6
Do you have views on additional information and considerations to have regard to when preparing and monitoring LDPs?

Yes

Please explain your views.
Regulation 8 appears to be an appropriate place to reference both the National Planning Framework and the National Transport Strategy.

Question 7
Do you agree with the proposals for regulations relating to the Evidence Report?

No View

Question 8
Do you agree with the proposals for regulations relating to the preparation and publication of the LDP?

No View

Guidance should make clear the need to consult, and have regard to, regional transport partnerships and the relevant RTS/NTS at every stage of preparation of the LDP.

Question 9
Do you agree with the proposals for regulations relating to the examination of the LDP?

No View

Are there matters you wish to highlight relating to amendment of the LDP which may have bearing on the proposals for regulations being consulted on in this document?

Yes

Please explain your view.

Any proposed amendment of the LDP should include the need to consult, and have regard to, regional transport partnerships and the relevant RTS/NTS at every stage of preparation of the LDP.

Question 10

Are there matters you wish to highlight relating to amendment of the LDP which may have bearing on the proposals for regulations being consulted on in this document?

No View

Question 11

Do you agree with the proposals for regulations relating to Development Plan Schemes?

No View

Question 12

Do you agree with the proposals for regulations relating to Delivery Programmes?

No

Please explain why you agree or disagree.
Regional Transport Partnerships may not be specified in the Delivery Programme but should still be consulted.

Question 13

Do you agree with the proposals for regulations relating to the meaning of 'key agency'?

Yes

Question 14

Do you agree with the proposals for regulations relating to transitional provisions?

No View

Question 15

Do you agree with the general guidance on Local Development Plans?

No

Please explain why you agree or disagree
Although in general the general guidance is clear and well set out, the suggestion that LDPs should take 3 – 4 years to prepare should be reconsidered. LDP processes are in general far too long and complex. Members of the public lose sight of where the LDP is, and development management decisions are made more

difficult while acting under the shadow of the 'emerging' development plan in its various stages.

Question 16
Do you agree with the guidance on Development Plan Schemes?

Yes

Question 17
Do you agree with the guidance on the Delivery Programme?

No

Please explain why you agree or disagree.
The guidance should be strengthened to make it clear that full engagement, rather than consultation, is needed to bring clarity to a Delivery Programme, especially in areas such as transport where the expertise in councils lies elsewhere than in the Planning Service. Transport infrastructure – including, for example, the design of future public transport systems to service new developments – needs to be fully thought through in partnership with transportation planners both in the council and at RTP level.
The Delivery Programme needs to align closely with measures identified in the LTS and RTS and may even have to have proper regard to the STPR proposals.
The guidance should also make mention of wider policy objectives such as the twenty minute neighbourhood.

Question 18
Do you agree with the guidance on Local Place Plans?

No

Please explain why you agree or disagree.
Again mention should be made of the need to address transportation issues when consulting with the community about the content of any LPP proposed by them, as this is often a key issue for local communities. Planning authorities need to take a holistic approach – and guide communities towards doing the same in any LPP proposal.

Question 19
Do you agree with the guidance on the Evidence Report?

No

Please explain why you agree or disagree.
There is not enough emphasis on transportation issues being key elements of the Evidence Report. The list at para 107, for example, should include the LTS and RTS.

Question 20
Do you agree with the guidance on the Gate Check?

Yes

Question 21
Do you agree with the guidance on the Proposed Plan?

Yes

Please explain why you agree or disagree.

Question 22
Do you agree with the guidance on Local Development Plan Examinations?

Yes

Please explain why you agree or disagree.
The current system seems to work reasonably well. However, Scottish Ministers and councils should work together to streamline any examination process as much as possible, whilst also maximising the opportunity for the public to take part.

Question 23
Do you agree with the guidance on Adoption and Delivery?

Yes

Question 24
Do you agree with the proposed guidance on the Evidence Report in relation to the section on Sustainable Places (paragraphs 240 – 247)?

Yes

Question 25
Do you agree with the proposed guidance on the Evidence Report in relation to the section on Liveable Places (paragraphs 248 – 283)?

No

Please explain why you agree or disagree.
In general this indicates how transport authorities and RTPs should be engaged in this process. However, there should also be a section indicating that new technologies are introducing new modes of transport (e-bikes, car club, Digital Demand Responsive Transport etc. as well as e-car charging requirements) and that planning authorities need to be aware of, and responsive to, such developments.

Question 26
Do you agree with the proposed guidance on the Evidence Report in relation to the section on Productive Places (paragraphs 284 – 296)?

Yes

Question 27
Do you agree with the proposed guidance on the Evidence Report in relation to the section on Distinctive Places (paragraphs 297 – 310)?

No

Please explain why you agree or disagree.
The guidance appears to take no account of the policy ambition for greater community ownership encapsulated by the provisions of the Community Empowerment (Scotland) Act 2015. This might be an appropriate place to recommend that LDPs identify potential community uses of vacant public buildings by community groups, and give guidance as to how that might be delivered.
Town centres are important travel hubs and recognition of this might be best placed in this section.

Question 28
Do you agree with the proposed guidance on the Proposed Plan in relation to the section on Sustainable Places (paragraphs 317 – 328)?
Yes

Question 29
Do you agree with the proposed guidance on the Proposed Plan in relation to the section on Liveable Places (paragraphs 329 – 400)?

No

Please explain why you agree or disagree.
Although in general well written, there are a couple of areas where this section could be improved:
There should be mention of Regional Transport Strategies and, potentially, the impact of the STPR; this might be best placed at paragraph 358;
This section is perhaps the appropriate place to include reference to the Bus Partnership Fund and the need to recognise the wealth of bus priority measures which will be introduced across the country in the next 5 years by Bus Service Improvement Partnerships.

Question 30
Do you agree with the proposed guidance on the Proposed Plan in relation to the section on Productive Places (paragraphs 401 – 424)?

No

Please explain why you agree or disagree.
Again it would be a good place to refer to emerging technology solutions to common transport issues.

Question 31
Do you agree with the proposed guidance on the Proposed Plan in relation to the section on Distinctive Places (paragraphs 425 – 466)?

No

Please explain why you agree or disagree.
This would be a good place to insert a requirement to consider how travel hubs can be located.

Question 32
Do you agree with the proposed thematic guidance on the Delivery Programme (paragraphs 467 – 482)?

No

In the Sustainable Transport and Travel section, reference should be made to the RTS.

Logistics & Freight Forum
Wednesday 26th January 2022, 1.30pm
Microsoft Office Teams

In Attendance:

Cllr Colin Davidson (Chair)	Fife Council
Matthew Roberts	Fife Council
Ian McCrory	Fife Council
Marianne Bull	Fife Council
Scott Smyth	Fife Council
Andrew Sim	Fife Council
Jim Grieve	SEStran
Keith Fisken	SEStran
Jim Stewart	SEStran
Anna Herriman	SEStran
Nikki Boath	SEStran
Kevin Collins	Falkirk Council
Greg McDougall	City of Edinburgh Council
Jonathan Cowie	Edinburgh Napier University
Douglas Norris	CILT (UK)
Simon Hindshaw	NCM
Rose Tweedale	Transport Scotland
Jim May	Transport Scotland
Sula Powell	DHL Supply Chain
Luke Taylor	DHL Supply Chain
David Prescott	Victa-railfreight
Michael Parker	PD Ports
Paul Davison	AECOM
John Yellowlees	
Charlie Mulholland	Zedify

Apologies:

Ken Gourlay	Fife Council
Andrew Malcolm	Malcolm Group
Martin Reid	RHA

Ref.		Actions
1.	**Welcome and Introductions**	
	The Chair welcomed members to the meeting and apologies were noted as above.	
2.	**DHL EAV Sustainable Logistics Project**	
	DHL presented their work on EAV Sustainable Logistics Project. **Action:** DHL to share presentation with Forum (link below). https://dpdhl.sharefile.eu/d-s6bb422237a934983b9ae91d56b558434 SP to provide AH with Twitter handle to share photo of EAVs undertaking deliveries in Musselburgh.	**SP** **SP**
3.	**Fife Local Transport Strategy**	
	Matthew Roberts, Lead Consultant for Local Transport Strategy at Fife Council gave a presentation. The strategy is a 2-year process with the first round of consultations currently underway. A public survey will be going live first week in February and MR requested that this be shared with organisations to gain a wider range of views. Following the consultation, a draft will be drawn up and a further consultation will be undertaken in Autumn 2022 with the Strategy being published in Spring 2023. **Action**: MR will forward slides to Nikki Boath, SEStran for circulation (presentation below). [PDF] FifeLTSMainIssuesFreightForumBriefing.pdf	**MR**
4.	**Forth Freight Study Update**	
	SEStran summarised the work to date in relation to the Forth Freight Study. KF confirmed that the draft Case for Change has been finalised following Transport Scotland's comments and the Initial Options appraisal is underway. **Action**: SEStran confirmed that the Case for Change work will be shared with Forum members. SEStran will organise a Stakeholder event for March 2022.	**KF** **KF**
5.	**Regional Transport Strategy**	

	SEStran highlighted that the RTS is currently out for consultation and encouraged members to participate and share with contacts. The link can be found on the SEStran website: https://sestran.gov.uk/projects/draft-regional-transport-strategy-sestran-2035-statutory-consultation/. The final date for comments on the RTS consultation is 11 February 2022. Action: SEStran to provide presentation slides to Forum members. January 2022 Freight Forum Presentation.pp	**JS**
6.	**Date of next meeting**	
	Proposed date for next meeting 8 June 2022.	

Remote Chief Officer Liaison Group Meeting
2:00pm Wednesday 16th February 2022
Microsoft Teams

Present:

Jim Grieve (JG) (Chair)	**SEStran**
Anna Herriman (AH)	SEStran
Peter Forsyth (PF)	East Lothian Council
Ken Gourlay (KG)	Fife Council
Kevin Collins (KC)	Falkirk Council
Jim Stewart (JS)	SEStran
Cheryl Fergie (CF)	SEStran
Andrew Ferguson (AF)	SEStran
Julie Vinders (JV)	SEStran
Graeme Malcolm (GM)	West Lothian Council
Jamie Robertson (JR)	Edinburgh Council
Derek Oliver (DO)	Midlothian Council

Apologies:

Jason Hedley	Scottish Borders Council
Lesley Deans	Clackmannanshire Council
Iain Shaw	City of Edinburgh Council

Ref.		Actions
1.	**Welcome and Apologies for Absence**	
	The Chair welcomed the Officers to the meeting and apologies were noted as above.	
2.	**Minutes and Matters Arising**	
	Wednesday 10th November 2021 Agreed as a correct record with 3 actions noted: • JS confirmed that Tripshare is formally completed, there should be a whole Scotland approach. JS will update when he can. • JS will contact GJ on RTS.	**JS** **JS**

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	• KF to contact PF regarding RTPI workshop on income generation for mobility hubs.	**KF**
3.	**Financial Reports**	
a)	*Revenue Budget 2021-22 to 2022-23* In the absence of IS, JG gave a brief update: 2021-2022 shows a typical carryover figure for next year, this report will go to P&A. IS will finalise the 2022-23 report and take to the PB in March. Indicative budgets are in line with what was expected.	
4.	**RTS Update**	
	Jim Stewart provided an update, and the key points were noted. JS thanked colleagues for their RTS responses, there has been 110 in total. Stantec are reviewing the responses and JS will share a full detailed breakdown as soon as he can. There has been a good mixture of responses. There may be changes to the draft strategy. The intention is to take the consultation report to the next PB meeting in March. JR offered to run through the comments from Edinburgh Council, JS will contact JR to discuss. GM will send an updated response this week to JS. PF has submitted a draft but will submit a full response with any changes soon.	**JS** **GM** **PF**
5.	**RTPI Update**	
	Anna Herriman provided an update, and the key points were noted: The roll out of the system is going well, there has been a good uptake of the RTPI framework. The system works in real time to ensure the information is correct and to ensure the quality of the NOVUS FX updates. Councils are varied on what they can do with regards to resources. A cost sharing model within LAs is worth consideration, AH will circulate something and discuss at a future CO's meeting.	**AH**
6.	**Bus Partnership Fund**	
	There was a round table discussion, and the following points were noted: GM said West Lothian Council has had confirmation of a grant offer up to £225,750, payable over the financial year(s) 2021-2022 and 2022-2023. There is detailed work to follow. There is a priority to appoint a consultant. GM will give regular updates and requested the following link be added to the minutes.	**GM**

	https://news.westlothian.gov.uk/article/73624/225-750-to-improve-public-transport-in-West-Lothian	
	JR noted that he has an upcoming meeting with TS to discuss how to proportionately apply STAG to work to ensure funding and timescales are met. He is going to ask for an extension for SBCs and OBCs because the timescales are proving to be unrealistic. There is confusion over a 5-year fund and 2-year award, this will also be raised with TS. JR said that Stuart McMillan, from Anturas consultants, would be reaching out to other alliances in the region with a view to sharing knowledge going forward. Quick wins affect Midlothian, East Lothian, and CEC. There needs to be clearer more standardised guidance so that we can support the governance in the processes and have consistent decisions given within time constraints. JR will send an update to partners after the meeting.	**JR**
	AF noted there were good points made around BSIPS working together, SEStran are involved in them all. Forth valley have appointed a consultant and KF will project manage. JG noted a similar approach with Midlothian.	
	KG noted Fife Council has been awarded 1.8 million. There is a lot of connectivity work going on in Levenmouth. They are at the STAG process and pulling consultants together.	
	AH stated Midlothian Has been awarded £303,000 for 4 areas of bus priority, there are ongoing discussions with TS around the bids that didn't get through.	
	DO thanked everyone involved in the bidding process for Midlothian Bus Alliance.	
7.	**Freight Study Update**	
	Jim Stewart provided an update, and the following points were noted:	
	The Case for change was approved in December 2021, the approval is high level at the moment, details are being put together for the next stage of the STAG process. Interventions going forward:	
	• Transport planning objectives. • Potential rail and water interventions. • Potential road interventions.	
	Next steps are: • Detailed options appraisal August-December 2022. • Engagement stage, online portal, and survey to get people involved.	

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	• Deadline of March 2023 to complete STAG. JS noted KF will be in touch at the engagement stage and would welcome all stakeholders to be involved. JG said this was a useful piece of work and it would be good to use and enhance disused railways. PF asked if there was any more information to share with East Lothian Council regarding this, as freight has a big part to play in the easterly connection, particularly Newcastle to Edinburgh. JS will liaise with KF and ask to share any relevant information. JG stated there may be useful information in the ECMA prospectus for PF.	**JS & KF**
8.	**AOCB**	
	AH updated on the annual Active Travel bid to TS, SEStran are awaiting an outcome. GM asked if SEStran was responding to the STPR2 consultation, he noted Winchburgh Station, and Avon Gorge should be highlighted. AH said SEStran will give regional feedback. The deadline is 15th April 2022. There was a discussion around the Levelling Up Fund, there may be an opportunity for LAs to collaborate bidding although RTPs cannot bid. AH will look closer at the criteria. It was decided that the CO's should have a special meeting to discuss this further and possibly expand the invite list to economic development colleagues. JR mentioned inviting Lawrence Rocky who used to work in CEC Inside Strategy Team. AH & JR will discuss this.	**AH & JR**
9.	**Date of Next Meeting**	
	The date of the next meeting is scheduled for 2:00pm on Wednesday 25th May 2022.	

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