



## **SEStran Regional Transport Strategy**

### **Draft RTS Consultation Summary Report**

On behalf of **SEStran**



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## Document Control Sheet

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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 5<sup>th</sup> November 2021 until 11<sup>th</sup> 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.

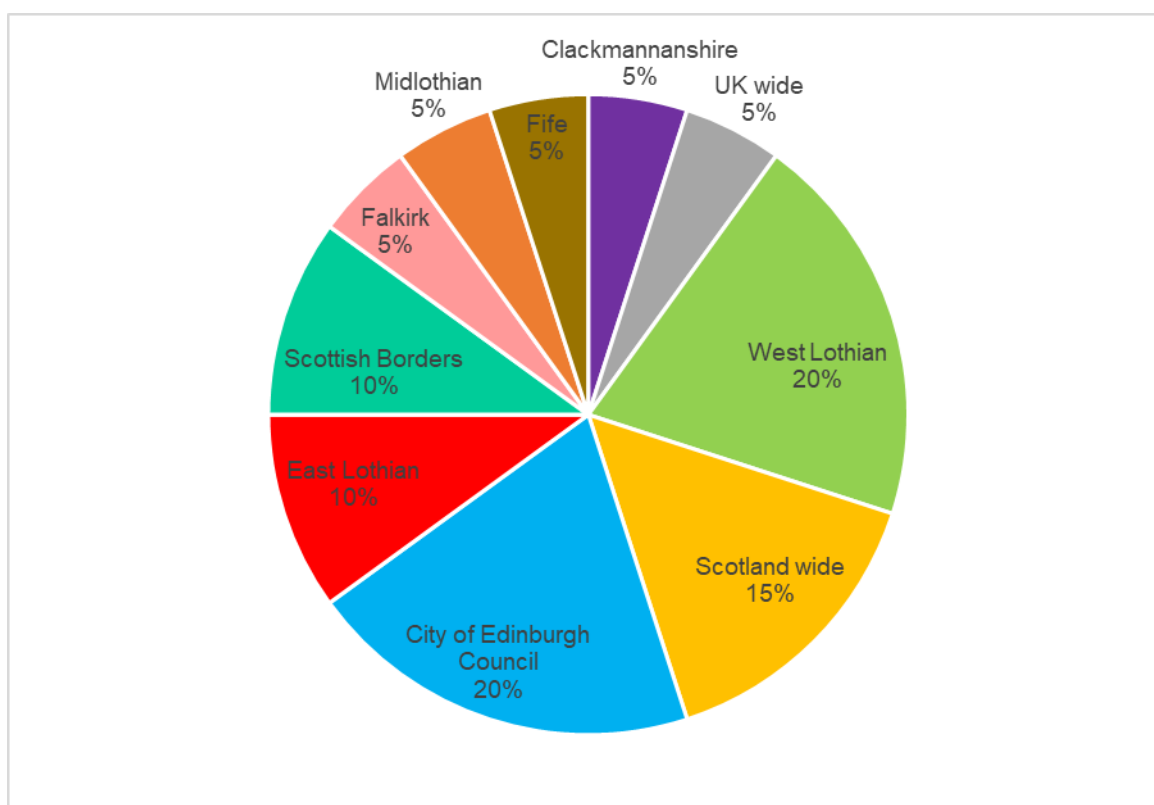


Figure 2:1: Please state which areas your organisation is active across or represents

- 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.

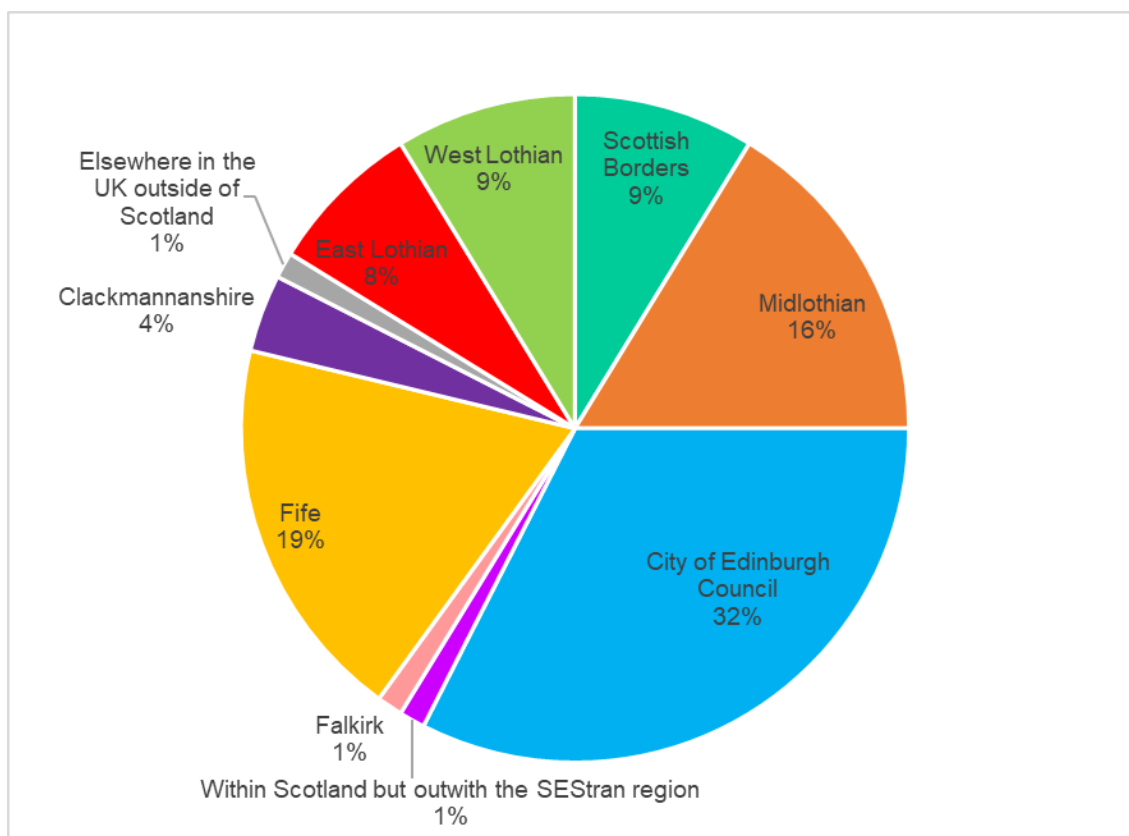


Figure 2.2: Please state which local authority you currently live within

- 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.

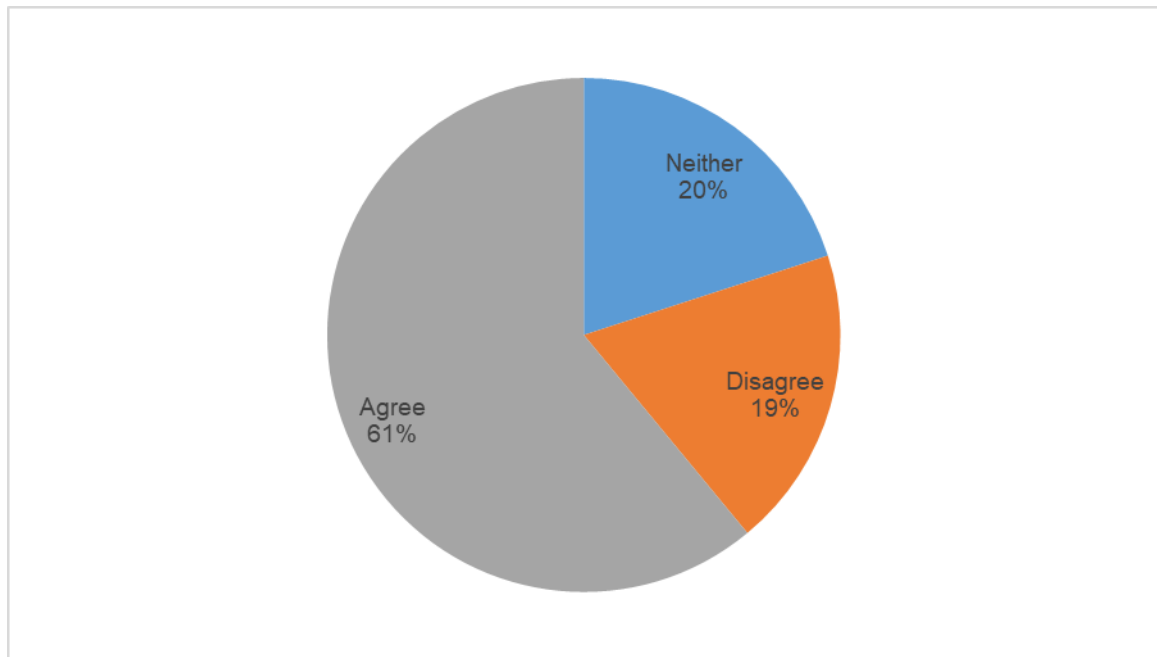


Figure 3:1: Do you agree or disagree that these provide an appropriate focus of the RTS?

#### 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.

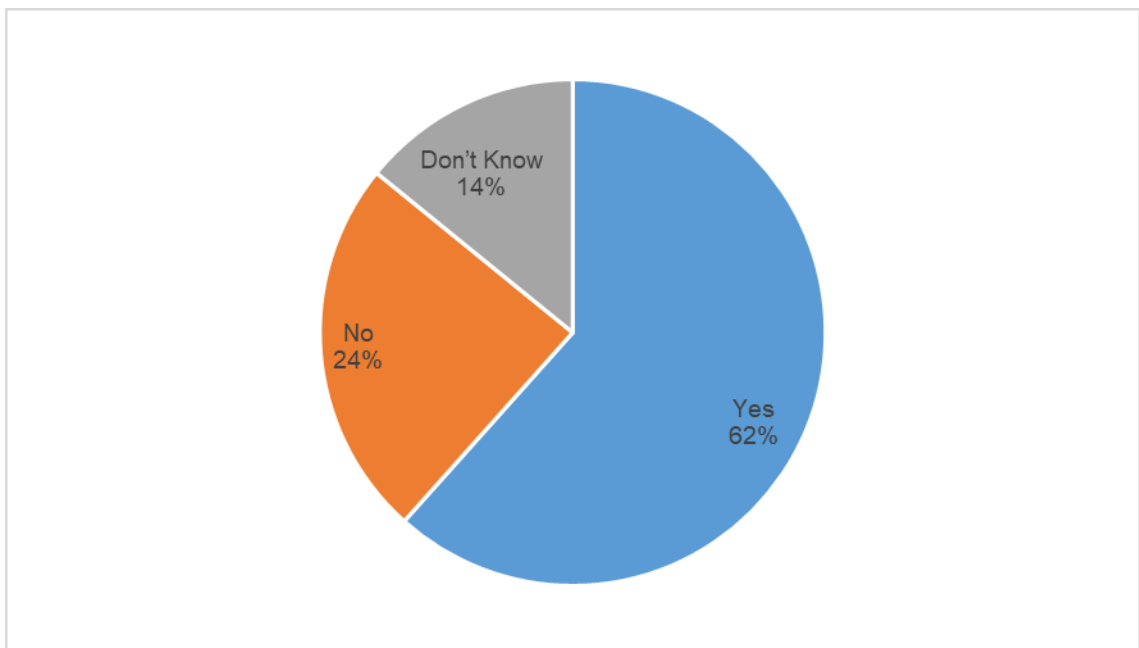


Figure 3:2: Do you feel there are any other transport challenges and problems which have been missed?

## 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.

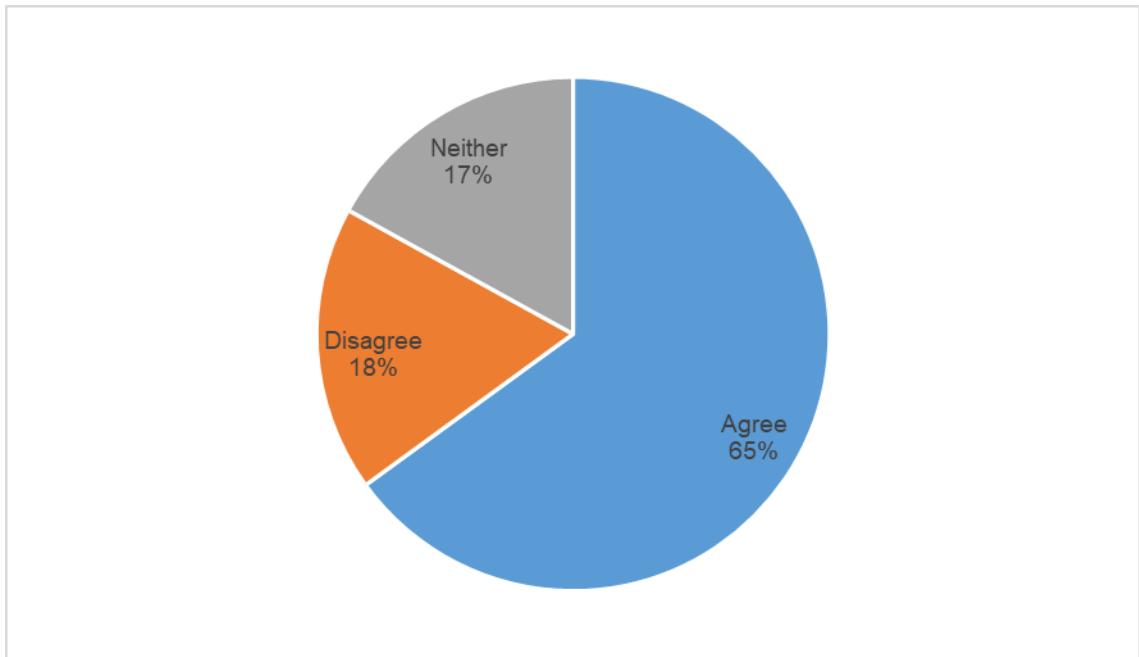


Figure 4:1: Do you agree or disagree that this should be the vision for the new RTS?

### 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.

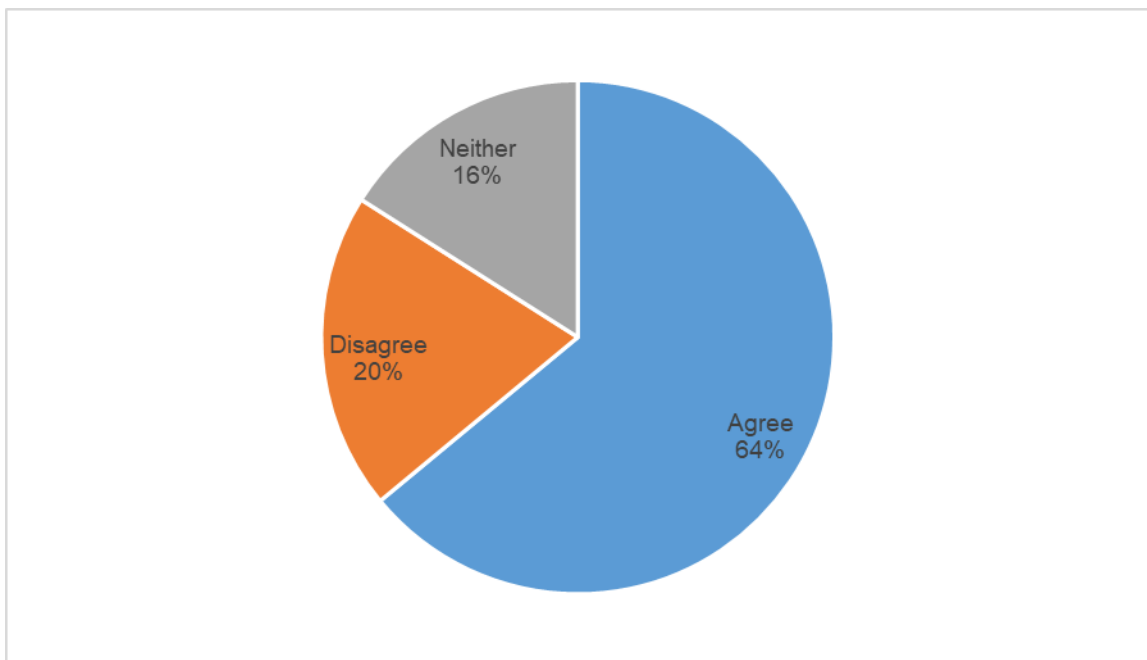


Figure 4:2: Do you agree or disagree that these should be the Strategy Objectives for the new RTS?

### 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.

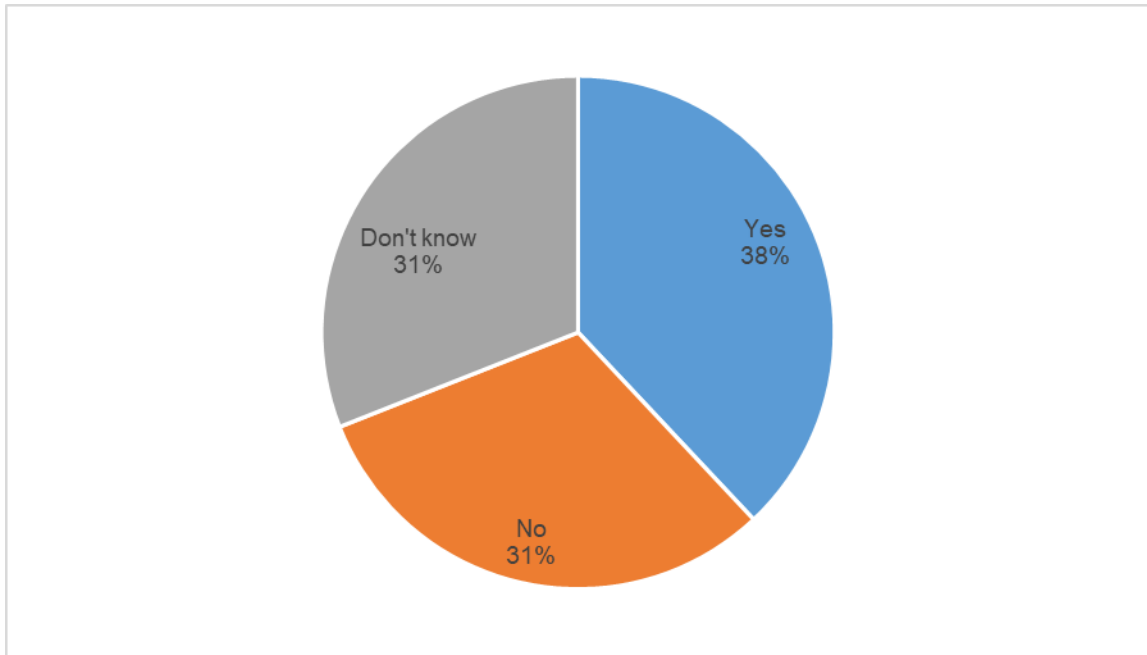


Figure 4:3: Do you think any other Objectives should be considered for the new RTS?

## 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.

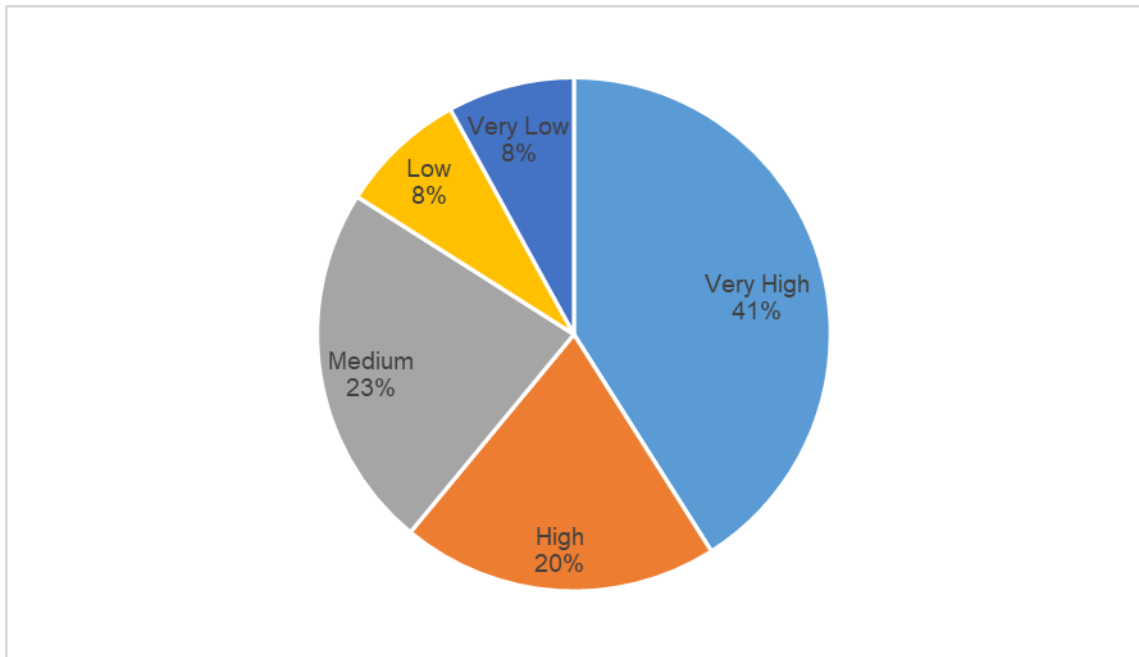


Figure 5:1: How important is this theme to you?

### 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 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.

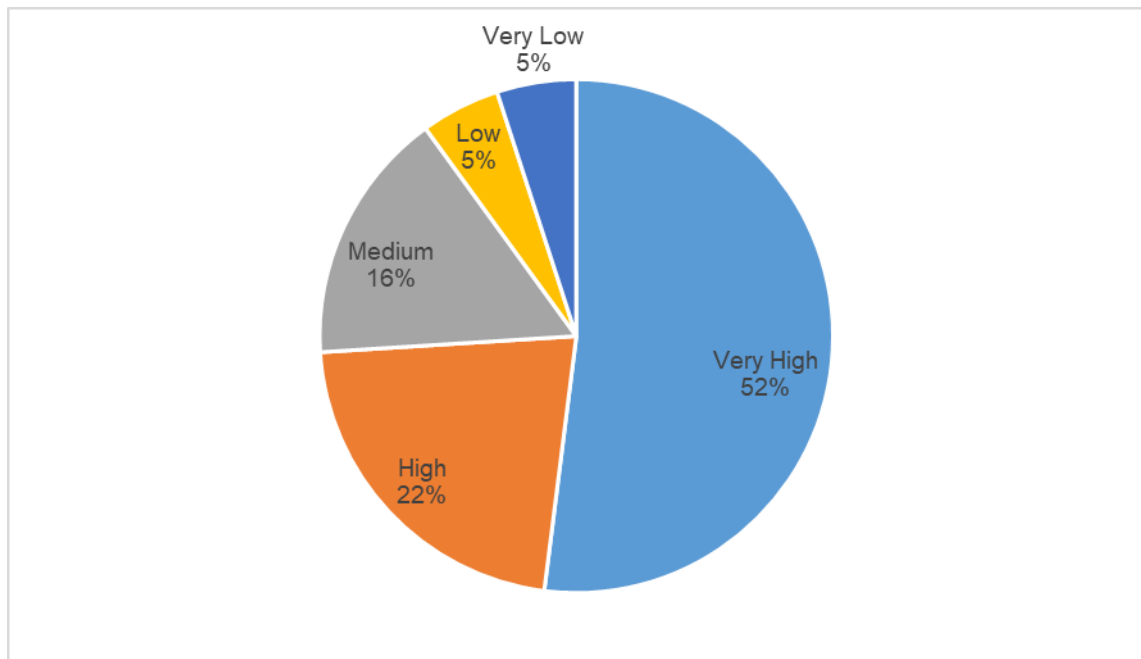


Figure 6:1: How important is this theme to you?

### 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.

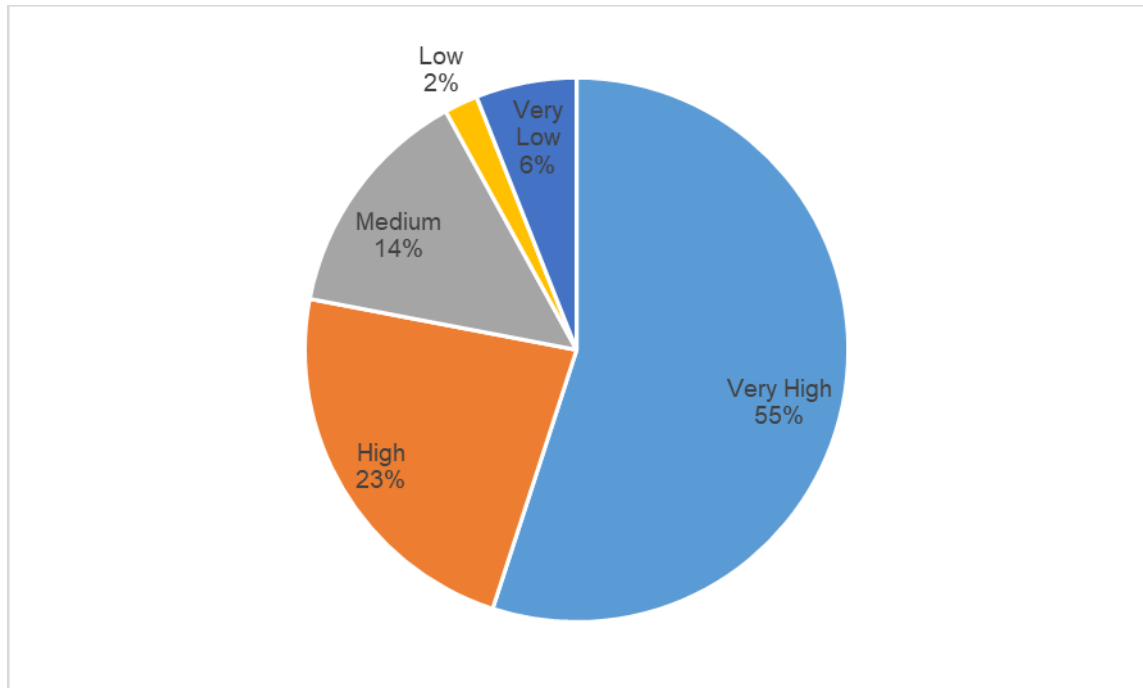


Figure 7:1: How important is this theme to you?

### 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.

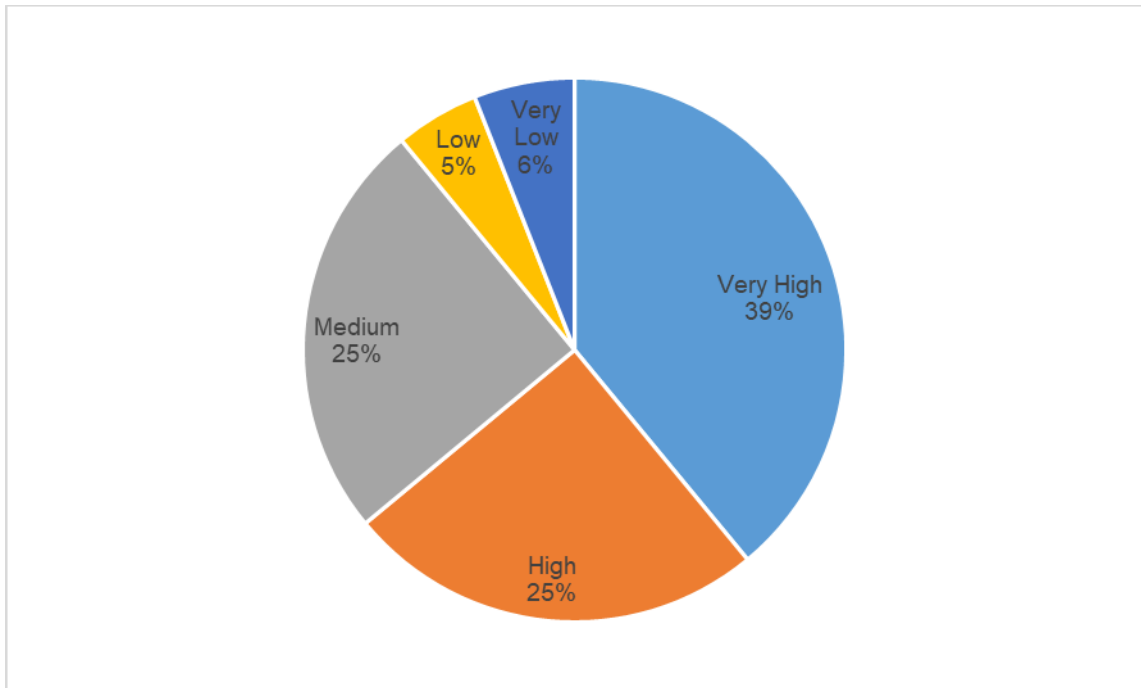


Figure 8:1: How important is this theme to you?

### 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.

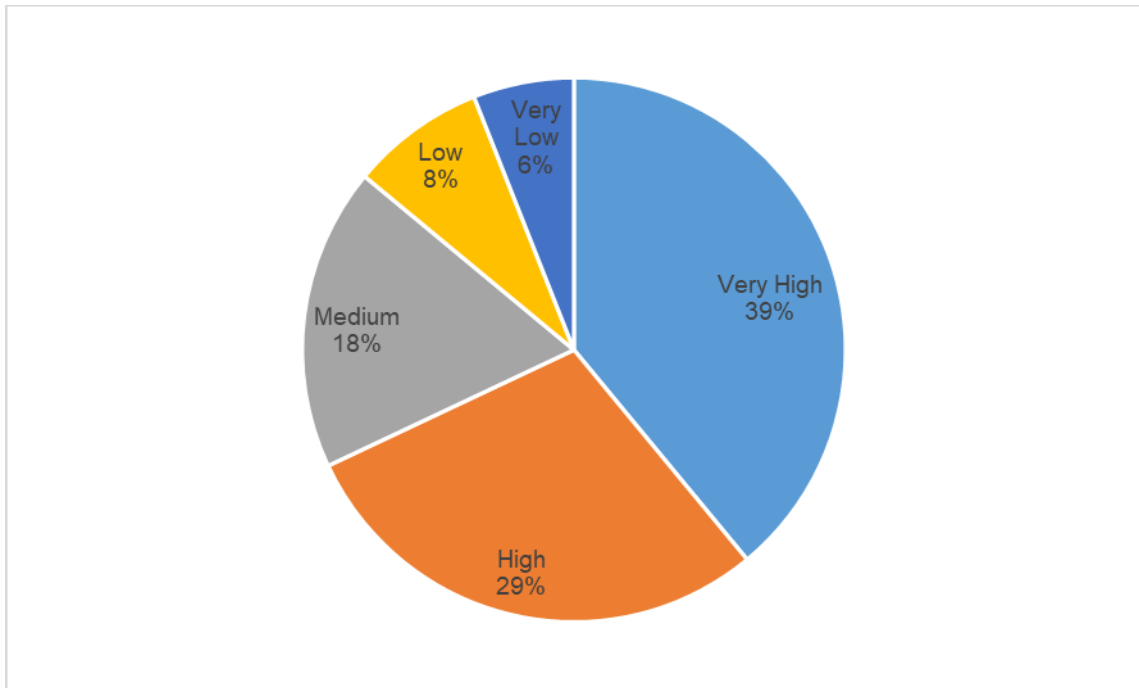


Figure 9:1: How important is this theme to you?

### 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.

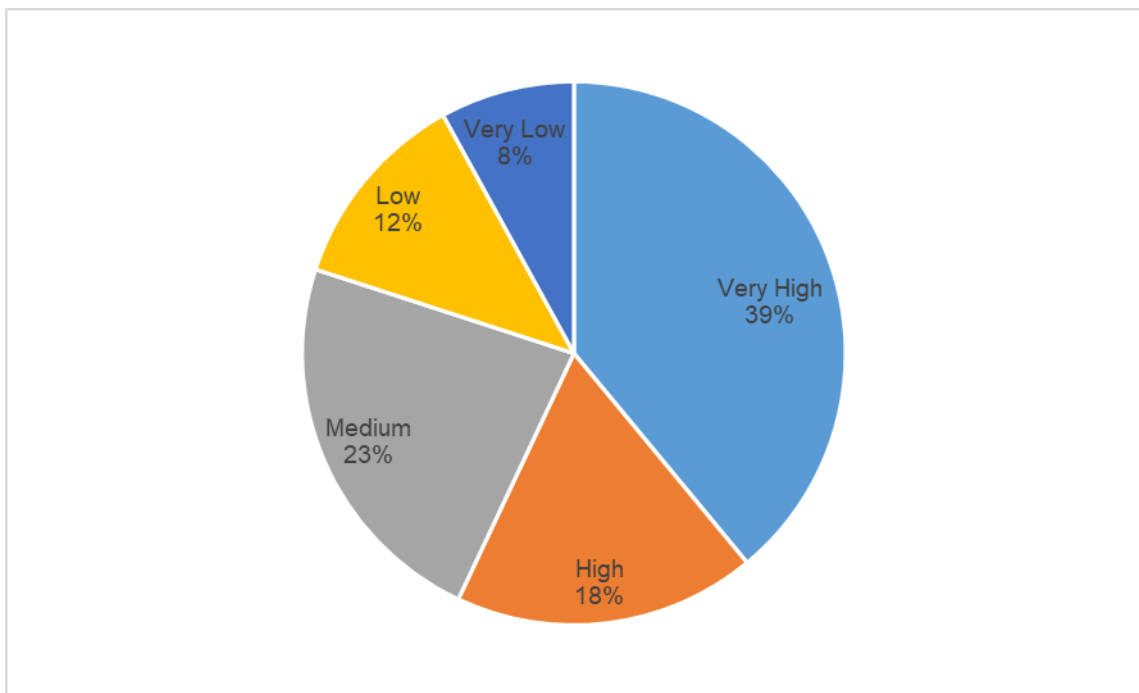


Figure 10:1: How important is this theme to you?

### 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.**

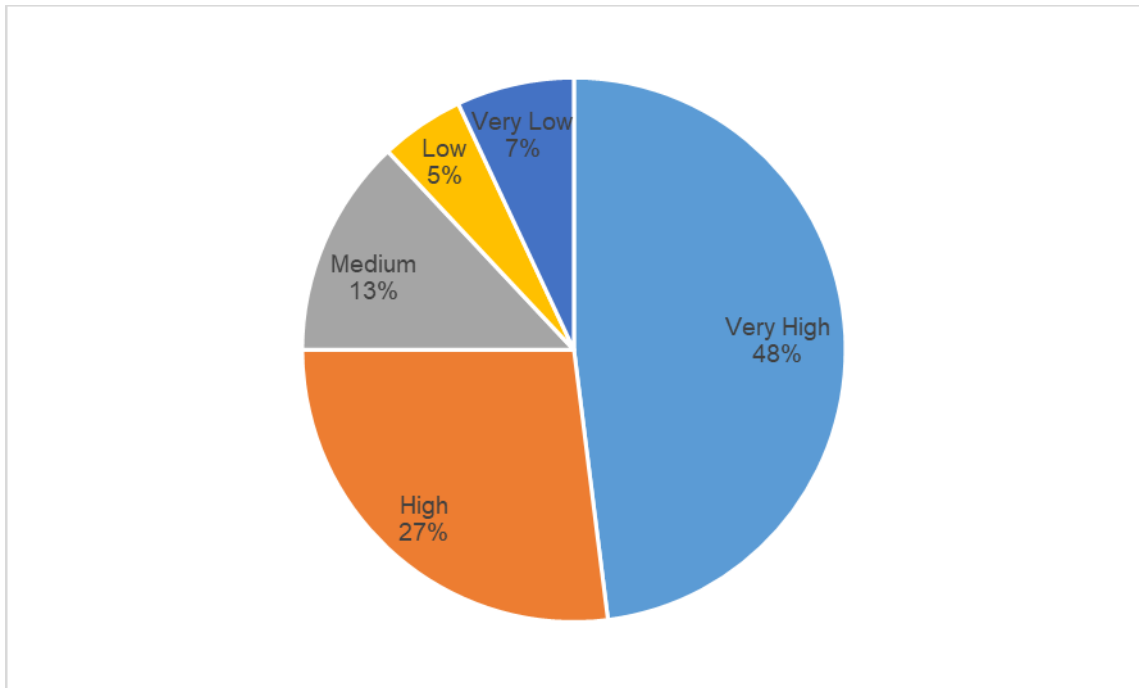


Figure 11:1: How important is this theme to you?

## 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.**

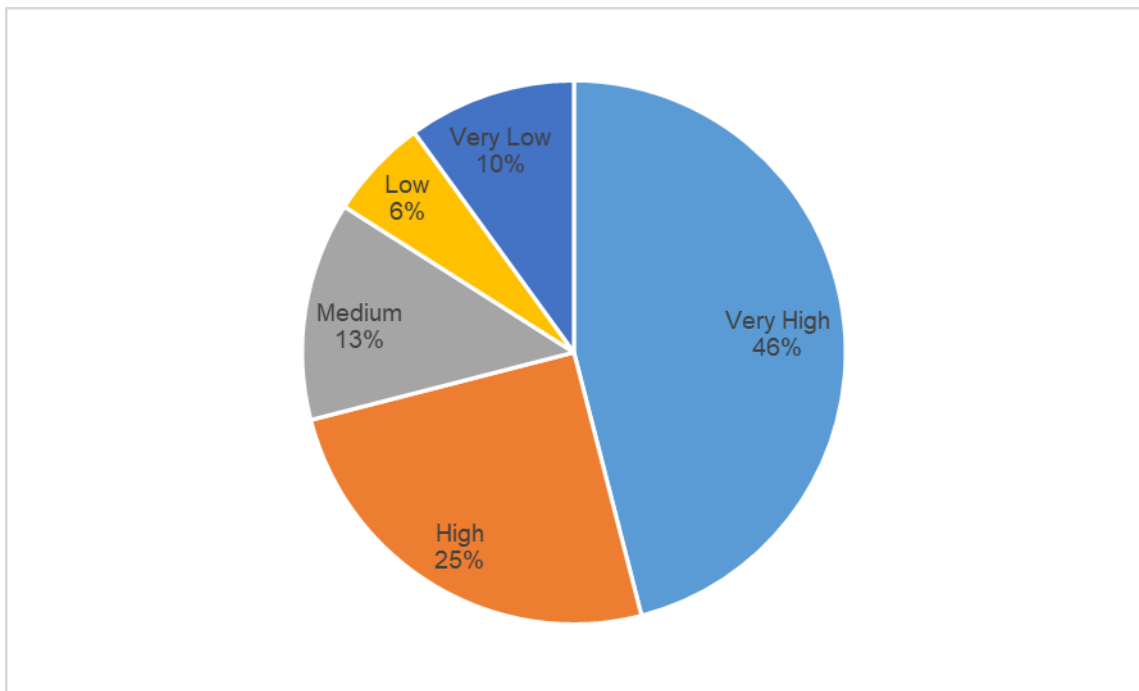


Figure 12:1: How important is this theme to you?

### 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.

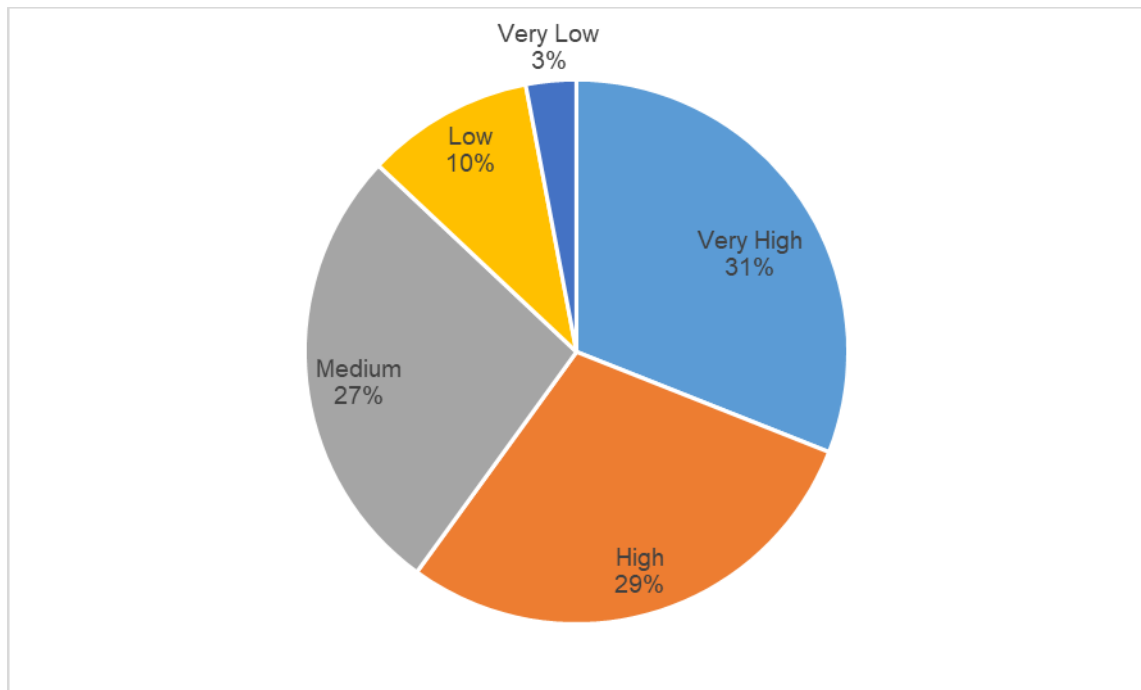


Figure 13:1: How important is this theme to you?

### 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.

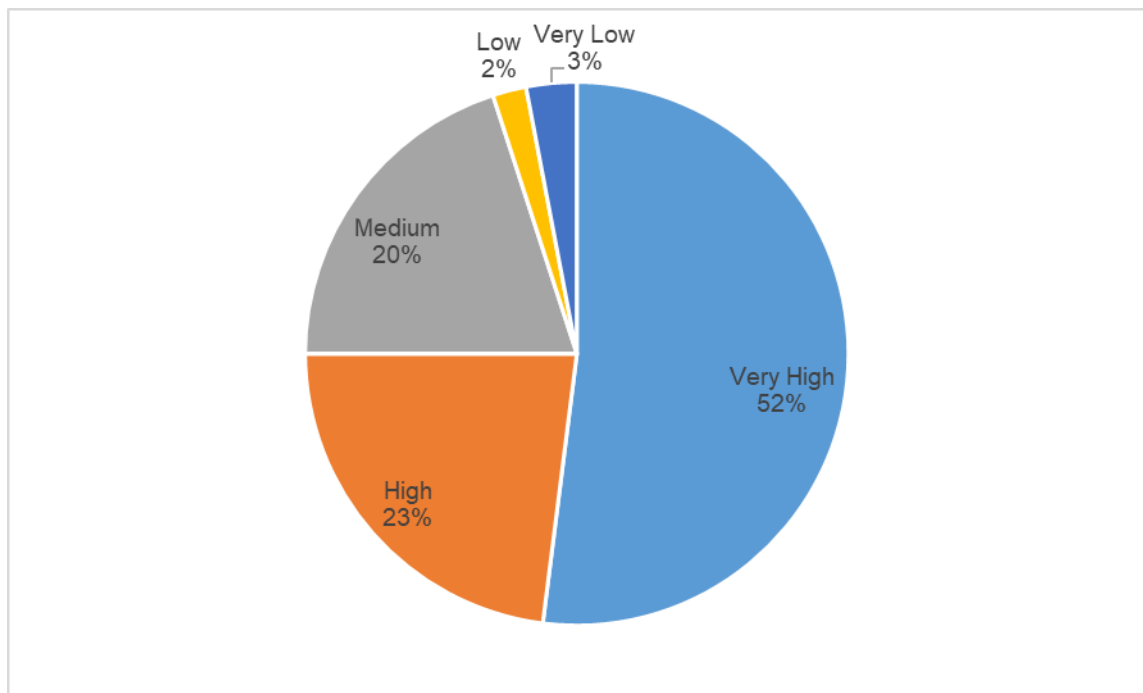


Figure 14:1: How important is this theme to you?

## 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.

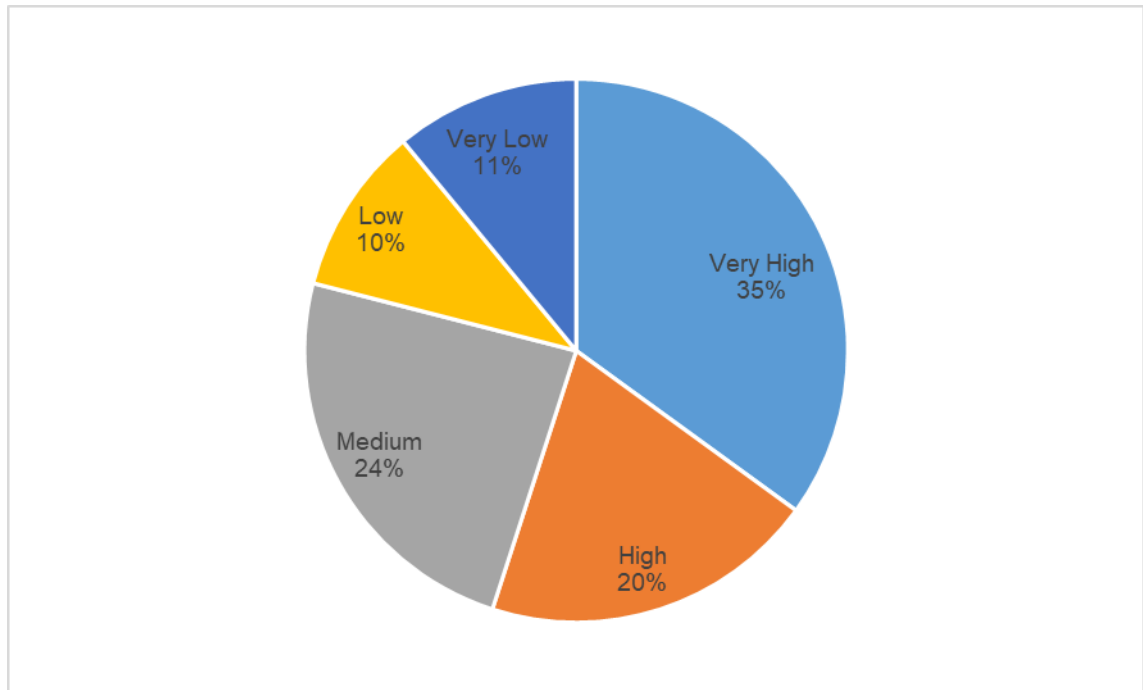


Figure 15:1: How important is this theme to you?

## 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.

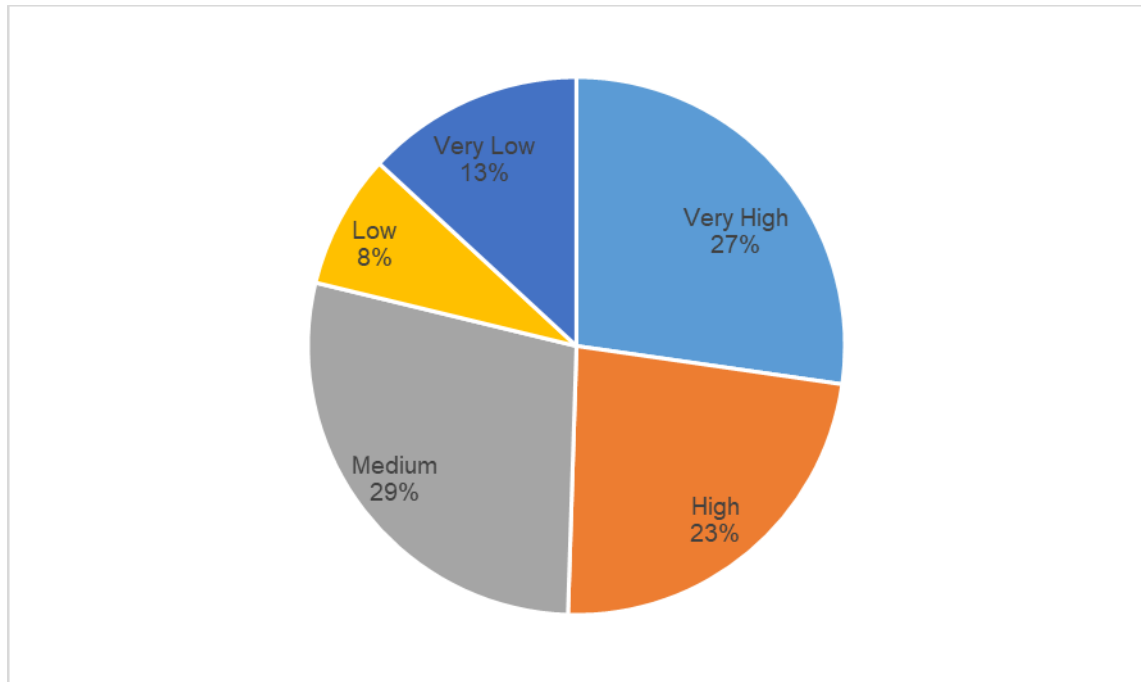


Figure 16:1: How important is this theme to you?

### 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.

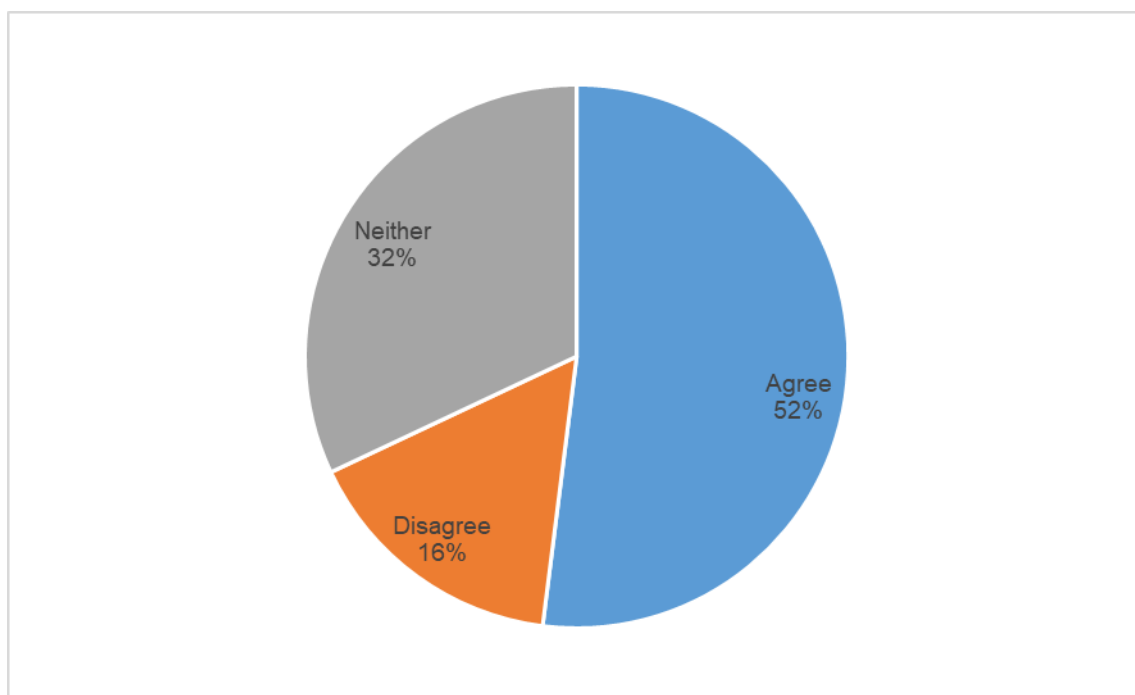


Figure 17:1: Do you agree or disagree that these themes provide an appropriate focus?

### 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.

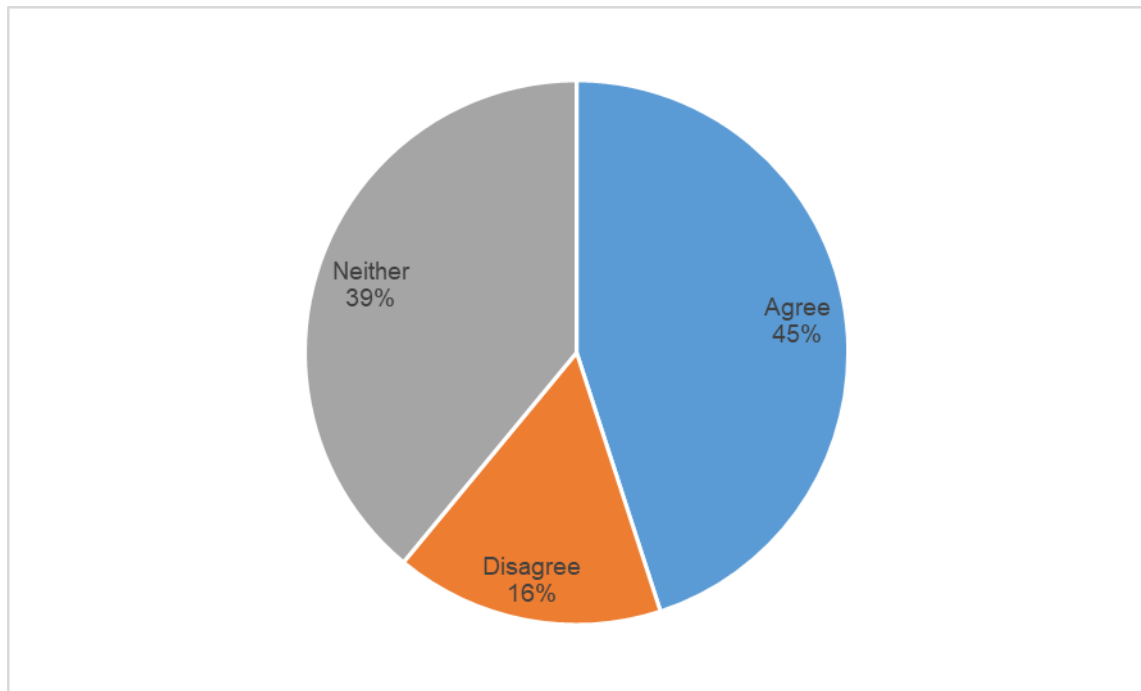


Figure 18:1: Do you agree or disagree that these KPIs provide an appropriate means to monitor performance?

### 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<sub>2</sub>/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	<ul style="list-style-type: none"> <li>• <b>Transport Challenges &amp; Problems:</b> 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.</li> <li>• <b>Vision &amp; Objectives:</b> 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.</li> <li>• <b>Shaping Development and Place:</b> Fully supported measures which embed sustainable transport provision into development. Were particularly supportive of 20-Minute Neighbourhoods.</li> <li>• <b>Delivering Safe Active Travel:</b> Fully supportive of measures which promoted active travel.</li> <li>• <b>Enhancing Accessibility to Public Transport:</b> Supportive of all policies contained within the theme, and aspirations to remove barriers to public transport.</li> <li>• <b>Transforming and Extending the Bus Service:</b> Were encouraged that the RTS firmly placed the role of buses at the centre of the strategy.</li> <li>• <b>Reallocating Roadspace on the Regional and Local Network:</b> Supportive of all measures which promoted active travel.</li> <li>• <b>Delivering Seamless Multi-Modal Journeys:</b> Supported “exciting” content within the section. Highlighted how the ambitious language reflected NTS2, NPF 4 and CMP.</li> <li>• <b>Decarbonising Transport:</b> Supportive of decarbonisation ambitions which are reflected within the CMP.</li> </ul>

Local Authority	Main Comments
	<ul style="list-style-type: none"> <li>• <b>Facilitating Efficient Freight Movement and Passenger Travel:</b> Supportive of freight consolidation centres in key locations and their implementation at key strategic locations.</li> <li>• <b>Working Towards Zero Road Deaths and Serious Injuries:</b> Outlined how it was a key consideration which needs continuing consolidation within the RTS.</li> <li>• <b>Overview:</b> <i>“Exciting and Engaging. The strategy encompasses all the expected main components of Transport Planning”</i></li> </ul>
Clackmannanshire	<ul style="list-style-type: none"> <li>• <b>Transport Challenges &amp; Problems:</b> General agreement with all the identified transport challenges and problems.</li> <li>• <b>Vision &amp; Objectives:</b> Agree that the vision for the RTS broadly encompassed all the aspects which need to be considered and delivered over the RTS period.</li> <li>• <b>Transforming and Extending the Bus Service:</b> Transport Poverty mapping proved interesting.</li> <li>• <b>Reallocating Road-Space on the Regional and Local Network:</b> Agreed with the principles of theme, but acknowledged that it would be difficult to achieve due to strong local opposition.</li> <li>• <b>Delivering Seamless Multi-Modal Journeys:</b> Welcomed the development of Mobility Hubs. Referenced the Murray Square bus stance in Tillicoultry as a possible mobility hub.</li> <li>• <b>Decarbonising Transport:</b> Stated opportunity for regional collaborative approach across local authorities to implement the well-established policy.</li> <li>• <b>Working Towards Zero Road Deaths and Serious Injuries:</b> Referenced how the policy was already well-established.</li> <li>• <b>Overview:</b> <i>“In summary the approach and direction of the draft RTS is supported by Clackmannanshire Council.”</i></li> </ul>
East Lothian Council	<ul style="list-style-type: none"> <li>• <b>Transport Challenges &amp; Problems:</b> Supported the inclusion of the challenges, although acknowledged that they will need to be confronted in a unified approach.</li> <li>• <b>Vision &amp; Objectives:</b> Supported the vision and objectives of the RTS, which aligned with the East Lothian Council Plan.</li> <li>• <b>Shaping Development and Place:</b> Agreed with the principles of place making, 20-minute neighbourhoods and shared mobility through journey hubs and Mobility as a Service (MaaS) concepts.</li> <li>• <b>Delivering Safe Active Travel:</b> Stated that the inter-regional active travel infrastructure linking key destinations is paramount in encouraging modal shift.</li> <li>• <b>Enhancing Accessibility to Public Transport:</b> Stated how the Council believed that fair fares are necessary across public transport to encourage patronage, which are equivalent to car-based transport costs.</li> <li>• <b>Transforming and Extending the Bus Service:</b> Welcomed the opportunity to improve bus journey times regionally and as part of the Midlothian Bus Alliance.</li> <li>• <b>Enhancing and Extending Rail Services:</b> Would welcome further discussions on enhancing rail provision services within the area.</li> <li>• <b>Reallocating Roadspace on the Regional and Local Network:</b> 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.</li> <li>• <b>Delivering Seamless Multi-Modal Journeys:</b> Recognises the benefits of integration between modes and wishes to work with partners to provide point on various integration initiatives.</li> </ul>



Local Authority	Main Comments
	<ul style="list-style-type: none"> <li>• <b>Decarbonising Transport:</b> Welcome further talks in the regional context to evolve a unified approach to the development of electric vehicle infrastructure.</li> <li>• <b>Facilitating Efficient Freight Movement and Passenger Travel:</b> Accepts the principles of targeted infrastructure investment to augment sustainable growth, place making and infrastructure adaptation – particularly to expedite climate change mitigation.</li> <li>• <b>Working Towards Zero Road Deaths and Serious Injuries:</b> Supports the concept of demonstrable speed reduction measures and limits subject to stakeholder engagement and public consultation.</li> <li>• <b>Reducing Car Kilometres:</b> 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.</li> <li>• <b>Responding to the Post-COVID World:</b> Is aware of new ways of working and is looking to explore opportunities through enhanced digital connectivity, AI data collection and reduced trip making.</li> <li>• <b>Overview:</b> <i>“East Lothian Council supports the vision of the Regional Transport Strategy, which aligns with the East Lothian Council plan.”</i></li> </ul>
Falkirk	<ul style="list-style-type: none"> <li>• <b>Transport Challenges &amp; Problems:</b> Appreciated that the lack of ULEV was recognised for HGV freight movements.</li> <li>• <b>Vision &amp; Objectives:</b> Stated that the vision reflected the national vision set out in NTS 2.</li> <li>• <b>Shaping Development and Place:</b> Hoped that the policies helped to deliver the Placemaking agenda.</li> <li>• <b>Delivering Safe Active Travel:</b> Stated that sustainable active travel was at the forefront of the Sustainable Travel Hierarchy contained in NTS 2.</li> <li>• <b>Enhancing Accessibility to Public Transport:</b> 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.</li> <li>• <b>Reallocating Roadspace on the Regional and Local Network:</b> 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.</li> <li>• <b>Delivering Seamless Multi-Modal Journeys:</b> 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.</li> </ul>
Midlothian	<ul style="list-style-type: none"> <li>• <b>Shaping Development and Place:</b> Stated that focus on BPF will help the RTS achieve some of these objectives.</li> <li>• <b>Overview:</b> <i>“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.”</i></li> </ul>
Scottish Borders	<ul style="list-style-type: none"> <li>• <b>Transport Challenges &amp; Problems:</b> Appreciated the inclusion of Problem 15 as a Problem.</li> <li>• <b>Delivering Safe Active Travel:</b> Fully supportive of the role of active travel.</li> <li>• <b>Enhancing Accessibility to Public Transport:</b> Highlighted support for issues around forced car ownership.</li> <li>• <b>Transforming and Extending the Bus Service:</b> Welcomed references to BSIP and franchise models.</li> </ul>

Local Authority	Main Comments
	<ul style="list-style-type: none"> <li>• <b>Enhancing and Extending Rail Services:</b> Supported opposition against reduction of rail services / frequencies.</li> <li>• <b>Delivering Seamless Multi-Modal Journeys:</b> Agreed that 'Hubs' concept is scalable and fully supportive of MaaS initiatives and wider actions contained within the chapter.</li> </ul>
West Lothian	<ul style="list-style-type: none"> <li>• <b>Transport Challenges &amp; Problems:</b> Stated that the identified transport challenges and problems are wide ranging and reflect current urban and rural type transport and travel issues.</li> <li>• <b>Vision &amp; Objectives:</b> 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.</li> <li>• <b>Enhancing Accessibility to Public Transport:</b> Highlighted that the theme was very important, with the policies and actions outlined in this theme being beneficial.</li> <li>• <b>Transforming and Extending the Bus Service:</b> Broad support for policies and actions which will support and encourage operators to enhance and extend the bus service.</li> <li>• <b>Delivering Seamless Multi-Modal Journeys:</b> Support for the expansion of mobility hubs within the region.</li> <li>• <b>Facilitating Efficient Freight Movement and Passenger Travel:</b> 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.</li> <li>• <b>Working Towards Zero Road Deaths and Serious Injuries:</b> Stated that through other key themes this will improve further through improvements in road space, reductions in car journeys etc.</li> <li>• <b>Overview:</b> <i>"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."</i></li> </ul>

Table 22.2: Main Issues (Local Authorities)

Local Authority	Main Comments
City of Edinburgh	<ul style="list-style-type: none"> <li>• The importance of using engaging language and more graphics to make the RTS more concise and engaging to readers.</li> <li>• Further alignment with NTS2, STPR2, draft NPF4 and CEC CMP &amp; Draft CP.</li> <li>• Emphasis on using more significant languages such as 'transforming'.</li> <li>• Taking cognisance of, and explicitly stating, CEC target of 30% reductions in car use.</li> <li>• KPI/targets need to be smarter, and more action focused. They should tie back to objectives.</li> <li>• RTS gives mixed messages around car travel, some of which are contradictory to local and regional ambitions to reduce car use.</li> <li>• Regional tram should feature more prominently. Believe it should have its own separate theme.</li> <li>• 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.</li> <li>• A720 issues are well documented and interventions are required. Focus on demand control/deterrents rather than additional capacity.</li> </ul>
Clackmannanshire	<ul style="list-style-type: none"> <li>• More focus on demand management within problems and policies.</li> <li>• More references to links between planning and transport issues (especially car dependency).</li> </ul>

Local Authority	Main Comments
<b>East Lothian Council</b>	<ul style="list-style-type: none"> <li>• Stated the importance of infrastructure first approaches to achieve car reduction targets.</li> <li>• Greater work / clarity around the impact of EV infrastructure on new housing development, retrofitting existing public space and wider impacts upon the power network.</li> <li>• To endorse the RTS with the following caveats: <ul style="list-style-type: none"> <li>– 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.</li> <li>– 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'.</li> </ul> </li> </ul>
<b>Falkirk</b>	<ul style="list-style-type: none"> <li>• No major issues.</li> </ul>
<b>Midlothian</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<b>Scottish Borders</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• There needs to be more differentiation between urban and rural.</li> <li>• RTS needs to acknowledge the important linkages of the region – provide important opportunities for the SEStran regions and Scottish Borders.</li> <li>• There should be more emphasis on the correlation between good transport and good digital connectivity.</li> <li>• More emphasis on increasing public confidence in public transport</li> <li>• There is a lead role to play in behavioural change and public education to support sustainable transport choices to help deliver the Strategy vision.</li> <li>• 'Vision' and 'Objectives' need to have clear alignment with NTS2.</li> <li>• The links back to the Strategy 'Vision' and 'Objectives' needs to be clearly articulated throughout the document: <ul style="list-style-type: none"> <li>– The core linkages seem to get too lost in each section to accurately define how the actions will help deliver the strategy objectives.</li> <li>– 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.</li> <li>– There are a number of actions within the draft Strategy without clarity on ownership, how they will be funded, delivered or programmed.</li> </ul> </li> <li>• RTS needs to be shortened.</li> </ul>
<b>West Lothian</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

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
<b>Transport Challenges and Problems</b>	<ul style="list-style-type: none"> <li>• Additional focus on other perspectives within user problem approach:</li> <li>• Touch on place, climate change, economic perspective etc. (CEC &amp; Fife)</li> <li>• Lack of balance between the needs of all users – present and future (e.g. impact of climate change on young people) (Fife)</li> </ul>

High Level Theme	Actions / Responses
	<ul style="list-style-type: none"> <li>Regional / rural perspective (Scottish Borders)</li> <li>No focus on integrated ticketing within problems (CEC)</li> <li>Conflict between respective authority policies / characteristics (CEC &amp; Scottish Borders)</li> <li>Greater focus on climate change within section (Fife)</li> <li>No mention of demand management / link to planning (Clackmannanshire / Fife)</li> <li>The language used in the problem statements is too moderate (CEC)</li> </ul>
<b>Vision</b>	<ul style="list-style-type: none"> <li>Shortening of vision statement (Fife)</li> <li>Inclusion of additional themes (Scottish Borders)</li> <li>Greater link to planning / related policy (Midlothian)</li> </ul>
<b>Objectives</b>	<ul style="list-style-type: none"> <li>Amendment of language (CEC)</li> <li>Objectives run the risk of appearing to give the impression that changing to electric vehicles is the solution (Clackmannanshire)</li> <li>Links to planning, demand management and freight within objectives (Clackmannanshire)</li> <li>A diagram to map out how the problems, vision, objectives and themes interrelate. (Fife)</li> <li>Additional objectives relating to inclusive growth / just transition</li> <li>Greater link to planning / related policy (Midlothian)</li> </ul>
<b>Shaping development and place</b>	<ul style="list-style-type: none"> <li>Emphasis on section having better relation to planning and guidance on how planning applies concepts (CEC, Clackmannanshire &amp; Scottish Borders).</li> <li>Application of concepts to existing developments.</li> <li>Clearer definitions of concepts such as TOD.</li> <li>Better links to national policy such as NPF4 etc.</li> <li>Other amendments to phrasing, language etc.</li> </ul>
<b>Delivering safe active travel</b>	<ul style="list-style-type: none"> <li>Focus on behaviour change. (Scottish Borders)</li> <li>Other minor amendments and inclusion of external active travel projects &amp; policies. (Clackmannanshire / Scottish Borders)</li> </ul>
<b>Enhancing access to public transport</b>	<ul style="list-style-type: none"> <li>Changes to language / clarification of certain policies. (CEC, Clackmannanshire, Fife &amp; Scottish Borders)</li> <li>Focus on digital connectivity and wider behaviour change initiatives. (Scottish Borders)</li> </ul>
<b>Enhancing and extending the bus service</b>	<ul style="list-style-type: none"> <li>Changes to language. (CEC)</li> <li>Questions over how policies would be delivered. (Clackmannanshire / Fife &amp; Scottish Borders)</li> <li>Urban-rural Issues, specifically the application of bus priority measures and DRT services in the rural context. (Clackmannanshire / Fife &amp; Scottish Borders)</li> <li>Behaviour change leadership role of SEStran. (Scottish Borders)</li> <li>Inclusion of external data sources, including Workforce Mobility Report &amp; Scottish Access to Bus Indicator. (Scottish Borders)</li> </ul>
<b>Enhancing and extending rail services</b>	<ul style="list-style-type: none"> <li>Inclusion of tram as standalone chapter. (CEC)</li> <li>Specific reference to other local potential train interventions / appraisals. (Fife, ELC &amp; Scottish Borders)</li> <li>Impact of COVID-19 on future approaches to mode shift aspirations. (Scottish Borders)</li> </ul>
<b>Reallocating roadspace on the regional network</b>	<ul style="list-style-type: none"> <li>Stronger focus on the prioritisation of road space as a thread throughout the RTS. (Midlothian)</li> <li>More references to the role of the RTS shaping the development of LDPs and related policies. (Midlothian)</li> </ul>
<b>Delivering seamless multi-modal journeys</b>	<ul style="list-style-type: none"> <li>Urban-Rural differentiation, specifically: (Scottish Borders)</li> <li>Costs of buses.</li> <li>Ability of bus to provide solution for all journeys.</li> </ul>

High Level Theme	Actions / Responses
	<ul style="list-style-type: none"> <li>• Delivery of DRT services.</li> <li>• No reference to integrated ticketing. (CEC)</li> <li>• Lack of integration for transport provider data. (CEC &amp; Scottish Borders)</li> <li>• More emphasis on enabling bikes to be brought onto public transport. (Fife &amp; Scottish Borders)</li> <li>• 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)</li> </ul>
<b>Decarbonising transport</b>	<ul style="list-style-type: none"> <li>• No mention of e-bikes infrastructure. (Clackmannanshire)</li> <li>• Urban-Rural variations in the provision / funding model of EV infrastructure. (Scottish Borders)</li> <li>• Also provide case study for delivery model.</li> </ul>
<b>Facilitating efficient freight movement and passenger travel</b>	<ul style="list-style-type: none"> <li>• Requests for specific freight options / interventions to be mentioned within RTS. (CEC &amp; Fife)</li> <li>• Impact of small freight couriers on 20% target. (Clackmannanshire)</li> <li>• Focus on behaviour change to remove congestion hotspots. (Scottish Borders)</li> <li>• More focus on mobility hubs for passenger travel. (West Lothian)</li> </ul>
<b>Working towards zero road deaths and serious injuries</b>	<ul style="list-style-type: none"> <li>• Alignment with Council policy interventions, including School Travel. (CEC)</li> <li>• Clarification on delivery of schemes. (Scottish Borders &amp; Falkirk)</li> <li>• Greater focus on infrastructure first delivery approach to achieving wider goals. (ELC)</li> </ul>
<b>Reducing car kilometres</b>	<ul style="list-style-type: none"> <li>• Incorporation of CEC 30% reduction target. (CEC)</li> <li>• More focus on links to planning and demand management. (Clackmannanshire &amp; Fife)</li> <li>• Urban-Rural variances and application of targets / related initiatives across SEStran region (Scottish Borders &amp; Clackmannanshire)</li> <li>• Delivery of behaviour change initiatives (Scottish Borders &amp; West Lothian)</li> </ul>
<b>Responding to the post-COVID world</b>	<ul style="list-style-type: none"> <li>• Using COVID-19 as an opportunity to change travel habits (CEC &amp; Fife)</li> <li>• Outline how there is a reliance on planning to react to / change behaviour (Clackmannanshire)</li> <li>• SEStran leadership role in changing behaviours (Scottish Borders)</li> </ul>
<b>Spatial Strategy</b>	<ul style="list-style-type: none"> <li>• Various amendments to text, images &amp; content. (All)</li> <li>• More links to NPF4 and it's ambitions to prevent further suburbanisation along travel corridors (Scottish Borders)</li> </ul>
<b>Monitoring</b>	<ul style="list-style-type: none"> <li>• Joined up approach to data collection / clarity on baselines. (CEC)</li> <li>• Define main modes of travel and reasoning for doing so. (Clackmannanshire)</li> <li>• Greater focus on town centres etc. for 20mph monitoring (ELC)</li> <li>• Alignment of monitoring with other RTSS. (Falkirk)</li> <li>• No linkages to objectives / starting baseline. (Scottish Borders)</li> <li>• Additional KPIs for specific projects and initiatives. (WLC)</li> </ul>
<b>Statutory Assessments</b>	<ul style="list-style-type: none"> <li>• Languages around Equality Act. (Clackmannanshire)</li> <li>• Disproportional impact of climate change on children. (Fife)</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Overview of main issues (CEC):</li> <li>• The importance of using engaging language.</li> <li>• Further alignment with NTS2, STPR2, draft NPF4 and CEC CMP &amp; Draft CP.</li> <li>• Taking cognisance of, and explicitly stating, city target of 30%.</li> <li>• RTS gives mixed messages around car travel, some of which are contradictory to local and regional ambitions to reduce car use.</li> <li>• Regional tram should feature more prominently / believe it should have its own separate theme.</li> <li>• A720 issues are well documented / intervention is required. Focus on demand control/deterrents rather than additional capacity</li> </ul>

High Level Theme	Actions / Responses
	<ul style="list-style-type: none"> <li>• Question how many policies can be realistically implemented. Also request a specific and detailed action plan indicating responsibilities and timeframes. (Fife)</li> <li>• No reference to funding and resources for the interventions suggested (WLC)</li> </ul>

## 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
<b>Transport Challenges and Problems</b>	<ul style="list-style-type: none"> <li>• Minor changes to language (Public Health Scotland)</li> <li>• Focus on new developments within the identified challenges – how does it address existing communities and wider built environment? (Tactran)</li> </ul>
<b>Shaping development and place</b>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• Various changes to language to ensure consistent link with wider policy. (SG Planning)</li> </ul>
<b>Enhancing and extending the bus service</b>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>
<b>Improving integration between modes</b>	<ul style="list-style-type: none"> <li>• Urban-Rural divide for car clubs and shared transport – more expensive in the urban setting. (Midlothian Community Planning Partnership)</li> <li>• MaaS only successful if it is cross-boundary. (Tactran)</li> </ul>
<b>Reducing car kilometres</b>	<ul style="list-style-type: none"> <li>• Additional demand management controls are required. (Midlothian Community Planning Partnership)</li> <li>• 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)</li> <li>• Extension of corridors to become inter-regional. (Tactran)</li> </ul>



## 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
<b>Urban-Rural Differentiation: Context of Problems &amp; Mobility Themes and application of Policies &amp; Actions within both Urban and Rural environments</b>	<ul style="list-style-type: none"> <li>• SG Urban-Rural Classification and associated commentary added to Context Section</li> <li>• Reference to parking being a different kind of problem across the SEStran region in Defining Transport Problems Section</li> <li>• 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) <ul style="list-style-type: none"> <li>– Policy 6D adapted to reflect this</li> </ul> </li> <li>• Specific reference to bus congestion in urban areas in Transforming and Extending the Bus Service Section</li> <li>• 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</li> <li>• Reference to problems running rural bus services in current climate of declining demand in Transforming and Extending the Bus Service Section <ul style="list-style-type: none"> <li>– New policy created as a result: 8I</li> </ul> </li> <li>• Actions within Delivering Seamless Multi-Modal Journeys Section adapted to reflect urban-rural dimensions</li> <li>• Acknowledgment that there will be regional variations in the delivery of carbon reduction within the SEStran area throughout RTS</li> <li>• 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. <ul style="list-style-type: none"> <li>– Alterations to Policy 13C reflect these changes</li> </ul> </li> <li>• Changes to Policy 15C</li> <li>• Reference to digital connectivity in Reducing Car Kilometres Section</li> <li>• 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</li> </ul>
<b>Delivery &amp; Option Referencing</b>	<ul style="list-style-type: none"> <li>• New Chapter 18 created which outlines approach to delivery. Includes: <ul style="list-style-type: none"> <li>– The inclusion of Policy 18A</li> <li>– Creation of two new actions</li> </ul> </li> </ul>
<b>Enhanced Links to Policy</b>	<ul style="list-style-type: none"> <li>• NPF 4 &amp; STPR2 referenced / explored within Context section</li> <li>• Liveable Neighbourhoods included within Objectives / Vision Section</li> <li>• Table 4.1 outlines links between Strategy Objectives and NTS 2 Priorities in Vision &amp; Strategy Objective Section</li> <li>• Reference to Transit Orientated Development and 20 Minute Neighbourhoods in Shaping Development and Place Section</li> <li>• Greater emphasis on links to wider policy (such as NPF 4) in Shaping Development and Place Section</li> <li>• Commentary on NPF 4 / NTS 2 links to planning system and transport planning within Shaping Development and Place Section.</li> <li>• More references to Sustainable Transport Hierarchy and Sustainable Investment Hierarchy throughout the RTS, including the Shaping Development and Place Section <ul style="list-style-type: none"> <li>– Reflected in addition of Policy 6A and changes to Policy 13B</li> </ul> </li> <li>• Draft EV Vision Strategy commentary within Decarbonising Transport Section, including the changing approach to charging infrastructure delivery</li> </ul>

Comment	Response
	<ul style="list-style-type: none"> <li>• Route Map commentary within Reducing Car Kilometres Section</li> <li>• Inclusion of CEC 30% target as example of urban-rural difference in achieving the overall 20% target</li> <li>• Reference of NPF 4 application of 20-minute neighbourhoods in Shaping Development and Place Section (definition in Glossary also adapted from NPF4)</li> </ul>
<b>Better Emphasis on Links to Land-Use Planning &amp; Demand Management</b>	<ul style="list-style-type: none"> <li>• Parking outlined to be issue for SEStran region in Transport Challenges in the Region Section, with the impacts varying in extent across the region.</li> <li>• Emphasis on land use planning decisions impacting sustainable transport objectives in Shaping Development and Place Section</li> <li>• 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</li> <li>• 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 <ul style="list-style-type: none"> <li>– New policies created to reflect the above points: Policy 6A &amp; 6B</li> <li>– New Action created to reflect the above points: <ul style="list-style-type: none"> <li>o “SEStran to engage with Local Authorities during the development of Local Development Plans on transport planning matters”</li> </ul> </li> </ul> </li> <li>• Commentary on the need to implement Demand Management measures in tandem with wider behaviour change interventions <ul style="list-style-type: none"> <li>– Addition of Policy 13C and associated action</li> <li>– Addition of Policy 16G</li> <li>– Action amended to reference Transport Scotland Route Map</li> </ul> </li> </ul>
<b>Referencing of Mass Transit</b>	<ul style="list-style-type: none"> <li>• Specific reference in Transforming and Extending the Bus Service chapter.</li> <li>• Reference to Edinburgh &amp; South East Scotland Mass Transit network added to Enhancing and Extending Rail Services Section <ul style="list-style-type: none"> <li>– Policy 10G updated to incorporate the above action</li> <li>– Also adapted action: <ul style="list-style-type: none"> <li>o Undertake appraisal and business case development for an Edinburgh &amp; South East Scotland Mass Transit system including new light rail and tram links within the region.</li> </ul> </li> </ul> </li> </ul>
<b>Public Transport Services: Various</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>
<b>Electric Vehicles within the context of the SEStran region</b>	<ul style="list-style-type: none"> <li>• Outline of how Reduction in car km not achieved through shift to EVs highlighted in Decarbonising Transport Section / reference to more detailed commentary in Reducing Car Kilometres Section.</li> <li>• Reference to e-bikes (and associated infrastructure) in Decarbonising Transport section. <ul style="list-style-type: none"> <li>– Creation of Policy 13D reflects this.</li> <li>– Changes to action also included: <ul style="list-style-type: none"> <li>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.”</li> </ul> </li> </ul> </li> </ul>

Comment	Response
<b>Integrated Transport Network</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Ambitions to implement integrated ticketing referenced in Delivering Seamless Multi-Modal Journeys Section. <ul style="list-style-type: none"> <li>– Policy 12A brought to front and centre of policies</li> </ul> </li> </ul>
<b>Equality Impact</b>	<ul style="list-style-type: none"> <li>• References to the Disability Discrimination Act updated to Equality Act 2010</li> <li>• Addressed comments from EQiA within the development of the final RTS</li> </ul>
<b>Minor Alterations from External Stakeholders</b>	<ul style="list-style-type: none"> <li>• Including updated Clackmannanshire Draft MATHLR figures in SEStran Housing Calculation</li> <li>• Reference to impact of weather on active travel use in Transport Challenges Section</li> <li>• Updating Challenge 29 to include “increasing inequality of access”</li> <li>• Inclusion of “mental health” to Strategy Objective 2</li> <li>• Addition of Climate Change Adaptation in Objective 4</li> <li>• Changes to Language from SG Planning</li> <li>• Case Study on Workforce Mobility Project included in Responding to the Post COVID World Section</li> <li>• Links between EV infrastructure and wider societal energy needs</li> </ul>
<b>Definition of Terms</b>	<ul style="list-style-type: none"> <li>• Definitions for 20-Minute Neighbourhoods, Infrastructure First, Sustainable Investment Hierarchy, Sustainable Travel Hierarchy and Transit Orientated Development added to Glossary.</li> </ul>
<b>Applying policies in existing environments</b>	<ul style="list-style-type: none"> <li>• Change to Policy 6d in Shaping Development and Place Section</li> <li>• Reference to retrofitting EV infrastructure in Decarbonising Transport Section</li> </ul>
<b>Inter-Regional / Wider Access</b>	<ul style="list-style-type: none"> <li>• Inclusion of Figure 5.13 (with adjoining commentary) in Spatial Strategy Section</li> </ul>
<b>Hydrogen Capabilities</b>	<ul style="list-style-type: none"> <li>• 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</li> </ul>
<b>Behaviour Change: Post COVID-19 &amp; General Aspirations</b>	<ul style="list-style-type: none"> <li>• Impact of COVID-19 on evidence base referenced in Introduction</li> <li>• 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: <ul style="list-style-type: none"> <li>– New Policy 16G added</li> <li>– Associated action amended to reference Transport Scotland Route Map</li> </ul> </li> <li>• 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: <ul style="list-style-type: none"> <li>– Creation of new Policy 17D.</li> <li>– Creation of new associated action: <ul style="list-style-type: none"> <li>o SEStran will engage with relevant bodies and stakeholders to develop and implement interventions which reassert public confidence in public transport services.</li> </ul> </li> </ul> </li> </ul>
<b>Relocation of Spatial Strategy</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<b>Access to Healthcare</b>	<ul style="list-style-type: none"> <li>• 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: <ul style="list-style-type: none"> <li>– Inclusion of a new policy: Policy 9H</li> <li>– New associated action: <ul style="list-style-type: none"> <li>o Support the delivery of bus services and infrastructure measures which ensure access to healthcare for all.</li> </ul> </li> </ul> </li> </ul>
<b>Opportunities for the RTS</b>	<ul style="list-style-type: none"> <li>• Commentary following the RTS Constraints was added to highlight how there are opportunities which have evolved as a result of COVID-</li> </ul>

Comment	Response
	19 and how these will have a positive impact on many local areas (Transport Challenges in the Region Section)
<b>Integration: Data, Ticketing, and Journey Planning</b>	<ul style="list-style-type: none"> <li>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.</li> <li>Additional commentary on integrated ticketing (with additional policies and actions) within Delivering Seamless Multi-Modal Journeys Sections. As a result: <ul style="list-style-type: none"> <li>New Policy to support this: 12A</li> <li>Also includes new associated action: <ul style="list-style-type: none"> <li>“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.”</li> </ul> </li> </ul> </li> </ul>
<b>Inclusion of Just Transition</b>	<ul style="list-style-type: none"> <li>Explicit reference to Just Transition within Strategy Objective 4</li> </ul>
<b>Real Time Passenger Information</b>	<ul style="list-style-type: none"> <li>Commentary on the benefits of introducing RTPI within Enhancing Accessibility to Public Transport Section. As a result: <ul style="list-style-type: none"> <li>New Policy added to reflect this point: Policy 8C</li> <li>New Actions added to reflect this point: <ul style="list-style-type: none"> <li>Introduce Real Time Passenger Information for public transport services through mobile applications, stations and stops.</li> <li>Identify areas of poor digital connectivity where RTPI facilities may be ineffective and work with partners to resolve these issues.</li> </ul> </li> </ul> </li> </ul>
<b>Misc.</b>	<ul style="list-style-type: none"> <li>References to Scottish Borders / removal of references to ‘hinterland’</li> <li>Referencing of specific schemes, including Borders Railway</li> </ul>
<b>SEStran Comments (Various)</b>	<ul style="list-style-type: none"> <li>Change made to reflect healthcare and equalities throughout the RTS’s commentary, policies, and actions</li> <li>Reference South of Scotland Regional Economic Strategy in Context Section</li> <li>Section 2.1 renamed from Socio Economic to Area Profile</li> <li>Defining of User Problems clearly stated in Section 3.1</li> <li>Rephrasing of Strategy Objective 3 to include “Transforming”</li> <li>References to Infrastructure First in Transit Orientated Development discussion</li> <li>Adaptation of Policy 6B</li> <li>Rephrasing of Mobility Theme to “Enhancing Accessibility of Public Transport”</li> <li>Explicit reference to Real Time Passenger Information</li> <li>London Integrated Ticketing and Fare Capping moved to Delivering Seamless Multimodal Journeys Section</li> <li>Park and ride reference added to Transforming and Extending the Bus Service Section commentary</li> <li>Commentary around lower rural public transport demand affecting provision / inclusion of other interventions added to the Transforming and Extending the Bus Service Section commentary.</li> <li>Rephrasing of Mobility Theme to Enhancing and Extending the Rail Services</li> <li>Updates to the Enhancing and Extending the Rail Services Section commentary. Including: <ul style="list-style-type: none"> <li>Inclusion of existing light rail / tram network</li> <li>The need for new stations to be supported by suitable service provision that enables sustainable travel options</li> <li>Reference to additional freight services</li> <li>Reference to Borders Railway electrification and Borderlands Growth Deal</li> </ul> </li> <li>Updates to Enhancing and Extending the Rail Services policies and actions. Including: <ul style="list-style-type: none"> <li>Inclusion of “across and beyond” in Policy 10A</li> </ul> </li> </ul>

Comment	Response
	<ul style="list-style-type: none"> <li>– Addition of “national boundaries” in Policy 10B</li> <li>– References to tram and longer distance regional cross boundary rail / tram in the first action</li> <li>• Rephrasing of Mobility Theme to Delivering Seamless Multimodal Journeys</li> <li>• 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.</li> <li>• Shift of Integrated ticketing to this Delivering Seamless Multi-Modal Journeys Section (including inclusion of London Integrated Ticketing and Fare Capping)</li> <li>• Updating to add more urban/rural differentiation to actions in Chapter 12</li> <li>• Reference to different approach to EV infrastructure delivery in Decarbonising Transport Section</li> <li>• Change to Policy 15C to include urban-rural reference</li> <li>• Role of education and behaviour change to deliver reduction referenced throughout Reducing Car Kilometres Chapter</li> <li>• Addition to Reducing Car Kilometres Chapter commentary, including: <ul style="list-style-type: none"> <li>– Referring to the provision of public transport services or alternative provisions to encourage shared car use / multi-modal journeys</li> <li>– 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</li> <li>– Changes to Tripshare platform commentary</li> </ul> </li> <li>• 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</li> <li>• Changes to Spatial Strategy Regional Corridors descriptions</li> <li>• Addition of KPI to specifically measure local delivery of the national 20% kilometre reduction targets</li> </ul>
<b>Behaviour Change to be own Mobility Theme</b>	<ul style="list-style-type: none"> <li>• 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</li> </ul>
<b>Greater links to economic strategies</b>	<ul style="list-style-type: none"> <li>• The Land-Use planning section of the Context chapter provides commentary of the RTS's link to the wider economic landscape</li> </ul>
<b>Inclusion of other user perspectives</b>	<ul style="list-style-type: none"> <li>• The approach to identifying problems is considered to be robust and is in accordance with the Scottish Transport Appraisal Guidance.</li> </ul>
<b>Review of partner authorities active travel plans</b>	<ul style="list-style-type: none"> <li>• Not achievable within the time available for reviewing and updating the RTS. Will be included as part of future Delivery Plan actions.</li> </ul>
<b>Differentiation between Transforming and Extending the Bus Service and Enhancing and Extending Rail Services</b>	<ul style="list-style-type: none"> <li>• Feel that there is already enough differentiation as one focuses on buses and the other on rail.</li> </ul>
<b>Wales DRT Case Study</b>	<ul style="list-style-type: none"> <li>• Not included to help minimise length of the RTS</li> </ul>