SESTRAN 2035 MONITORING

1 INTRODUCTION

1.1 At its meeting on 29th March the Partnership Board approved the final version of the Regional Transport Strategy (RTS) which was approved by the Scottish Minister. As part of the ongoing monitoring of the RTS, SEStran appointed S82 Consulting to help develop the Programmed Investment Plan (PIP). The plan was created in close partnership with the eight local authorities in the SEStran region and other stakeholders who have responsibility and/or budget for delivering specific schemes.

1.2 The Programmed Investment Plan will be the principal tool with which the delivery of the RTS will be measured and monitored. The purpose of this report is to update on progress on the Programmed Investment Plan since March and the recent receipt of the final report. This will be accompanied by a presentation from S82 Consulting at the meeting.

2 BACKGROUND

2.1 S82 Consulting were appointed in November 2022 on a four-month commission to produce a Programmed Investment Plan, setting out in detail the strategic transport interventions planned for the SEStran region over the next three years. The plan would then be visually represented using a Graphical Information System (GIS).

2.2 S82 gathered structured data from Lead Stakeholders, such as the eight local authorities in the SEStran region, Transport Scotland and Sustrans. A multi-criteria assessment (MCA) framework for projects was created. Multi-criteria assessment methods are used to analyse the performance of complex systems and understand the trade-offs between different factors. As such, they can be used to provide reliable information on the strengths and weaknesses of different transport projects. A range of different metrics are used to do this, such as technical performance or financial viability. The outputs of a multi-criteria assessment provide stakeholders with impartial evidence to help them make decisions. They can also identify barriers that are limiting the development of projects, in turn helping to increase confidence and reduce risk.

2.3 These projects were filtered to determine if they were ‘Regional’ and were assessed against a range of transport policies, including the Regional Transport Strategy, National Transport Strategy and Scottish Transport Appraisal Guidance (STAG). S82 are mapping these projects on GIS to help identify ‘gaps’ in the transport network.

3 NEXT STEPS

3.1 SEStran will seek to further identify strategic gaps in transport provision and networks.

3.2 SEStran will continue to update the MCA and the relevant GIS mapping by ensuring regular meetings with the Lead Stakeholders to monitor progress.

3.3 Many of the regional projects lack budgetary information for a range of reasons. S82 are liaising with stakeholders to gain information on budget, and the Partnership Director is meeting with individual Chief Officers over the next few weeks to discuss a number of issues including these gaps in the report.

3.4 SEStran will use the data obtained and analysed to see how national targets in reducing car usage can be met, and to see how freight can be considered more clearly in national, regional and local policies.

3.5 SEStran officers see the PIP project as being transformational for the work towards the uptake of the new Regional Transport Strategy 2035.

4 RECOMMENDATIONS

It is recommended that the Board:

4.1 Notes the progress made on developing the Programmed Investment Plan since the last meeting and the receipt of the final report from S82 Consulting

4.2 Delegates the Partnership Director to continue to work with key stakeholders and constituent councils to further update and develop the Programmed Investment Plan as a monitoring tool for delivery of the RTS.

4.3 Agrees to receive regular updates on the project as appropriate and at least every six months

Hattie James
Project Officer

16th June 2023

Appendix: SEStran 2035 Monitoring – Programmed Investment Plan

Policy Implications	A new RTS and PIP will inform and impact on future SEStran strategy development and Local Transport Authorities' plans and strategies.
Financial Implications	Sufficient funds are contained within the projects budget for delivery of the RTS and development of the PIP and funding is identified in the three-year budget plan.
Equalities Implications	The new RTS from which the PIP has been derived has been subject to an Equalities Impact Assessment (EQIA).
Climate Change Implications	The new RTS from which the PIP has been derived has been subject to a Strategic Environmental Assessment (SEA).

SEStran

2035 Monitoring – Programmed Investment Plan

June 2023

s82 consulting

Report Version History

Version	Comments	Date issued
Issued v1.0	Issued to SEStran	09/06/23

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Glossary

Term	Description
Analysis / Review	A 'Regional' project that is not definitely delivering an outcome. These projects were therefore not fully assessed.
Capital Budget	Spending of a 'one-off' nature which results in the purchase, construction, or improvement of an asset such as transport infrastructure.
Geographical Information System (GIS)	A computer system that analyses and displays geographically referenced information. It uses data that is attached to a unique location and can provide mapping information.
Lead Stakeholder	An organisation who was interviewed for this commission and provided data on relevant projects. Generally, they were also the Promoter of the projects.
Linked Programme	A local, regional or national programme a project was linked with.
'Local' projects	Projects that did not meet at least one of the six 'Regional' criteria – see **Section 2.4.**
Multi Criteria Assessment (MCA)	A MS Excel table produced as part of this commission to list, categorise and rank projects within the SEStran region.
National Transport Strategy (NTS 2)	The strategy published by Transport Scotland in 2020 covering all of Scotland.
NTS Priorities	Priorities listed in the NTS.
NTS Sustainable Investment Hierarchy	A sustainable investment hierarchy identified in the NTS, as shown in in **Figure 2.5.5,** which helps inform investment decisions and places 'Reducing the need to travel unsustainably' at the top.
NTS Sustainable Travel Hierarchy	A sustainable travel hierarchy identified in the NTS, as shown in **Figure 2.5.4,** that places walking and wheeling at the top and private car use at the bottom.
Project	A transport project in the SEStran area that was identified by the Lead Stakeholders and listed in the MCA.
Promoter	The organisation leading delivery of a project. In most cases this was also the Lead Stakeholder.
Raster Tiles	Used in GIS, these are square bitmap graphics displayed in a grid arrangement to show a map.
'Regional' projects	Projects that were identified as meeting at least one of the six 'Regional' criteria – see **Section 2.4**.
Regional Transport Strategy (RTS)	The strategy initially published by SEStran in 2022 and subsequently approved by Scottish Ministers in 2023.

Term	Description
RTS Objectives	Objectives listed in SEStran's RTS.
RTS Regional Mobility Themes	The RTS lists 12 Regional Mobility themes which group proposed projects, policies and actions - see **Section 2.5.2.**
Revenue Budget	The amount of money needed to provide services during a financial year.
Scottish Transport Appraisal Guidance (STAG) Criteria	Guidance on the appraisal of transport schemes, updated by Transport Scotland in 2022.
Shapefile	A GIS data storage format for storing the location, shape and attributes of geographic features.
Stakeholder	An organisation who has some involvement with a project.
Strategic Project Transport Review 2 (STPR2)	A Scotland-wide evidence-based review published by Transport Scotland in 2022, which follows the Scottish Transport Appraisal Guidance (STAG), of the strategic transport network across all transport modes, including walking, wheeling, cycling, bus, rail and car, as well as reviewing wider island and rural connectivity.

Executive Summary

Aim of the Commission

The commission was to produce a Programmed Investment Plan, setting out in detail the strategic transport interventions in the SEStran region over the next three years.

The commission successfully identified relevant projects, their funding status, delivery timescale, budgets and stakeholders.

Methodology

The agreed approach was to gather structured data from Lead Stakeholders, such as local authorities and transport bodies, using an MS Excel spreadsheet. This enabled a common, multi-criteria assessment (MCA) framework for projects, regardless of the type of project, its location or status.

14 Lead Stakeholders, including all the local authorities in the SEStran region, were interviewed in January and February 2023. An MCA pre-populated with some examples, along with guidance notes, was passed to Lead Stakeholders in advance of the meetings, which were all held using MS Teams. The commission team greatly appreciated the co-operation of the Lead Stakeholders.

Some 640 projects were identified in these discussions.

Using initial information from stakeholders, the projects were then filtered to determine if they were 'Regional', and to examine how they compared with current relevant transport policies.

The initial 'Regional' filtering of projects considered six questions. Did the project:

1. Link more than one local authority area?
2. Fill an 'internal gap' in one local authority area to enable completion of a larger, 'cross-boundary' network or linkage?
3. Have 'points of delivery' in more than one local authority (e.g., trials of bus services in four different towns across the SEStran area)?
4. Follow one of the 18 SEStran 'regional corridors' (see Figure 2.4)?
5. Enables access to regional corridors or networks? This is particularly important for active travel schemes which can improve access to mobility hubs for regional travel.
6. Connect to another RTP or national network?

A 'yes' answer to at least one of these questions enabled a project to be classed as a having 'regional impact', creating a shortlist of 'Regional' projects.

This resulted in the commission team identifying 276 'projects classed as 'Regional'. Some 88 of these 276 projects were primarily an analysis or a review. Since these did not deliver direct transport benefits to users, they were not reviewed against relevant transport policies.

The remaining 188 'Regional' projects were then assessed against a range of transport policies comprising:

- SEStran's Regional Transport Strategy (RTS) Strategy Objectives.
- SEStran's RTS Regional Mobility Themes.
- National Transport Strategy (NTS) Priorities.
- NTS Sustainable Travel Hierarchy.
- NTS Sustainable Investment Hierarchy.
- Scottish Transport Appraisal Guidance (STAG) Criteria.

Given the scope of the commission, assessments against these policies were based on professional judgement to give guidance, rather than detailed studies or surveys.

'Regional' projects were also assessed to identify any possible major issues that could potentially delay or hinder delivery. These were typically issues such as the planning or statutory processes required for delivery, or affordability.

The commission also identified projects which may include high embodied carbon. These were generally major infrastructure projects which utilise large quantities of high carbon material such as concrete, steel and bituminous materials in their construction.

'Regional' projects were plotted on GIS mapping, with the relevant data set attached. This has been made available to SEStran.

Commission Outcomes

The 276 'Regional' projects were spread across all the Lead Stakeholders, who comprised local authorities and other transport bodies. 172 of these projects were area-wide and not linked to a discrete location. 188 of the 276 were an actual project, rather than an analysis or a review.

These 188 projects were scored against how they met the NTS travel and investment hierarchies. Whilst this had some limitations, higher scoring projects tended to be multi-modal and those focused on legislative change. Road-focused projects scored lowest.

Three case studies were identified to demonstrate GIS mapping capability, using MCA and third-party data to identify gaps in the transport network. These looked at rail access to strategic housing sites, active travel links to hospitals and the Blindwells Strategic Housing Site, demonstrating the potential of GIS analysis.

Budget information was not always readily available for many projects, reflecting uncertainty in public sector funding and project status.

Capital budgets for Financial Years 2023/24, 2024/25 and 2025/26 were significantly higher than revenue budgets. This reflected the annual nature of revenue budgeting and wider budget-setting uncertainty at the present time.

Across the four Financial Years from 2022/23 to 2025/26 the total capital budget was £229,409k for 'Regional' projects and £431,769k for 'Local' projects.

The total revenue budget for the four Financial Years was £8,385k for 'Regional' projects and £23,626k for 'Local' projects.

These figures cannot be seen as definitive going forward, given that for many projects the budget was advised as £0k or budget information was not available.

Conclusions

Of the 188 'Regional' projects analysed in detail:

- 128 were capital projects, with the remaining 60 classed as revenue.
- 78 projects containing an element of public transport (bus, rail and tram).
- 58 contained an element of active travel (walking, wheeling and cycling).
- 32 had potential problems identified – mainly relating to statutory process, affordability or land issues.
- 31 potentially had high embodied carbon. These were larger scale infrastructure projects.
- 26 contained an element of the road category - 20 of these were categorised as road alone.
- 25 were at least in part classified as having an element of modal interchange.
- 5 were defined as behaviour change.
- 4 contained an element of freight provision.

Overall, the balance of 'Regional' projects was focused on public transport and active travel, reflecting SEStran's and national priorities.

From the data obtained and analysed, the future focus for SEStran should be:

- Keeping the MCA and GIS data updated.
- Further identification of strategic gaps in transport provision and networks.
- Prioritising high-scoring projects.
- Looking at how to improve low scoring projects.
- How carbon reduction can be included in procurement for appropriate projects.
- How national targets in reducing car usage can be met.
- How freight transport can be considered more clearly in national, regional and local policies.
- How information can be shared with Elected Members, Board Members and stakeholders, and potentially made public, if appropriate.

1. Introduction

1.1. The Commission and its Context

Given its strategic role in transport in south-east Scotland, SEStran requires an overview of the 'Regional' projects planned for its area by its numerous stakeholders and partners. This will help SEStran in its long-term planning, as well as with delivery of the strategy objectives and regional mobility themes in its Regional Transport Strategy (RTS).

With current economic pressures and the likelihood of constrained public sector budgets, understanding and prioritising support for investment projects will become increasingly important for SEStran and its stakeholders. In addition, there is the emerging policy environment to consider including the recent National Transport Strategy 2 and the Strategic Transport Projects Review 2.

These national policies, with their focus on active travel, public transport, health and low carbon will help shape the requirement for transport policy and delivery within the SEStran region. There are also numerous policies to consider that are published by the local authorities in the SEStran area.

Within this context, the aim of the commission was to produce a Programmed Investment Plan, setting out in detail the strategic transport interventions in the SEStran region over the next three years.

This work would also identify locations and corridors where key cross boundary and/or region-wide investment by mode may be targeted for action by SEStran or partners, to further enhance delivery of the RTS objectives. The aim was to identify all projects, their funding status, delivery timescale, identified budgets and stakeholders. From this, projects that had a 'Regional' impact could also be identified and mapped using GIS.

In addition, the commission also aimed to consider and identify strategic gaps in regional transport infrastructure across all modes.

1.2. S82 Consulting

Following a competitive tendering process, S82 Consulting was appointed in November 2022 to deliver the commission by the end of March 2023.

S82 Consulting is a Scottish SME consultancy, specialising in transport advisory projects and was established in 2020.

The commission team comprised specialists in transport infrastructure and policy, active travel, public transport and GIS.

2. Methodology

2.1. Overall Approach

The agreed approach to the commission was to gather structured data from stakeholders such as local authorities and transport bodies using an MS Excel spreadsheet. This would enable a common, multi-criteria assessment (MCA) framework for projects, regardless of the type of project, its location or status. Using this initial information from stakeholders, the projects could be filtered to determine if they were 'Regional', and to examine how they compared with current relevant transport policies.

2.2. Initial Development and Structure of the MCA

Following discussions between SEStran and S82 Consulting, an agreed format was developed for the initial data collection in the MCA table. For each project, the information shown in Table 2.2 below was gathered in the initial data collection MCA table.

Data	Information Recorded for Each Project
Project Name	Name of the project.
Promoter	The single body leading the promotion of the project.
Description	Free text description of the project.
Linked Programme	Name of any local, regional or national programme the project was linked with.
Transport Category	The following individual categories were identified: • Walking and Wheeling • Cycling • Walking, Wheeling & Cycling • Bus • Rail • Tram • Taxi • Modal Interchange • Road • Maritime • Aviation • Behaviour Change Campaign Projects could be classified under single or multiple categories, as appropriate.

Table 2.2– Data and information recorded for each project in the initial data collection MCA (part)

Data	Information Recorded for Each Project
Delivery Status	The project's status was defined by one of the following categories: 1. Funded and currently being delivered. 2. Funded and planned for delivery. 3. Approved without any funding. 4. Funded for detailed design development (DBC). 5. Funded for initial project assessment and development (OBC). 6. Aspirational projects. 7. Developer funded project linked to Regional Growth and Strategic Development.
Linked Stakeholders	Any additional bodies, whether public, private or third sector, who may have an interest or influence on the project.
Revenue or Capital	Each project was identified as being either Revenue or Capital funded.
Year 0 Budget FY 2022/23	Anticipated budget spend on the project in that financial year.
Year 1 Budget FY 2023/24	Anticipated budget spend on the project in that financial year.
Year 2 Budget FY 2024/25	Anticipated budget spend on the project in that financial year.
Year 3 Budget FY 2025/26	Anticipated budget spend on the project in that financial year.
Opening Date	Estimated opening date for the project. If this was not known, a default value of 2035 was entered.
Linked trip generators - existing	Any existing trip generators, such as schools, hospitals or colleges, that may impact on the project.
Linked trip generators - proposed	Any proposed trip generators, such as a new housing development, that may impact on the project.
Commentary	Free text with any further comments on the project.

Table 2.2– Data and information recorded for each project in the initial data collection MCA (continued)

Figure 2.2 below shows a version of the initial data collection MCA table, populated with notional example projects.

Project Data																
Project #	Project	Promoter	Description (Free text - will not be used for filtering)	Linked Programme	Transport Category	Delivery Status	Linked Stake-holders	Revenue or Capital	Year 0 Budget Fy2022/23 £k	Year 1 Budget FY2023/24 £k	Year 2 Budget FY2024/25 £k	Year 3 Budget FY2025/26 £k	Opening date	Linked trip generators - exisiting	Linked trip generators - proposed	Commentary (Free text - will not be used for filtering)
1	Cycling Scheme 1	ABC Council	Cycle lanes and modal gates	Places for Everyone	Cycling	2. Funded and planned for delivery	Sustrans Scotland	Capital	20	100	150	150	2025	Hospital Shopping Centre	New housing	Minor local works
2	Rail freight yard	Network Rail	Distillery access	Green Freeport	Rail	3. Approved without any funding	DEF Council	Revenue	-	20	100	100	2028	n/a	New distillery	Initial study
3	Anytown bypass	GHI Council	5km Local village bypass	n/a	Road	2. Funded and planned for delivery	n/a	Capital	750	5,000	5,000	5,000	2030	Canal Basin Park	Mixed Retail Development New housing	Currently out to tender
4	Bus priority on M8	Transport Scotland	Continous lanes from Baillieston to A720	STPR2	Bus	5. Funded for initial project assessment and development (OBC)	Bus Company	Revenue	50	100	100	2,500	2027	The Gyle / Heriot Watt Uni	n/a	Funding is for major study
5	Bus revenue support	ABC Council	Annual Support	n/a	Bus	2. Funded and planned for delivery	Bus Company	Revenue	1,000	1,000	1,000	1,000	n/a	n/a	n/a	Ongoing support
6	Minor junction improvements	DEF Council	Series of local adjustments / ped crossings	n/a	Road	1. Funded and currently being delivered	n/a	Capital	50	50	50	50	n/a	n/a	n/a	Ongoing programme of works
7	New station Easttown	XYZ Developments Ltd	New station as part of housing development	Easttown City Region Deal	Rail	7. Developer funded project linked to Regional Growth and Strategic Development	DEF Council Scot Gov UK Gov Network Rail	Capital	-	-	150	175	2026	Edinburgh Glasgow	Major new housing development on brownfield site	Developer led, but with some funding from public bodies
8	Replacement River Crossing	GHI Council	Missing link bridge across river	Regional Prosperity Framework	Walking, Wheeling & Cycling	6. Aspirational projects	ABC Council	Revenue	-	25	25	-	2030	Anytown Westville	n/a	Re-instatement of old rail crossing for active travel
9	Town centre pedestrianisati	DEF Council	Major town centre works in	Regional Prosperity	Walking &	2. Funded and planned	n/a	Capital		500	500		2024	Rail station Southton	n/a	Scheme has been planned for

Figure 2.2 - **A screenshot of the initial agreed data collection MCA with notional examples**

Only this initial data collection version of the MCA was issued to stakeholders in advance of interviews. Once data had been collected for all projects via interviews with stakeholders, the MCA was subsequently extended to enable assessment of whether a project was 'Regional'. If a project was deemed to be 'Regional' it was then further assessed against a range of policies and criteria. Full details of this further assessment are given in **Sections 2.4** to **2.8** of this report.

2.3. Interviews with Lead Stakeholders

With the assistance of SEStran, S82 Consulting interviewed 14 stakeholders in January and February 2023 (see **Appendix A)**. These bodies were subsequently termed 'Lead Stakeholders'. An MCA pre-populated with some examples (see **Figure 2.2**), along with guidance notes, were passed to Lead Stakeholders in advance of the meetings, which were all held using MS Teams. Some 640 projects were identified within discussions with Lead Stakeholders.

In many cases the commission team pre-populated the MCA table with publicly available project data to assist Lead Stakeholders in in identifying data gaps, hence expediting data gathering. Full details of the meetings and outputs are given in **Section 3** and **Appendix A**.

2.4. Initial Filtering to Identify 'Regional' Projects

Once the interviews with Lead Stakeholders were completed, all the projects in the MCA were filtered by the commission team to identify which could be classed as having a 'Regional' impact. The criteria used to identify 'Regional' projects was based on two key elements in SEStran's Regional Transport Strategy (RTS) published in 2022. These are:

- The RTS defines regional travel as 'travel between local authorities, as opposed to travel wholly within local authority areas'.
- The RTS also identified a set of 18 'regional corridors' (see **Figure 2.4**) which form the 'building blocks' of regional travel across the area and were defined based on travel between local authority sub areas.

These two definitions helped create a final filter to sift 'Regional' projects from 'Local' ones.

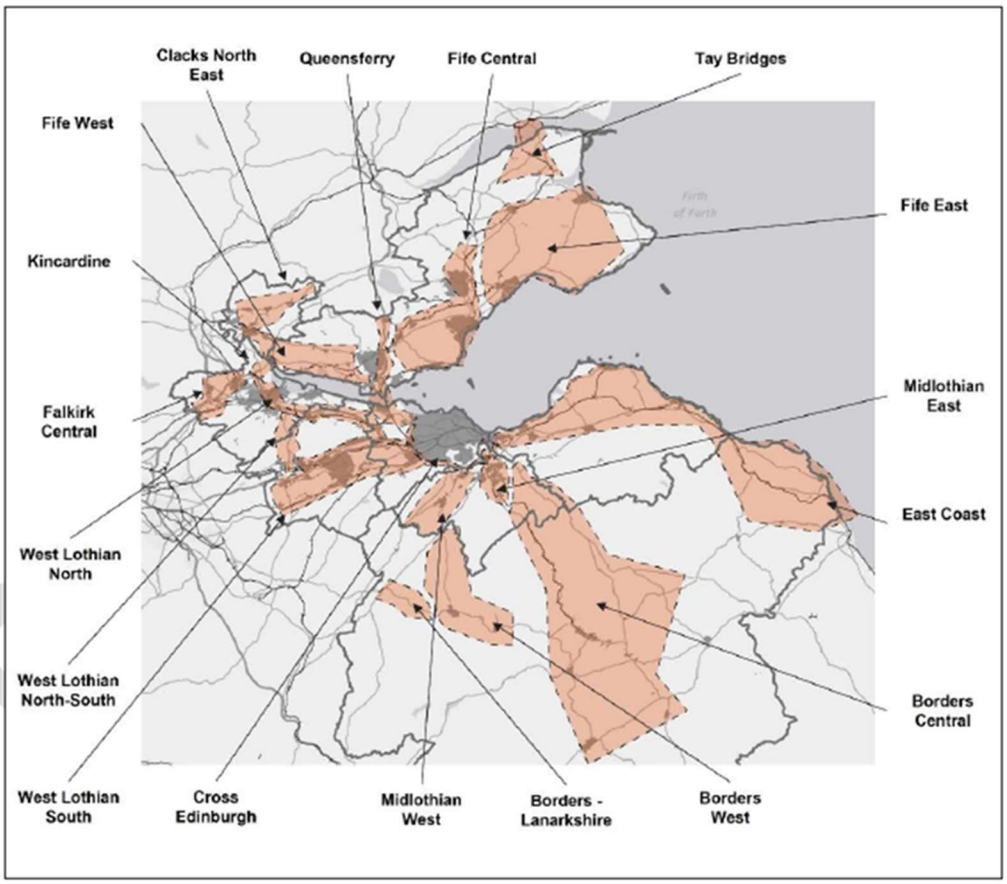

Figure 2.4 - RTS Regional Corridors

The initial sifting of projects considered six questions. Does the project:

1. Link more than one local authority area?
2. Fill an 'internal gap' in one local authority area to enable completion of a larger, 'cross-boundary' network or linkage?
3. Have 'points of delivery' in more than one local authority (e.g., trials of bus services in four different towns across the SEStran area)?
4. Follow one of the 18 SEStran 'regional corridors' (see **Figure 2.4**)?
5. Enables access to regional corridors or networks? This is particularly important for active travel schemes which can improve access to mobility hubs for regional travel.
6. Connect to another RTP or national network?

A 'yes' answer to at least one of these questions enabled a project to be classed as a having 'regional impact', creating a shortlist of 'Regional' projects. From there the MCA was developed further to identify the individual alignment of each 'Regional' project with published policies.

During the data gathering, two further filters were identified and applied to these 'Regional' projects:

1. Regional Analysis / Review – If the 'Regional' project was an analysis or review that may not definitely deliver a change, it was not taken forward to be assessed against the relevant transport

polices (see Section 2.5 below) since their outcome was uncertain. For example, the review may find that the project would not go ahead, so any potential benefits would not be delivered.

2. Area Wide – If a 'Regional' project was identified to cover a wide area (e.g., an implementing cycle hire scheme at undefined locations within a local authority area), rather a discrete location, this was flagged up. The GIS plot of these projects covered the relevant full area. These 'Area Wide Regional' projects were fully assessed against relevant transport policies (see Section 2.5 below).

The above approach resulted in the commission team identifying 276 'Regional' projects - 43% in total from the long list of 640.

2.5. Reviewing 'Regional' Projects against Relevant Transport Policies

During the data collection phase of the commission, the team identified a number of 'Regional' projects (88 out of 276, some 32%) that were primarily an analysis or a review. As discussed in Section 2.4, since these would not deliver direct transport benefits to users, they were not taken through the full review against relevant transport policies.

Once this final shortlist of 'Regional' projects had been identified, they were assessed against a range of relevant transport policies. Some 188 'Regional' schemes were therefore taken forward for detailed assessment. After the stakeholder sessions were completed, the MS Excel MCA table was extended to enable the filtered, relevant 'Regional' projects to be assessed against:

- SEStran's RTS Strategy Objectives.
- SEStran's RTS Regional Mobility Themes.
- National Transport Strategy (NTS) Priorities.
- NTS Sustainable Travel Hierarchy.
- NTS Sustainable Investment Hierarchy.
- Scottish Transport Appraisal Guidance (STAG) Criteria.

Details of these filters are given in Sections 2.5.1 to 2.5.6 below.

2.5.1. RTS Strategy Objectives

The RTS lists four Strategy Objectives, and the sifted 'Regional' projects were assessed to see how many they met. These are:

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.

If a 'Regional' project met any of the above four criteria, it was scored with a 'Yes' in each relevant column.

2.5.2. RTS Regional Mobility Themes

In addition to the Strategy Objectives, the RTS lists 12 Regional Mobility themes. These are:

1. Shaping development and place.
2. Delivering safe active travel.
3. Enhancing access to public transport.
4. Enhancing and extending the bus service.
5. Enhancing and extending the train service.
6. Reallocating road-space on the regional network.
7. Improving integration between modes.
8. Decarbonising transport.
9. Facilitating efficient freight movement and passenger travel.
10. Working towards zero road deaths and serious injuries.
11. Reducing car kilometres.
12. Responding to the post-Covid world.

If a 'Regional' project met any of the above twelve criteria, it was scored with a 'Yes' in each relevant column.

2.5.3. NTS Priorities

The NTS was published by Transport Scotland in 2020 sets out a vision for Scotland's transport system to 2040. It identifies four Priorities, (each with three associated Outcomes), as shown in Figure 2.5.3.

Figure 2.5.3 – **The four NTS Priorities**

If a 'Regional' project met any of the above four Priorities, it was scored with a 'Yes' in each relevant column.

2.5.4. NTS Sustainable Travel Hierarchy

The NTS identified a sustainable travel hierarchy, as shown in Figure 2.5.4 to help achieve its priorities.

Figure 2.5.4 - NTS Sustainable Travel Hierarchy

'Regional' projects were assessed to identify which elements of the sustainable travel hierarchy they addressed. In addition, these projects were scored against the criteria, with a weighting applied to favour projects serving modes at the top of the hierarchy (see Table 2.5.4).

Sustainable Transport Hierarchy Mode	Score
Walking and Wheeling	5
Cycling	4
Public transport	3
Taxis & Shared Transport	2
Private Car	1

Table 2.5.4 - Scoring for Sustainable Transport Hierarchy Mode

Where 'Regional' projects covered more than one mode, they were allocated the relevant scores for each mode.

2.5.5. NTS Sustainable Investment Hierarchy

The NTS identified a sustainable investment hierarchy, as shown in **Figure 2.5.5**, to help inform investment decisions.

Figure 2.5.5 - NTS Sustainable Investment Hierarchy

In a similar manner to the Sustainable Travel Hierarchy in **Section 2.5.4**, 'Regional' projects were assessed to identify which elements of the Sustainable Investment Hierarchy they addressed. In addition, these projects were scored against the criteria, with a weighting applied to favour projects serving modes at the top of the hierarchy.

Sustainable investment Hierarchy	Score
Reducing the need to travel unsustainably	4
Maintaining and safely operating existing assets	3
Making better use of existing capacity	2
Targeted infrastructure improvements	1

Table 2.5.5 - Scoring for Sustainable Investment Hierarchy

Where projects covered more than one element of the hierarchy, they were allocated the relevant scores for each element.

2.5.6. STAG Criteria

The STAG Guidance, published by Transport Scotland, has five key criteria used to assess projects or options. These are:

- Environment.
- Climate change.
- Health, safety and wellbeing.
- Economy.
- Integration and Accessibility.

Each 'Regional' project was assessed against these five criteria based on the seven-point scale used in STAG, as shown in Table 2.5.6. This assessment was a 'broad-brush' overview based on professional judgement for the type of project, rather than a detailed assessment of relevant data, or surveys relating to each project.

Major Benefit	Moderate Benefit	Minor Benefits	No Benefit	Small Negative Impact	Moderate Negative Impact	Major Negative Impact
+++	++	+	0	-	--	---

Table 2.5.6 – **STAG seven-point scale**

2.6. Additional Assessment Criteria

To bring in wider criteria to assess the 'Regional' projects, two further areas were examined. These are discussed below.

2.6.1. Potential Problem

The commission team considered the 'Regional' projects to identify any possible major issues that could potentially delay or hinder delivery of a project. Each project was given a simple 'Yes' or 'No' based on professional judgement. If 'Yes', a brief explanation was given. These were typically issues such as the planning or statutory processes required for delivery, or affordability.

2.6.2. High Embodied Carbon

The aim was to identify projects which may include high embodied carbon. These would typically be major infrastructure projects which would utilise large quantities of high carbon material, such as concrete, steel and bituminous materials in their construction.

Some projects with longer-term environmental benefits and low carbon operations, such as North / South Tram Line (CEC 55) and Rail Electrification (SES 32), potentially have high embodied carbon during their construction phase.

Each project was given a simple 'Yes' or 'No', based on professional judgment.

There are some recent examples of emerging best practice of including carbon reduction in procurement, such as Perth & Kinross Council's Cross Tay Link Road project - https://www.newcivilengineer.com/latest/future-of-roads-cross-tay-link-road-offers-blueprint-for-low-carbon-procurement-29-03-2023/ .

This type of approach could be beneficial in projects with high embodied carbon, particularly road projects. SEStran should discuss this type of approach with Lead Stakeholders for appropriate projects.

2.7. Moderation

To ensure consistency across projects and Lead Stakeholders, the commission team reviewed and moderated all the individual assessments and scores. This ensured similar projects were treated consistently.

2.8. Overall Scoring of 'Regional' Projects

To give an assessment of how 'Regional' projects compared against each other, five overall scores were generated for each project. We consider each of these should only be used for comparative assessment of similar types of project. Details of each scoring approach are given in **Sections 2.8.1** to **2.8.5** below.

2.8.1. NTS Sustainable Travel Hierarchy Score

This was generated by simply adding together the scores given to the relevant means of travel from the five modes shown in **Table 2.5.4** from which the project benefited. For example, a project which addressed Walking & Wheeling, as well as Cycling, would score:

5+4 = 9

A project which only addressed Public Transport would score 3, and so on.

2.8.2. NTS Sustainable Investment Hierarchy Score

Similar to the above, this was based on the four elements of the Sustainable Investment Hierarchy given in **Table 2.5.5**. Each project was scored on the addition of the elements it met.

For example, if a scheme 'Reduced the need to travel unsustainably' and involved 'Targeted infrastructure improvements' its score would be:

4+1 = 5

2.8.3. Balanced Travel and Investment Score

To combine the two NTS hierarchy scores in **Sections 2.8.1** and **2.8.2** and give a balanced overall 'NTS' score, the commission team adopted the following approach, which allowed for there being different numbers of criteria in each:

(Travel Hierarchy Score / 5) + (Investment Hierarchy / 4) = Balanced Travel and Investment score (rounded to one decimal place)

For example, a project with a Travel Hierarchy score of 9 and an Investment Hierarchy score of 5 would have the following Balanced Score:

$$(9 / 5) + (5 / 4) = 3.3$$

2.8.4. 'Regional' Score

This was the simple counting of how many of the six 'Regional' criteria in **Section 2.4** that the project met. The more criteria were met, the higher the score.

2.8.5. RTS Strategy Objectives Score

Similar to the above, this was the simple counting of how many of the four 'RTS Strategy Objectives' criteria in **Section 2.5.1** that the project met. The more criteria were met, the higher the score. 'Regional' projects that were classed as an Analysis / Review were not assessed, so 'N/A' is entered for them.

2.9. GIS Plotting of 'Regional' Projects

The GIS mapping elements of the commission utilised the propriety platform QGIS, a widely used and freely available software package. Files in QGIS are fully compatible with other GIS software packages such as ArcGIS.

The base map that projects were plotted on was drawn from the standard OS 1:10,000 raster tiles. The 'Regional' projects fell into two broad categories for mapping purposes:

1. Those with a specific geographic location within the SEStran area. These could be linear projects such as active travel routes, or specific locations, such as a mobility hub at a railway station.
2. Those with an area-wide coverage. These would typically be projects such as developing new bus lanes, where no specific locations were specified.

A discrete shapefile was produced for each project, showing its geographic extent. Following this, a composite single shapefile was created containing all the individual projects. To ensure that continuity was maintained, each project was allocated a unique reference number based on its Lead Stakeholder and this was shown in the shapefile titles.

The data from the MCA was held in a MS Excel spreadsheet. This was converted to a .csv file for adding into the QGIS software as a data file. The data files were then joined to the relevant shapefile geographies to produce a comprehensive dataset that gives the geography for each project.

The data file is fully searchable, and each attribute of the dataset can be plotted on the mapping with either colour or size coding, dependent on the attribute displayed.

Use of the GIS data to identify potential gaps in 'Regional' transport provision is discussed in **Section 3.3.5.**

3. Commission Outcomes

3.1. Lead Stakeholders

Following initial contact by SEStran, the commission team met with representatives of the following 14 Lead Stakeholders in January and February 2023:

- City of Edinburgh Council.
- Clackmannanshire Council.
- East Lothian Council.
- Edinburgh Airport.
- Falkirk Council.
- Fife Council.
- Forth Ports.
- Midlothian Council.
- Network Rail (included ScotRail and Transport Scotland).
- Scottish Borders Council.
- SEStran.
- Transport Scotland Bus.
- Transport Scotland Strategic Project Transport Review 2 (STPR2) team.
- West Lothian Council.

The above list shows that all SEStran's constituent local authorities were able to contribute their projects to the MCA.

All meetings were held via MS Teams and the commission team would like to thank the Lead Stakeholders for their co-operation.

Given the complexity of data requested, and the discussions required with each Lead Stakeholder, there were typically two to three meetings, along with email exchanges, to gather the final project data to enable completion of the MCA.

The commission team were unable to obtain MCA data from the following potential Lead Stakeholders within the delivery timescale:

- Forth Ports.
- Sustrans Scotland.
- Transport Scotland Roads.

Further details of meetings with Lead Stakeholders are given in **Appendix A**.

3.1.1. Ongoing Development of Investment Programmes

Transport Scotland STPR2

In discussions with SEStran, Transport Scotland provided the following information on its STPR2 programme:

"STPR2 was published on the 8 December 2022. 34 of the 45 final recommendations are relevant to the SEStran region and Mass Transit is the flagship recommendation, as well as forming part of a national development within the National Planning Framework 4 (NPF4). Central to the recommendation is improving cross-boundary travel to Edinburgh as well as between communities beyond Edinburgh and enabling end to end sustainable journeys that provide improved access to employment, education and services for the whole region. Other recommendations of relevance to more rural areas of the region include:

- *Trunk road and motorway safety improvements which have a primary, but not exclusive focus on rural sections where accident rates and severities are typically higher.*
- *Adaptation of the network to the impacts of climate change and further investment in renewals also form part of the recommendations.*
- *Enhancing access to affordable transport through, for example, Investment in Demand Responsive Transport and Mobility as a Service.*
- *From an active travel point of view there are a number of recommendations to improve infrastructure provision to connect smaller rural communities with nearby towns.*

A number of the STPR2 recommendations are already in progress with funding available – for example those relating to improved active travel and bus priority infrastructure. STPR2 reflects the Scottish Government's long term investment plans for transport and there are other workstreams underway in addition to STPR2 also, which can be referred to in the NTS2 Delivery Plan. Officers from across the region continue to engage with Transport Scotland on the progress and development of both the STPR2 recommendations, as well as the other workstreams in motion."

Sustrans Scotland

The Sustrans Scotland investment programme in the region is currently a work in progress. Sustrans Scotland subsequently advised SEStran this will be approached in two stages: the investment in the National Cycle Network and links to that, followed by the detailed programme of Places for Everyone in each local authority area. SEStran will have further discussions with Sustrans Scotland in due course.

3.2. MCA Data Quality

The Lead Stakeholders and commission team put considerable effort into collating robust data for the MCA. For a very limited number of projects, some data had to be interpreted or assumed by the commission team to complete the MCA.

Sections 3.2.1 to 3.2.11 below give some commentary on the individual data types that comprised the MCA for all projects.

3.2.1. Project, Lead Stakeholder, Promoter and Description

There was little difficulty with completing these columns and the Promoter was always a single entity. To provide clarity a 'Lead Stakeholder' column was created in addition to Promoter, as on some occasions these were different organisations. The Lead Stakeholder was the organisation interviewed and supplying the information, and projects were allocated a unique project number relating to them, regardless of the Promoter.

3.2.2. Linked Programme

The data here varied between no linkages (marked as N/A) and several linked programmes. These varied from national programmes such as STPR2 or the Regional Prosperity Fund, to internal policies for each Lead Stakeholder.

3.2.3. Transport Category

Whilst some projects could be identified under a single category, most covered multiple categories. Active travel schemes, for example, combined the Walking and Wheeling category with Cycling.

3.2.4. Delivery Status

SEStran had put forward seven draft delivery status categories in the commission brief and these were adjusted and agreed with the commission team before data was gathered from stakeholders (see **Table 2.2**).

In most cases stakeholders were comfortable with placing each project under one of the seven categories. In some instances the commission team used its judgement. For example, as both the Public Transport and Active Travel Action Plans (PTAP and ATAP) in City of Edinburgh Council were out to consultation, none of the projects within these could be confirmed as definitely going ahead. As a result, with the agreement of SEStran, the commission team categorised these as 'Aspirational'.

3.2.5. Linked Stakeholders

As with Linked Programme, the data here varied between no linkages (marked as N/A) and several linked stakeholders, depending on the complexity of the project.

3.2.6. Revenue or Capital

For most projects this data was provided by Lead Stakeholders, but in a few instances, it was assumed by the commission team.

3.2.7. Budget Year 0 (FY 2022/23) to Year 3 (FY 2025/26)

This proved to be the most challenging element of the data collection for the commission team. The aim was to collect budget data for all projects, whether they were 'Regional' or not.

A good deal of budget data was made available to the commission team by Lead Stakeholders. Projects with identified budgets has the relevant sums (which in many cases was '£0k') shown in the MCA. Nevertheless, there were many projects where accurate data could not be provided. There were a variety of factors which caused this, including:

- At the time of data collection in early 2023, there were delays budget setting for Financial Year 2023/24 across the Scottish public sector due to wider economic challenges. This prevented stakeholders from providing publicly available budgets.
- Headline budgets were available for a policy or basket of schemes, but not split down at individual project level.
- Projects were too early in gestation to have individual or annual budgets identified.
- Budgets had been identified for initial work, but not for future elements.
- Funding for a project may be provided on an annual basis and funding for future years had not yet been agreed.

Where budget information could not be provided for a project, 'Budget Not Available' was entered into the MCA by the commission team.

For many Capital projects, the budgets provided represented the early development investment or business case development, design etc costs, rather than estimated construction costs which would be incurred beyond Year 3 (FY 2025/26).

3.2.8. Opening Year

In most cases, information regarding each project opening year was provided by Lead Stakeholders. In some instances, projects were annual programmes and the text 'Annual rolling programme' has been entered. Where opening year information was not available, it was agreed with SEStran that a default value of 2035 was entered.

3.2.9. Linked Trip Generators – Existing and Proposed

Where relevant and possible, general information was provided on existing or proposed trip generators such as existing railway stations or new housing developments.

If no information was provided, or there was no relevant trip generators, 'N/A' was entered.

3.2.10. Commentary

As anticipated, there were varying levels of information available for projects. Any relevant information provided by Lead Stakeholders was entered in this column. If there was no relevant commentary, 'N/A' was entered.

3.2.11. Duplicate Projects

Within the 188 'Regional' projects that were assessed there were a small number of duplicate projects listed by more than one Lead Stakeholder. These related to (project numbers in brackets):

- Alloa to Dunfermline Rail (CCC 32 / RRR 16).
- Edinburgh and South East Scotland Mass Transit (CEC 54 / ELC 37 / TSS 11 / RRR 1 / WLC 29).
- Borders Rail Extension (RRR 14 / SBC 1 / TSS 36).
- Edinburgh Tram Extension (CEC 55 / MLC 22).
- High speed and cross-border rail enhancements (ELC 53 / RRR 8/ SES 33 / TSS 35).
- Rail freight terminals and policies (RRR5 / RRR7 / SES 84 / TSS 21 / TSS 34).
- Rail decarbonisation (RRR 4 / SES 32 / TSS 19).

- Edinburgh/Glasgow-Perth/Dundee rail corridor enhancements (RRR 2 / TSS 13).
- Infrastructure to provide access for all at railway stations (RRR 3 / TSS 14).
- Winchburgh Station (RRR 13 / WLC 55).

Each individual Lead Stakeholder entry for the above projects was retained in the MCA and counted towards the 188 'Regional' projects. This ensured all relevant data provided by Lead Stakeholders was clearly attributable.

These projects have been flagged in a 'Duplicate Project' column in the MCA for each occasion where they occur. In addition, the 'Linked Projects' are also given to identify the duplicates and linked projects.

3.3. Overall MCA Data Trends

The overall scale of the MCA with 640 project lines and 72 columns with over 46,000 data cells means it is not possible to display all the data in this report. Below, in **Sections 3.3.1** to **3.3.3**, are some trends in the data.

3.3.1. 'Regional' Projects by Lead Stakeholder

Table 3.3.1 below shows some of the basic project information by Lead Stakeholder. Projects have been allocated to the Lead Stakeholder who provided the information, as discussed in **Section 3.2.1**. In a small number of instances, the Promoter differs from the Lead Stakeholder. The totals include duplicate projects discussed in **Section 3.2.11**.

Lead Stakeholder	Project Code	Total projects	'Regional' projects	%age 'Regional'	'Regional' projects (not an Analysis / Review)	Area wide 'Regional' projects
City of Edinburgh Council	CEC	216	30	14%	21	15
Clackmannanshire Council	CCC	33	10	30%	8	2
East Lothian Council	ELC	62	23	37%	21	5
Edinburgh Airport	EDI	1	1	100%	1	0
Falkirk Council	FAL	19	6	32%	5	2
Fife Council	FFC	47	4	9%	4	3
Midlothian Council	MLC	26	9	35%	9	2
Network Rail (included ScotRail and Transport Scotland)	RRR	16	16	100%	15	5
Scottish Borders Council	SBC	23	17	74%	15	7
SEStran	SES	102	102	100%	39	96
Transport Scotland Strategic Project Transport Review 2 (STPR2) team.	TSS	39	39	100%	32	33
West Lothian Council	WLC	56	19	34%	18	2
Total		640	276	43%	188	172

Table 3.3.1 – Split of Projects by Lead Stakeholder

Some 43% (276 of the 640 projects identified) were classed as 'Regional'. Of these, 188 were an actual project, rather than an analysis or a review. 172 of 276 'Regional' projects were 'area-wide' initiatives without a specific location and 94 (55%) of these were promoted by SEStran.

Table 3.3.1 also shows a wide range in the proportion and number of 'Regional' projects held identified by each Lead Stakeholder. For 'strategic' bodies such as SEStran, Network Rail and Transport Scotland (and also Edinburgh Airport), 100% of their projects were classed as 'Regional'. This was not unexpected given the wider remit of these organisations. It should be noted that the major A720 Sheriffhall Roundabout project has been allocated Transport Scotland STPR2 as Lead Stakeholder, although it is not listed in that document.

Within local authorities there was considerable variation, with City of Edinburgh having 13% of projects as 'Regional' (despite having the largest number of all projects – 216) and Scottish Borders Council having 74%. This variation was a result of the nature of the different schemes listed by each Lead Stakeholder. For example, in Scottish Borders Council many of the projects linked to Regional Corridors or rail stations. In Edinburgh projects tended to be discrete works within the city. In most other local authorities around 35% of projects were 'Regional'.

3.3.2. High Scoring Projects

Based on the Balanced Travel and Investment Score developed in Section 2.8.3, 13 projects had the joint highest score of 5.3. These projects are listed in Table 3.3.2.

Project #	Project	Lead Stakeholder	Description	Balanced Travel and Investment Score
CEC 49	Mobility Hubs	City of Edinburgh Council	Plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area.	5.3
ELC 36	Queen Margaret University Journey Hub	East Lothian Council	Queen Margaret University journey hub integration of bus, tram, rail and active travel tied into business park development.	5.3
ELC 47	20-Minute Neighbourhoods	East Lothian Council	Town centre masterplanning for 20-minute neighbourhoods, journey hubs and active travel routes.	5.3
SES 1	Implement RTS policies	SEStran	Partner Councils work with SEStran through the statutory planning processes to implement RTS policies with regards to major developments.	5.3

Table 3.3.2 – Top 13 'Regional' projects based on the Balanced Travel and Investment Score (part)

Project #	Project	Lead Stakeholder	Description	Balanced Travel and Investment Score
SES 4	Partner Council and SEStran implement best practice	SEStran	Partner Councils work with SEStran to implement best practice guidance through participation in the planning and development process.	5.3
SES 6	Legislative change	SEStran	Pursue legislative change to enforce good practice in transport and connectivity for new developments through the planning system and building regulations.	5.3
SES 12	Amend planning legislation	SEStran	Consider the case for amendments to legislation to ensure that the requirements of all users are appropriately taken into consideration in the planning and implementation of our active travel network.	5.3
SES 25	Strategic Demand Responsive Transport	SEStran	Implement the findings of the SEStran Strategic Demand Responsive Transport Study.	5.3
SES 26	Review bus powers	SEStran	Review the bus powers detailed in the Transport (Scotland) Act 2019 and identify if they could be implemented across all or parts of the region as part of an integrated strategy to enhance the bus network.	5.3
SES 42	Eight pilot multi-modal mobility hubs	SEStran	Deliver the eight pilot multi-modal mobility hubs as defined in the SEStran Mobility Hub study.	5.3
TSS 1	Connected Neighbourhoods	Transport Scotland	Connected neighbourhoods are the transport components of 20-minute neighbourhoods.	5.3

Table 3.3.2 – **Top 13 'Regional' projects based on the Balanced Travel and Investment Score (part)**

Project #	Project	Lead Stakeholder	Description	Balanced Travel and Investment Score
TSS 16	Improved public transport passenger interchange facilities	Transport Scotland	Building on Infrastructure to provide access for all at railway stations and Scotland's Accessible Travel Framework, to roll out a programme of interchange upgrades.	5.3
TSS 17	Framework for the delivery of mobility hubs	Transport Scotland	A delivery framework for mobility hubs is developed in collaboration with stakeholders to facilitate the creation of high-quality mobility hubs across Scotland.	5.3

Table 3.3.2 – Top 13 'Regional' projects based on the Balanced Travel and Investment Score (continued)

What can be seen from Table 3.3.2 is that multi-modal projects such, as journey hubs or mobility hubs, scored highly. These delivered benefits to active travel and public transport, as well as reducing the need to use unsustainable modes of transport, hence their high score. Connected and 20-minute neighbourhoods also scored highly for the same reason.

As these projects broadly align with national and regional policies, it indicates this approximate scoring mechanism broadly reflects wider ambitions.

3.3.3. Low Scoring Projects

Based on the Balanced Travel and Investment Score developed in Section 2.8.3, five projects had the joint lowest score of 0.5. These projects are listed in Table 3.3.3.

Project #	Project	Lead Stakeholder	Description	Balanced Travel and Investment Score
ELC 55	Queen Margaret University A1 interchange	East Lothian Council	Road junction	0.5
ELC 57	Salters Road A1 Junction	East Lothian Council	Road junction	0.5

Table 3.3.3 – Lowest-scoring five 'Regional' projects based on the Balanced Travel and Investment Score (part)

Project #	Project	Lead Stakeholder	Description	Balanced Travel and Investment Score
ELC 58	Bankton A1 Junction and Meadowmill Junction	East Lothian Council	Road junction	0.5
FAL 14	A801 Avon Gorge	Falkirk Council	Upgrading of the A801 at the Avon gorge to improve link between M8 Junction 4 and M9 Junction 4	0.5
WLC 46	M9-J3 Westbound slip roads	West Lothian Council	Westbound slip roads on the M9 at Burghmuir	0.5

Table 3.3.3 – Lowest-scoring five 'Regional' projects based on the Balanced Travel and Investment Score (continued)

This listing shows that the lowest scoring projects are all road-focused. It should be noted that some of these projects are likely to have been in development for a considerable period and have been through extensive assessments and approvals that pre-date current policies.

From the headline information provided for these projects, there were no clear benefits for active travel, public transport or multi-modal travel. More detailed investigation may indicate additional benefits.

As these projects do not broadly align with current national or regional transport priorities, it indicates this approximate scoring mechanism broadly reflects wider ambitions going forward.

3.3.4. GIS Mapping

Example hard copies of the GIS mapping generated for each local authority area showing 'Regional' projects with a specific geographic location are given in **Figures App B 1-11** in **Appendix B**.

Details of the reference files for all GIS mapping are given in **Appendix C**.

3.3.5. Identifying Gaps

One of the original elements of the brief had been to identify key gaps in each mode of transport or measures aimed at promoting behaviour change.

Following consideration and discussion between the commission team and SEStran, it was agreed that three case studies should be identified to assist in understanding the potential future use of the GIS and MCA data to identify gaps and opportunities in the SEStran area.

The wider assessment of gaps was not taken forward due to current limitations of transport network base GIS data available from third parties. For example, whilst bus route GIS data is available, details of existing bus lanes are not available, meaning planned extensions to bus lanes could not be shown.

The three case studies are discussed below. Due to the need to plot the GIS data at A4 size for this report, detail may not be as clear as using live GIS mapping which has a zoom function.

Population Density, Strategic Housing Sites, Rail Lines, Stations and Rail Projects

Figure 3.3.5.1 shows plots of GIS data covering:

- Population density > 25 people per hectare from the 2020 census zones.
- Strategic housing site (SHS) locations supplied by SEStran.
- Rail lines and stations.
- Rail projects with discrete locations.

Analysis of these data sets showed how major new housing sites relate to current and future rail access, as well as areas with high population density and poor rail access.

From this data, some key gaps can be seen regarding the SHS sites, and the existing rail network:

- The Tweedbank SHS in Scottish Borders is adjacent to the current Borders rail line terminus at Tweedbank and the Borders Rail Extension (RRR 14 / SBC 1) project will also bring benefits.
- The Blindwells SHS in East Lothian is situated 1.5km east of Prestonpans station, but may not have easy access to it. The proposed four tracking of the East Coast Mainline (ELC 53) will not change this. The proposed Platform Lengthening and Increased Parking project (ELC 52) may benefit Prestonpans and Longniddry stations.
- The SHS in Dunfermline has three main areas – to the south (Broomhall), north (five sub-areas) and the north east (Halbeath) of the existing city. Broomhall is situated between Dunfermline City and Rosyth stations, but may not have easy access to either. It may be served by the proposed Dunfermline West Station (RRR 15). The five sub-areas to the north are remote from Dunfermline City and Queen Margaret stations, without easy access to either. Halbeath is relatively close to Queen Margaret station.
- The Winchburgh SHS in West Lothian is remote from existing stations, despite being adjacent to the main Edinburgh – Glasgow rail line. It should be well served by the proposed new station (RRR 13 / WLC 55)
- The Calderwood SHS in West Lothian is approximately 1km from Kirknewton station. It may benefit from the proposed Milrig Holdings/ Kirknewton railway station interchange (WLC 25) and Links from NCN 75 – Kirknewton (WLC 35) projects to improve access to the station.
- Shawfair SHS in Midlothian is located close to the existing rail station.
- The Waterfront SHS in Edinburgh is remote from the rail network but will be served by exisiting bus services and the potential new tram line (CEC 55).

Some key gaps with population density and rail stations are:

- Leven and Methil –these are now being picked up by the Levenmouth line (RRR 9) currently under construction.
- St Andrews, Haddington and Penicuik all show concentrations of high population density, but are remote from rail lines and stations. St Andrews may be addressed by the proposed re-opening of the line (RRR 10).
- The station serving Glenrothes is remote from the high-density areas of the community. There are no projects to address this.

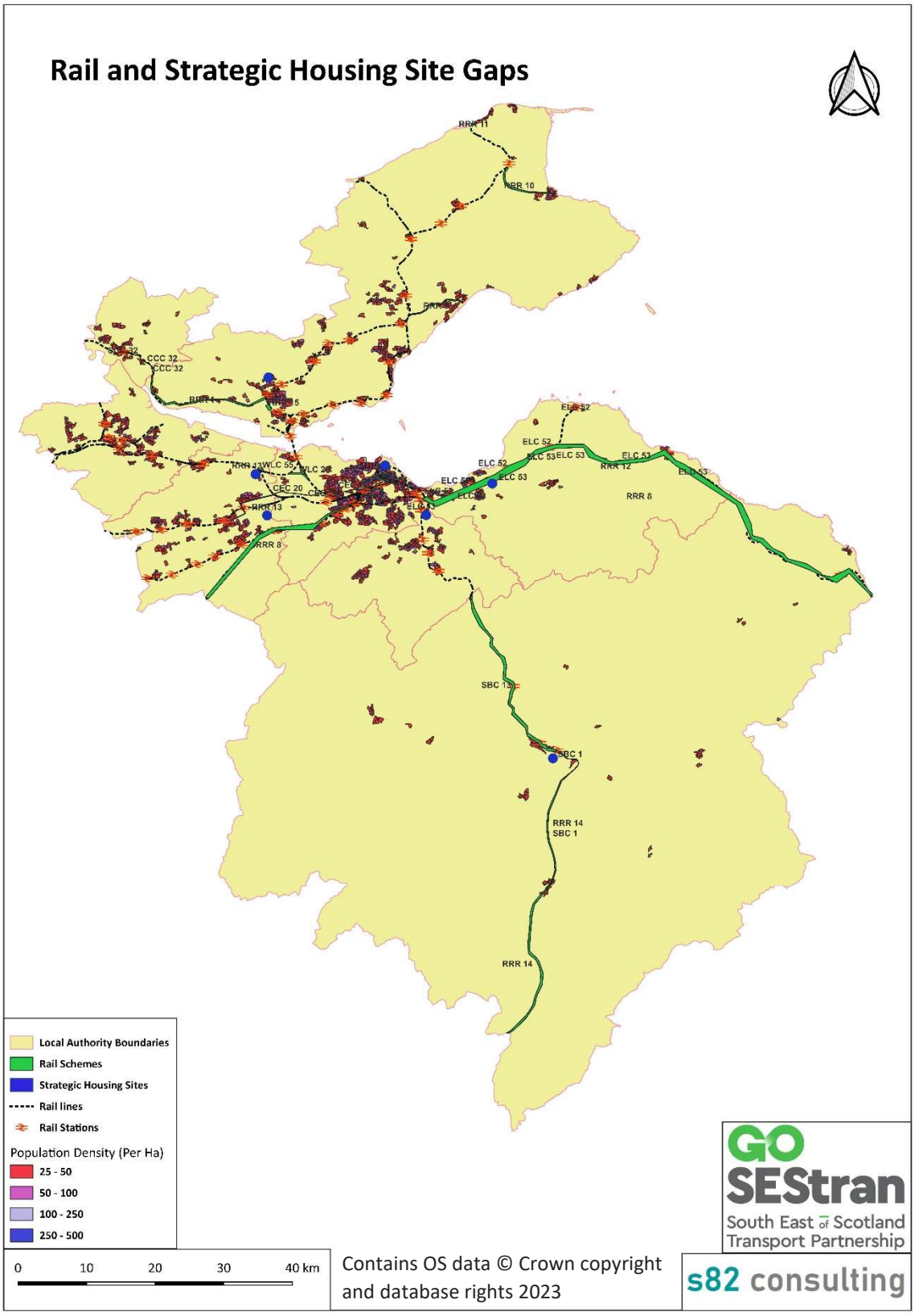

Figure 3.3.5.1 -Plot of GIS data for Population Density, Strategic Housing Sites, Rail Lines & Stations and Rail Projects

Hospitals, National Cycle Network and Active Travel Projects

Figure 3.3.5.2 shows plots of GIS data covering:

- Hospitals, with a 5km radius shown.
- National Cycle Network (NCN).
- Active Travel Projects.

Hospitals are major trip generators for staff and patients. By providing good active travel links there is the possibility to encourage modal shift, particularly for staff, bringing health and environmental benefits.

Due to limited information on the route of proposed active travel schemes in Scottish Borders Council (SBC 7 / 8 and 23) and West Lothian Council (WLC 34), these have been shown as straight lines.

From a review of hospital locations, the NCN and active travel projects, the following trends are apparent:

- Hospitals in Hawick, and North Berwick are remote from the NCN.
- In Fife, hospitals in Methil, Cupar and Glenrothes are also remote from the NCN. There are no projects to address this.
- There are also gaps between hospitals and the NCN in Edinburgh, but these may be picked up by 'Local' schemes.
- Forth Valley hospital in Falkirk Council and the cottage hospital in North Berwick in East Lothian are remote from the NCN. There are no projects to address these gaps.

It may be there are some 'Local' active travel projects that pick up these gaps.

Some potential positive developments are:

- Some active travel projects in Scottish Borders Council (SBC 7 / 8 and 23) may improve cycle access to hospitals in Peebles, Duns and Kelso.
- Project MLC 7 will improve access in Midlothian.
- Project WLC 44 may help accessibility in West Lothian.

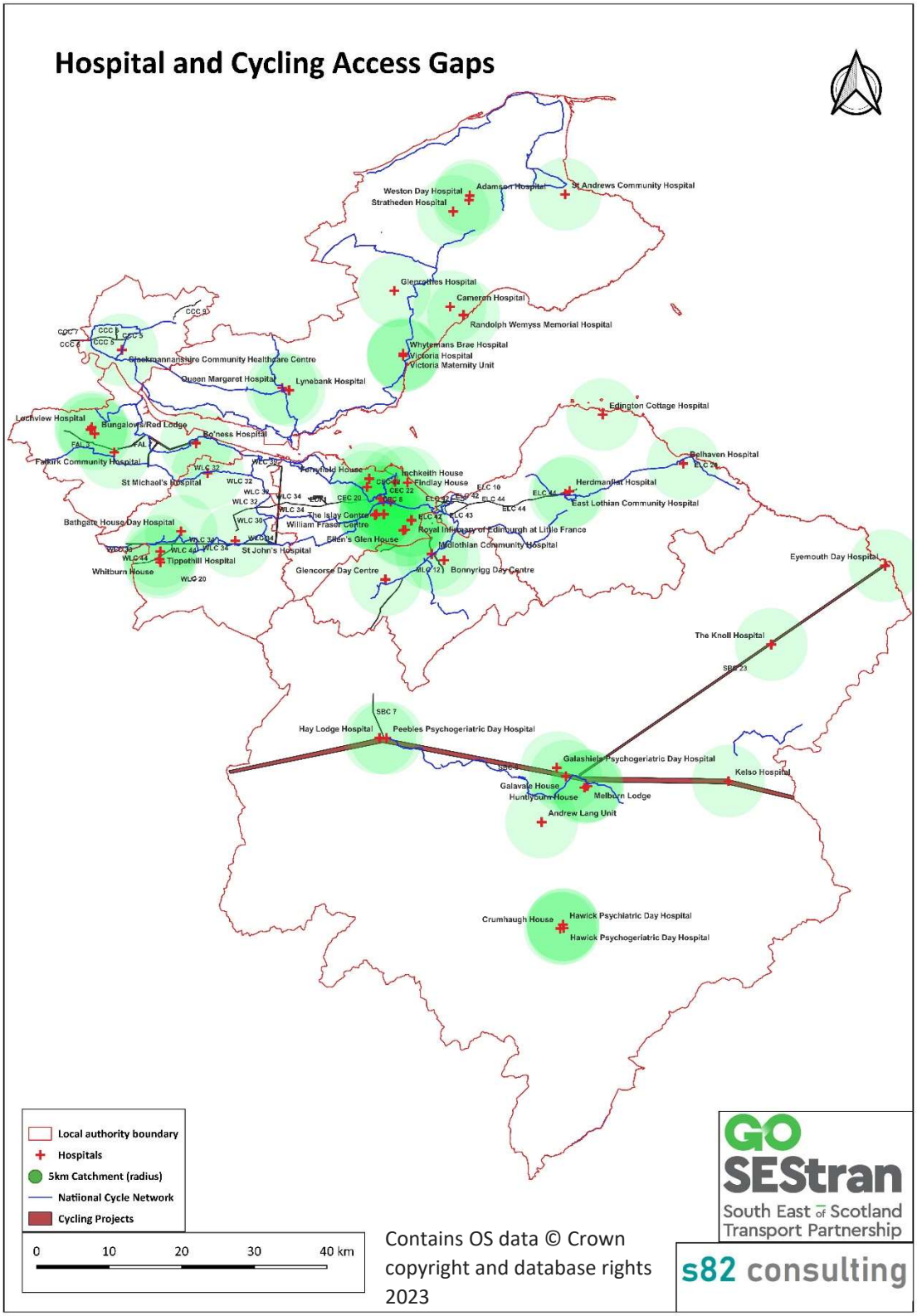

Figure 3.3.5.2 -Plot of GIS data for Hospitals, National Cycle Network and Active Travel Projects

Projects around Blindwells Strategic Housing Site

Blindwells is in East Lothian and is one of the seven Strategic Housing Sites in the SEStran area. **Figure 3.3.5.3** shows a plot of GIS data covering:

- The location of Blindwells Strategic Housing Site.
- Nearby 'Regional' projects (not including 'area-wide Regional' projects such as Bus Improvement Fund – Quick Wins (ELC 50) which are not location-specific).
- Rail lines and stations.
- National Cycle Network.

The only 'Regional' project with direct links to Blindwells is Bankton A1 Junction and Meadowmill Junction (ELC 58). This is partly developer funded and links Blindwells to the trunk road network, as well as local roads.

For public transport projects, there are 'Regional' projects which may benefit Blindwells. There are:

- Platform lengthening and increased parking, which will include Prestonpans station approximately 1.5km west of Blindwells and Longniddry, approximately 2km to the east (ELC 52).
- High speed and cross-border rail enhancements and four-tracking of the East Coast Main Line (TSS 35 and ELC 53).

There are no individual 'Regional' projects identified that benefit bus travel or active travel at Blindwells. The site is also remote from the current National Cycle Network.

There is a 'Regional' analysis / review – Wide-ranging Transport Improvements (ELC 54) – that includes potential investment at Blindwells. As outlined in **Section 2.4**, since these proposals may not definitely deliver a change, they were not assessed against the relevant transport polices or plotted in GIS.

Discussions with East Lothian Council also identified a 'Local' project - New junction at Adniston and St. Germains (ELC 51) - which would provide non-strategic public transport and active travel access to the east end of Blindwells.

Potential gaps in 'Regional' transport provision at Blindwells are:

- Active travel links to Prestonpans and Longniddry stations.
- Links to the National Cycle Network.
- Provision of bus services and associated facilities.
- Rail station for Blindwells.

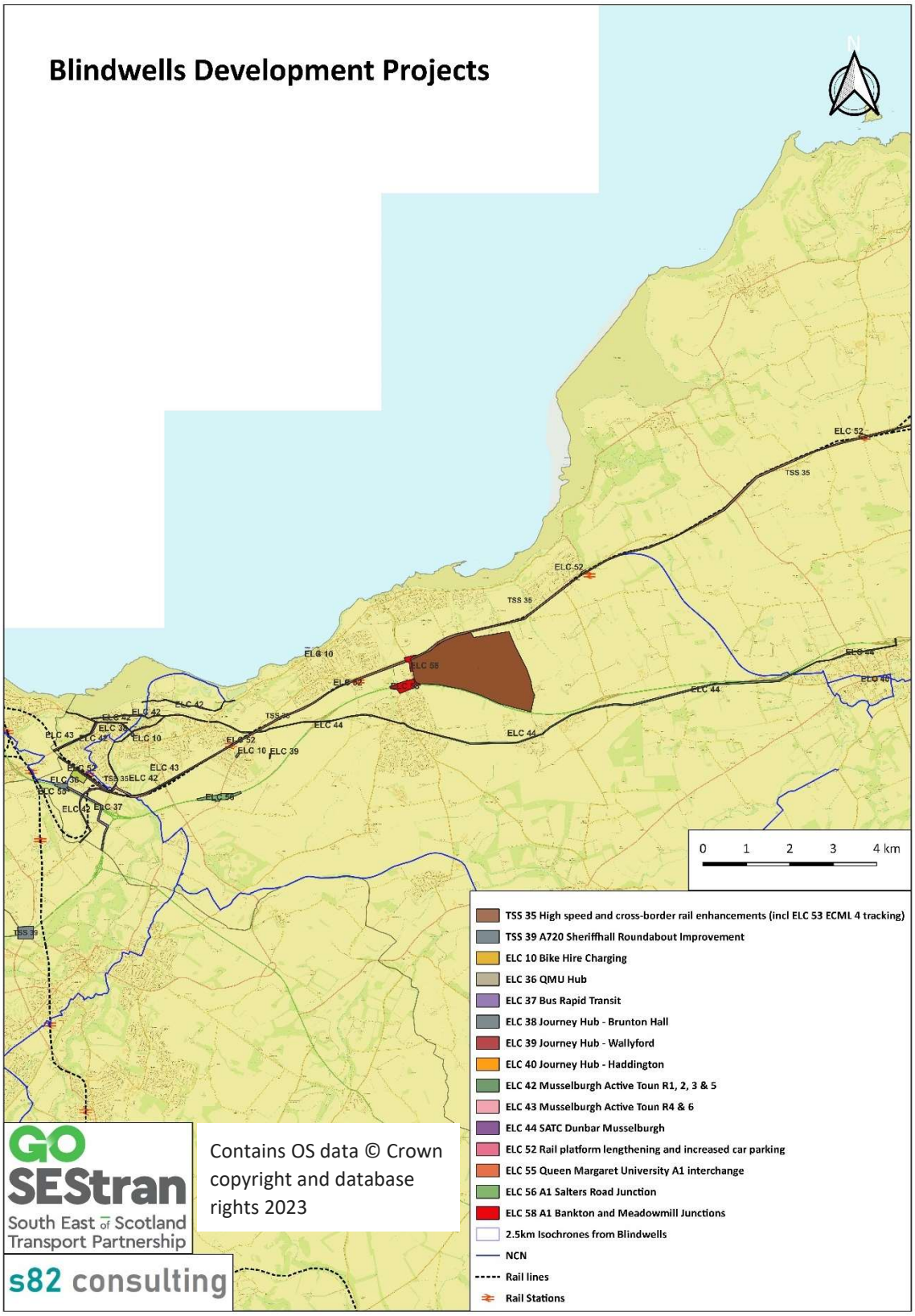

Figure 3.3.5.3 – **Plot of GIS data for Blindwells Strategic Housing Site and relevant 'Regional' Projects**

3.3.6. Further Analysis

These three case studies show the power of GIS analysis backed up by robust MCA data.

Going forward, SEStran may wish to seek out further data sets from partners and third parties that will help it to analyse transport needs in the region.

Using the detailed filter features in the MCA, as described in Section 2, will enable further analysis of the data to assess individual 'Regional' projects for growth and development potential, including STPR2 opportunities. In particular, both the NTS Priorities (Section 2.5.3) and the STAG criteria (Section 2.5.6) contain an assessment of projects against economic factors.

3.3.7. Budgets

As discussed in Section 3.2.7, budget information was not always readily available. Information that was available combining all Lead Stakeholders is set out below for 'Regional' and 'Local' projects in Tables 3.3.7.1 and 3.3.7.2.

'Regional' Projects

Project Category	Budget	Year 0 Budget FY2022/23	Year 1 Budget FY2023/24	Year 2 Budget FY2024/25	Year 3 Budget FY2025/26
'Regional' projects	Capital	£12,615k	£136,533	£42,199k	£38,062k
'Regional' projects with budget information	Capital	92	92	95	95
'Regional' projects with 'Budget not available'	Capital	46	46	42	42
'Regional' projects	Revenue	£335k	£2,050k	£3,000k	£3,000k
'Regional' projects with budget information	Revenue	105	105	105	105
'Regional' projects with 'Budget not available'	Revenue	33	33	33	33

Table 3.3.7.1 – **Budget Data for 'Regional' Projects across all Lead Stakeholders**

'Regional' Capital Projects

There is considerable variation across Years 0 to 3 in the capital budget. The substantial spike in Year 1 is due to the Levenmouth Re-opening rail project (RRR 9), with a budget of £116,000k. In Year 2 almost £27,000k is allocated to the three road schemes (Edinburgh Airport East Access Resilience Road EDI 1, A801 Avon Gorge FAL 14 and A701 Relief Road MLC 17). Projects EDI 1 and FAL 14 also continue at a similar level of spend into Year 3. It should be noted that across Years 0 to 3 for most of the projects where budget information is available, the advised budget was £0k.

Budget information was not available for approximately one-third of the projects.

'Regional' Revenue Projects

The identified budgets for revenue projects across Years 0 to 3 are substantially lower than for capital. Across Years 0 to 3 for almost all of the projects where budget information is available, the advised budget was £0k. This may reflect current uncertainty over wider public sector budgets going forward. The project for the Extension of Borders Rail Service to Hawick and Carlisle (SBC 1) comprises the entire Revenue budget for Years 2 and 3.

Budget information was not available for approximately one-quarter of the projects.

'Local' Projects

Project Category	Budget	Year 0 Budget FY2022/23	Year 1 Budget FY2023/24	Year 2 Budget FY2024/25	Year 3 Budget FY2025/26
'Local' projects	Capital	£89,619k	£76,959k	£222,847k	£42,344k
'Local' projects with budget information	Capital	133	129	130	130
'Local' projects with 'Budget not available'	Capital	130	134	133	133
'Local' projects	Revenue	£23,194k	£144k	£144k	£144k
'Local' projects with budget information	Revenue	21	9	9	9
'Local' projects with 'Budget not available'	Revenue	80	92	92	92

Table 3.3.7.2 – **Budget Data for 'Local' Projects across all Lead Stakeholders**

'Local' Capital Projects

This budget shows a sharp peak in Year 2 before dropping back considerably.

The City of Edinburgh Council Active Travel Action Plan (CEC 66) has a major influence on this budget. It comprises 34% of the budget in Year 0, rising to 50% and 83% in Years 1 and 2, before falling to 24% in Year 3.

Across Years 1 to 3 for most of the projects where budget information is available, the advised budget was £0k. Budget information was not available for approximately half of the projects.

'Local' Revenue Projects

Detailed information was only available for a quarter of the projects in Year 0. Going forward, Falkirk Council's Smarter Choices, Smarter Places behaviour change project (FAL 19) was the only project with any funds allocated to it (£144k in Years 1, 2 and 3). All other projects with data had a budget of £0k.

Budget information was not available for 91% of projects in Years 1, 2 and 3.

Comparing ''Regional' and 'Local' Budgets

Table 3.3.7.3 shows a comparison of 'Regional' and 'Local' budgets. It should be noted that this cannot be seen as definitive going forward, given that for many projects the budget is currently £0k or budget information was not available.

Project Category	Budget	Year 0 Budget FY2022/23	Year 1 Budget FY2023/24	Year 2 Budget FY2024/25	Year 3 Budget FY2025/26
'Regional' projects	Capital	£12,615k	£136,533	£42,199k	£38,062k
'Local' projects	Capital	£89,619k	£76,959k	£222,847k	£42,344k
'Regional' projects	Revenue	£335k	£2,050k	£3,000k	£3,000k
'Local' projects	Revenue	£23,194k	£144k	£144k	£144k

Table 3.3.7.3 – Comparison of Budget Data for 'Regional' and 'Local' Projects across all Lead Stakeholders

Capital budgets for Years 1, 2 and 3 are significantly higher than revenue budgets. This reflects the annual nature of revenue budgeting and wider budget-setting uncertainty at the present time.

Across Years 0 to 3 the total capital budget is £229,409k for 'Regional' projects and £431,769k for 'Local' projects.

The total revenue budget for Years 0 to 3 is £8,385k for 'Regional' projects and £23,626k for 'Local' projects.

4. Conclusions

4.1. Identified Trends in 'Regional' Projects

4.1.1. Nature of the Projects

From the data assembled in the MCA, there were 276 'Regional' projects. Some 88 of these 276 projects were primarily an analysis or a review. Since these did not deliver direct transport benefits to users, they were not reviewed against relevant transport policies.

Within the remaining 188 projects, the following trends were identified:

- 128 were capital projects, with the remainder 60 classed as revenue.
- 78 projects containing an element of public transport (bus, rail and tram).
- 58 contained an element of active travel (walking, wheeling and cycling).
- 32 had potential problems identified – mainly relating to statutory process, affordability or land issues.
- 31 potentially had high embodied carbon. These were larger scale infrastructure projects.
- 26 contained an element of the road category. 20 of these were categorised as road alone.
- 25 were at least in part classified as having an element of modal interchange.
- 5 were defined as behaviour change.
- 4 contained an element of freight provision.

Through this analysis it became apparent that projects tended to focus on positive provision of public transport or active travel, rather than demand management of car use. This may be an area that SEStran and its local authority partners wish to consider.

Overall, it can be seen the balance of 'Regional' projects were focused on public transport and active travel, reflecting SEStran's and national priorities.

4.1.2. Scoring of the Projects

As discussed in Sections 2.8.3, 3.3.2 and 3.3.3 the Balanced Travel and Investment Score can be used for comparative assessment between similar projects but should not be seen as an overall ranking tool.

Within these constraints, multi-modal projects such as legislative changes, journey hubs or mobility hubs scored highly. These delivered benefits to active travel and public transport, as well as reducing the need to use unsustainable modes of transport, hence their high score. Connected and 20-minute neighbourhoods also scored highly for the same reason.

Road-based schemes attracted lower scores as they delivered no clear benefits for active travel, public transport or multi-modal travel.

It became evident that freight projects were difficult to categorise or assess under NTS travel or investment hierarchy, as that mode is not mentioned in these policies.

4.2. Key Areas for Future Focus

From the data obtained and analysed, the future focus for SEStran should be:

- Keeping the MCA and GIS data up to date.
- Further identification of strategic gaps in transport provision and networks.
- Prioritising high-scoring projects.
- Looking at how to improve low scoring projects.
- How carbon reduction can be included in procurement for appropriate projects.
- How national targets in reducing car usage can be met.
- How freight transport can be considered more clearly in national, regional and local policies.
- How information can be shared with Elected Members, Board Members and stakeholders, and potentially made public, if appropriate.

4.3. Potential Downstream Actions

From the above areas for future focus, the following are potential downstream actions:

- Reviewing project lists, budgets and progress with local authority partners. This should be on a regular basis, with an initial review after 12 months and every two years after that. Any project-related GIS updates should form part of the review.
- Gathering of further GIS data as it becomes available for existing transport networks, as well as existing and potential trip generators. From this further analysis of strategic gaps could be undertaken similar to the three case studies in Section 3.3.5.
- Identifying high scoring projects and creating appropriate working groups with project stakeholders to support taking these forward.
- Working with stakeholders to look at low scoring projects such as road schemes, to see if they can be adjusted to also deliver public transport and active travel benefits.
- Working with stakeholders to look at how procurement can deliver carbon reductions in projects with high embodied carbon.
- Working with stakeholders to look at potential demand management projects to meet national targets in reducing car kilometres.
- Working with stakeholders such as Transport Scotland to see how freight transport can be better addressed in future policies.
- Developing a website with MCA and GIS data that could be available to Elected Members, Board Members and stakeholders. This could potentially be developed into a public-facing resource.

APPENDIX A

Details of meetings with Lead Stakeholders

Lead Stakeholder	Dates of Meetings	Public Data Sources
City of Edinburgh Council	31/1/23 7/2/23 24/2/23	Active travel action plan 2023 - Delivering the City Mobility Plan Public transport action plan 2023 - Delivering the City Mobility Plan Appendix 2_CMP implementation plan Parking Action Plan - Delivering the City Mobility Plan CEC Active Travel Investment Programme Update Circulation Plan - Delivering the City Mobility Plan
Clackmannanshire Council	1/2/23	Internal data sources were used
East Lothian Council	23/1/23 25/1/23 1/2/23	Internal data sources were used
Edinburgh Airport	26/1/23	Internal data sources were used
Falkirk Council	13/1/23 31/1/23	Five Year General Fund Capital Programme 2022/23 - 2026/27
Fife Council	7/2/23	Internal data sources were used
Forth Ports	9/2/23	Whilst initial contact was made, no further information was forthcoming
Midlothian Council	5/1/23 30/1/23	MLC Agenda document Pack - 15 February 2022

Lead Stakeholder	Dates of Meetings	Public Data Sources
Network Rail (included ScotRail and Transport Scotland)	24/1/23	STPR2
Scottish Borders Council	31/1/23	Internal data sources were used
SEStran	5/1/23 17/1/23	Regional Transport Strategy
Transport Scotland Bus	14/2/23	Internal data sources were used
Transport Scotland STPR2	20/2/23	STPR2 Final technical report December 2022 Status of STPR2 Recommendations as of December 2022 Detailed Appraisal Summary Recommendation Description 12 - Edinburgh and South East Scotland Mass Transit
West Lothian Council	9/2/23	Operational Services Management Plan 2022/23 LDP Action Programme - Update March 2020

APPENDIX B

GIS Mapping

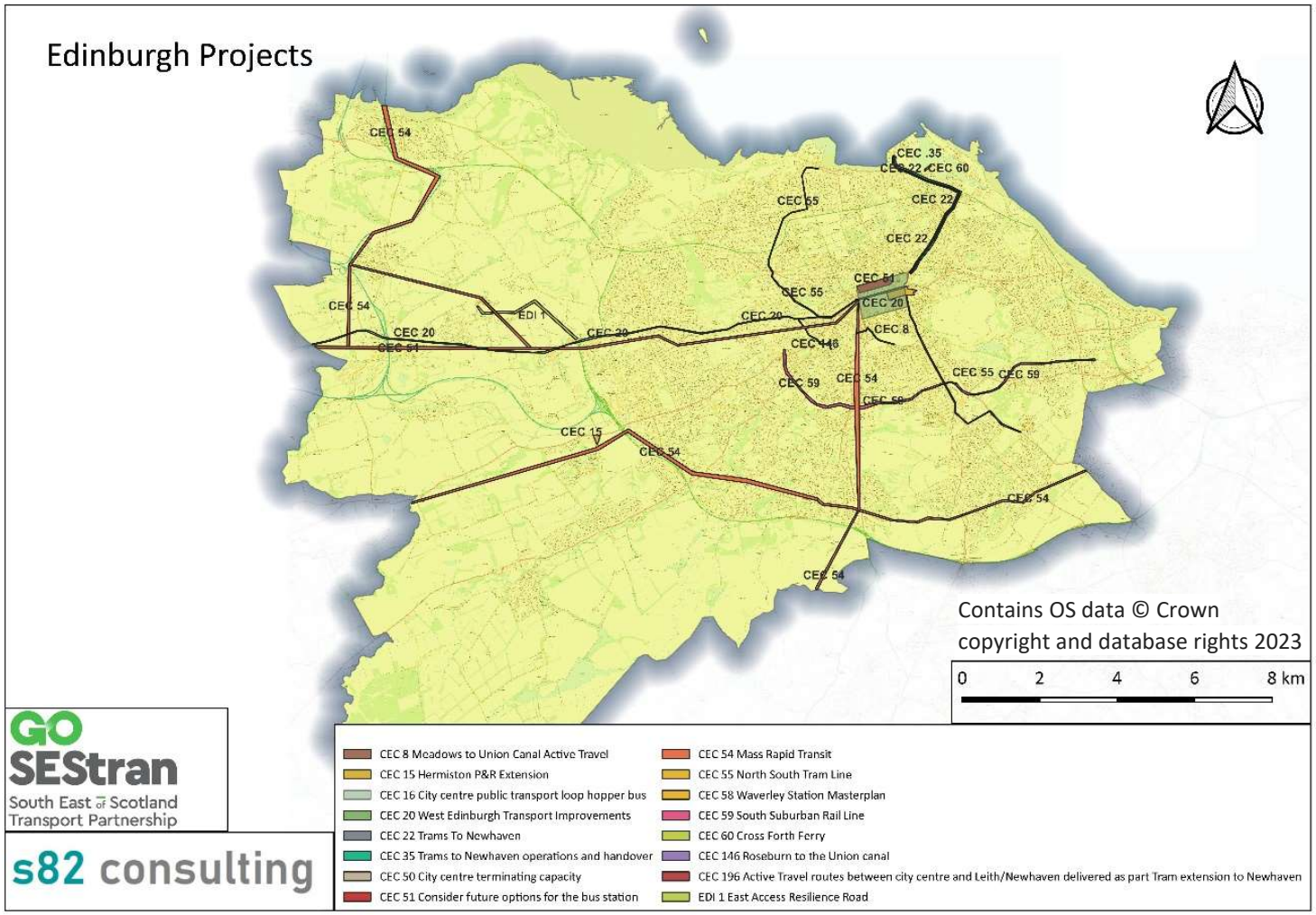

Figure App B1 – City of Edinburgh Council 'Regional' projects with a specific geographic location (includes Edinburgh Airport)

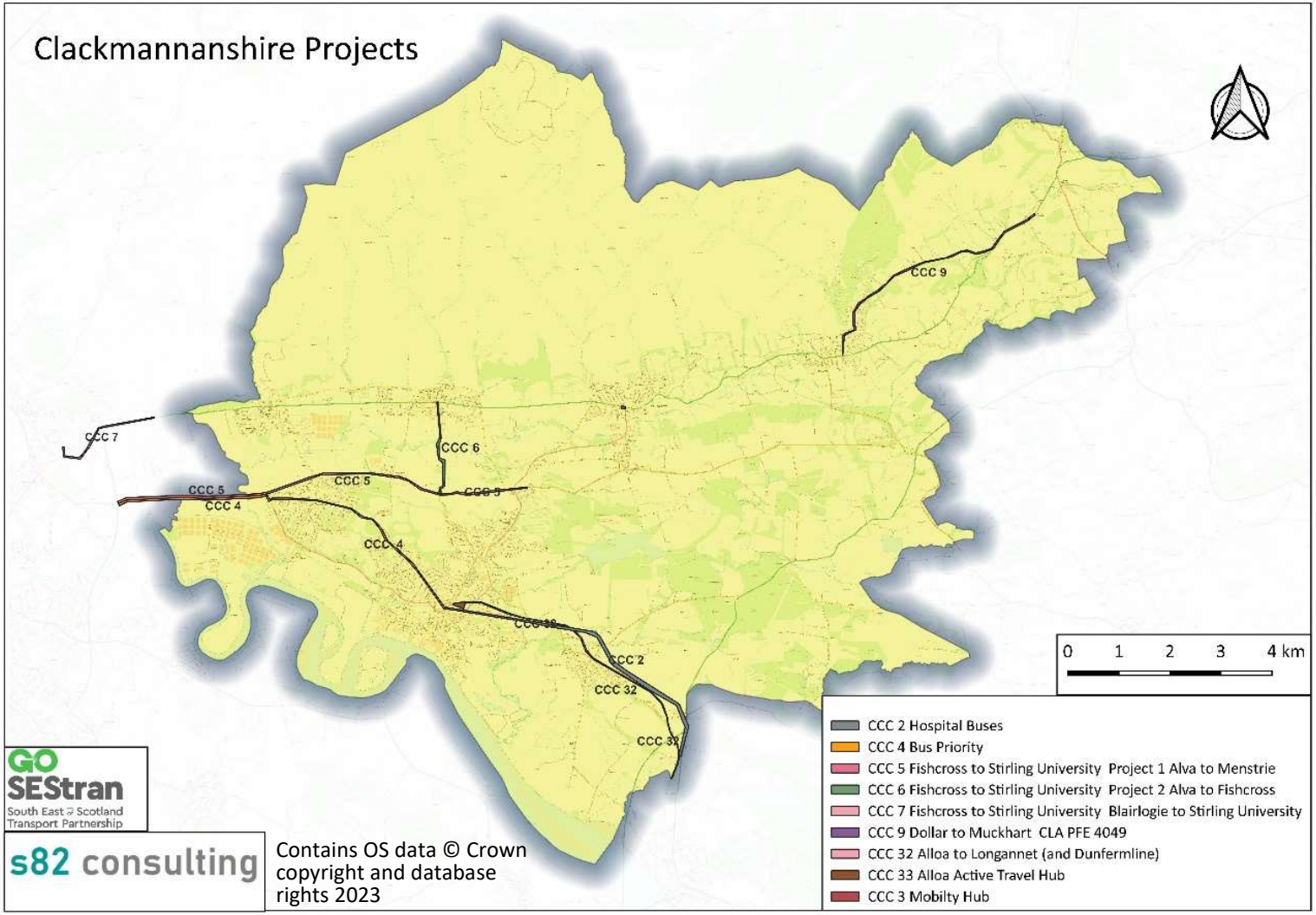

Figure App B2 – **Clackmannanshire Council 'Regional' projects with a specific geographic location**

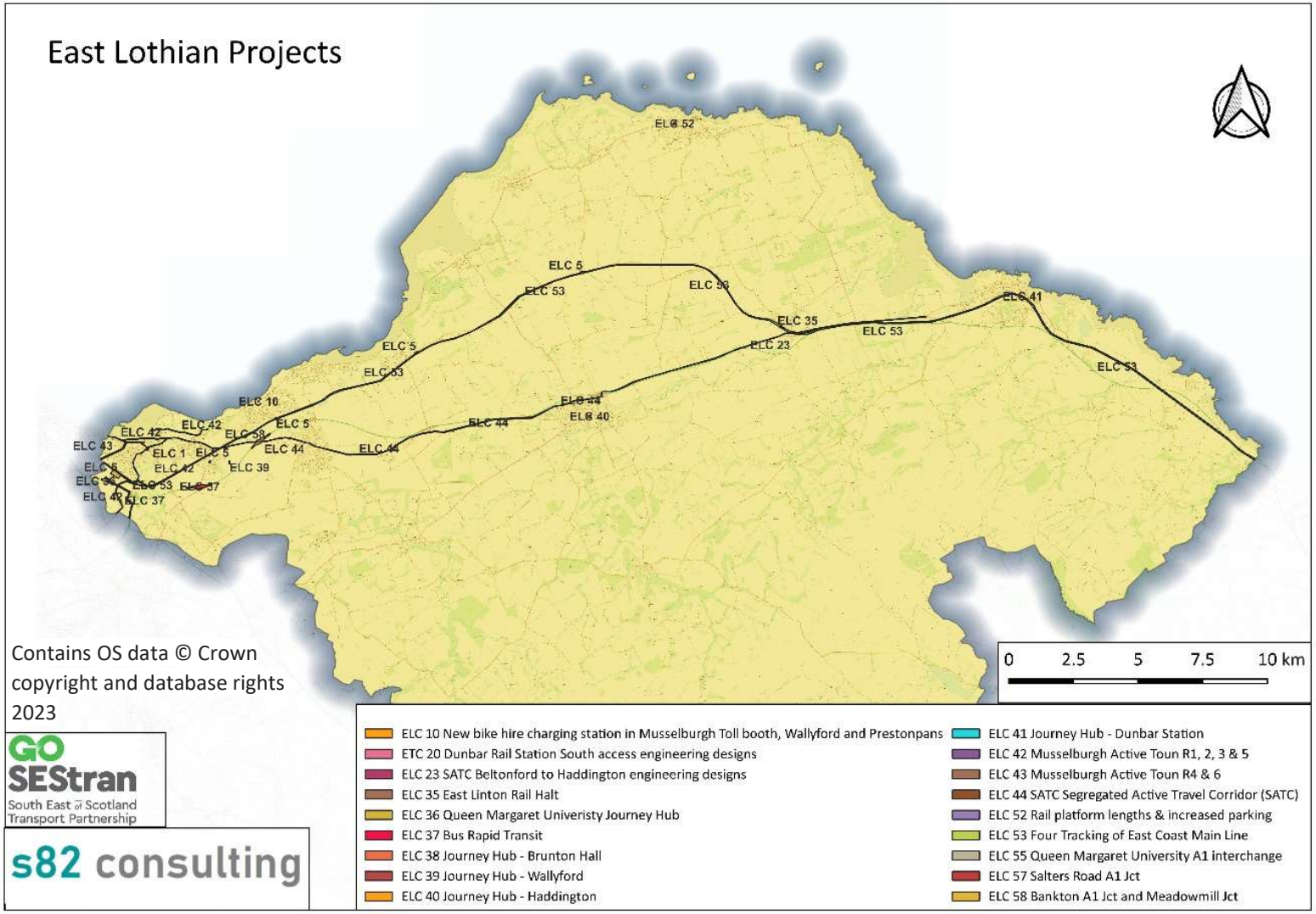

Figure App B3 – **East Lothian Council 'Regional' projects with a specific geographic location**

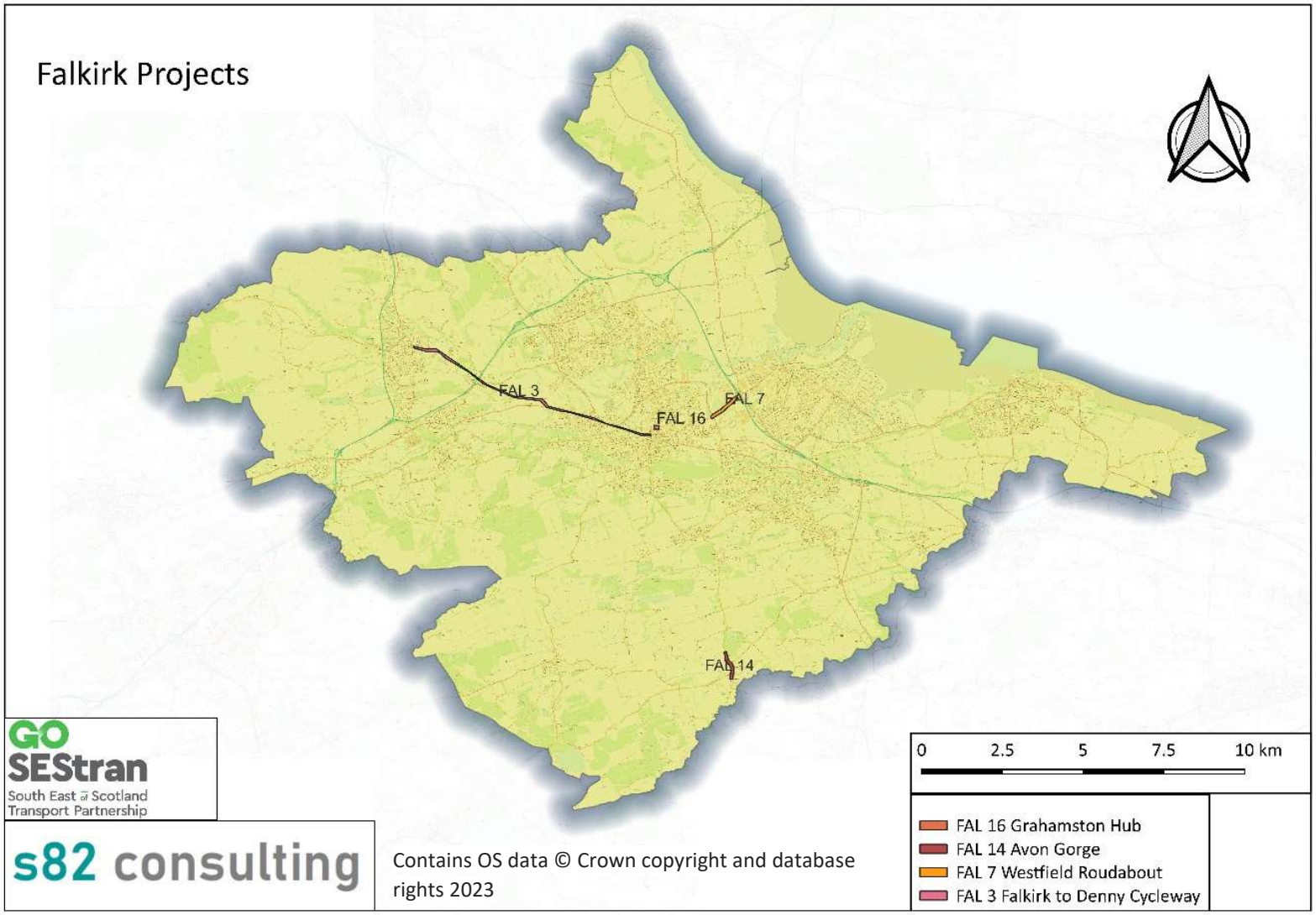

Figure App B4 – **Falkirk Council 'Regional' projects with a specific geographic location**

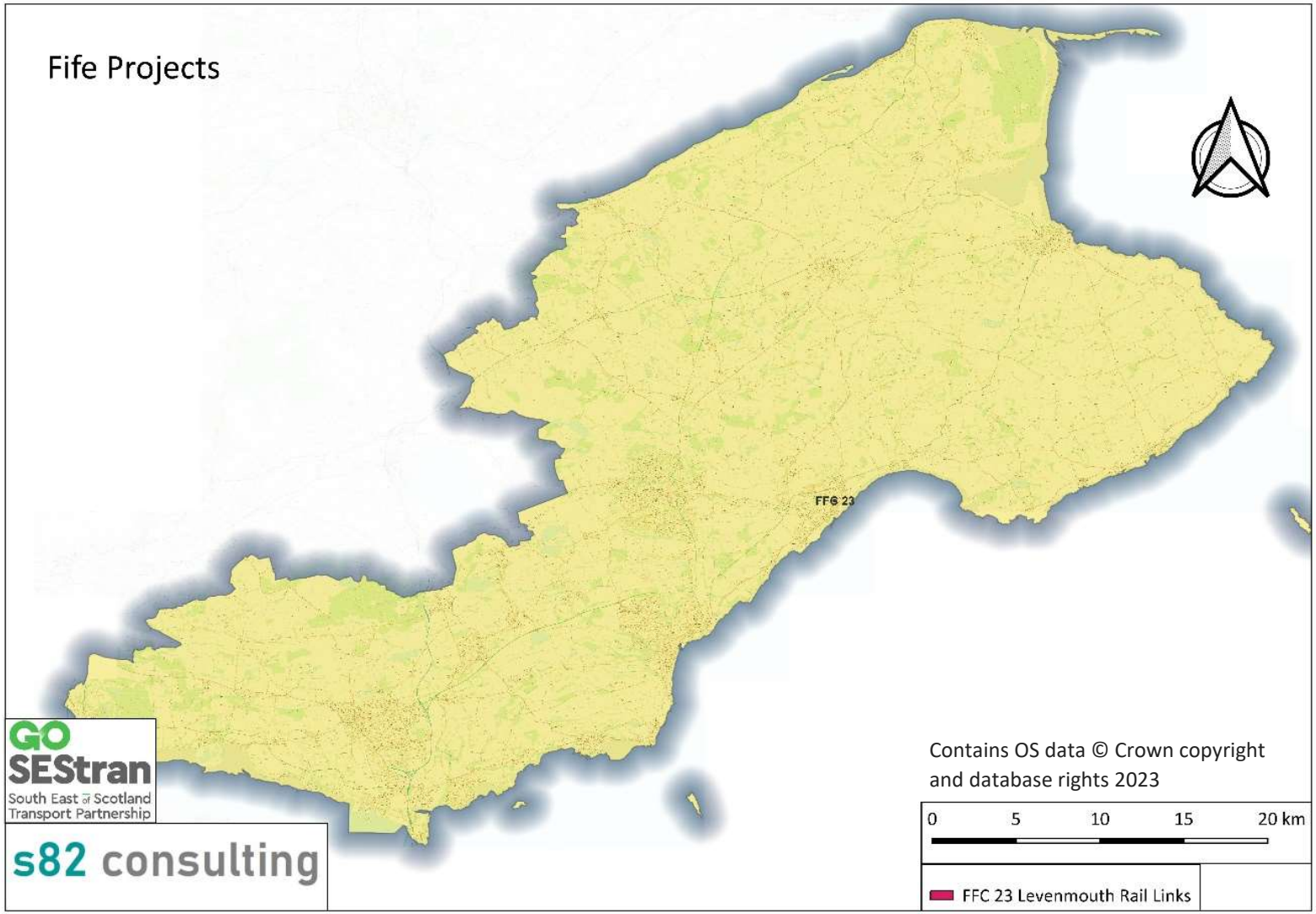

Figure App B5 – **Fife Council 'Regional' projects with a specific geographic location**

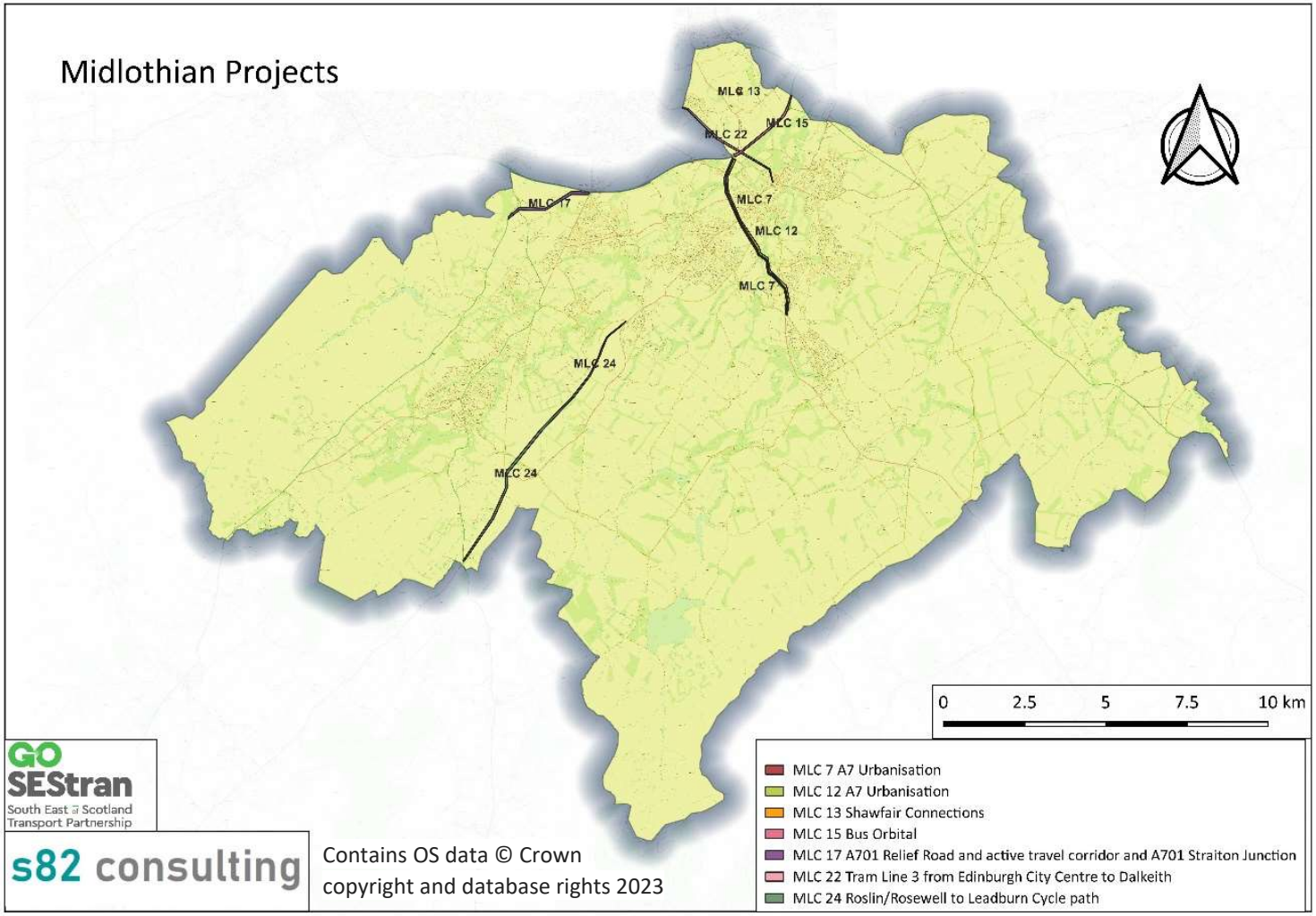

Figure App B6 – **Midlothian Council 'Regional' projects with a specific geographic location**

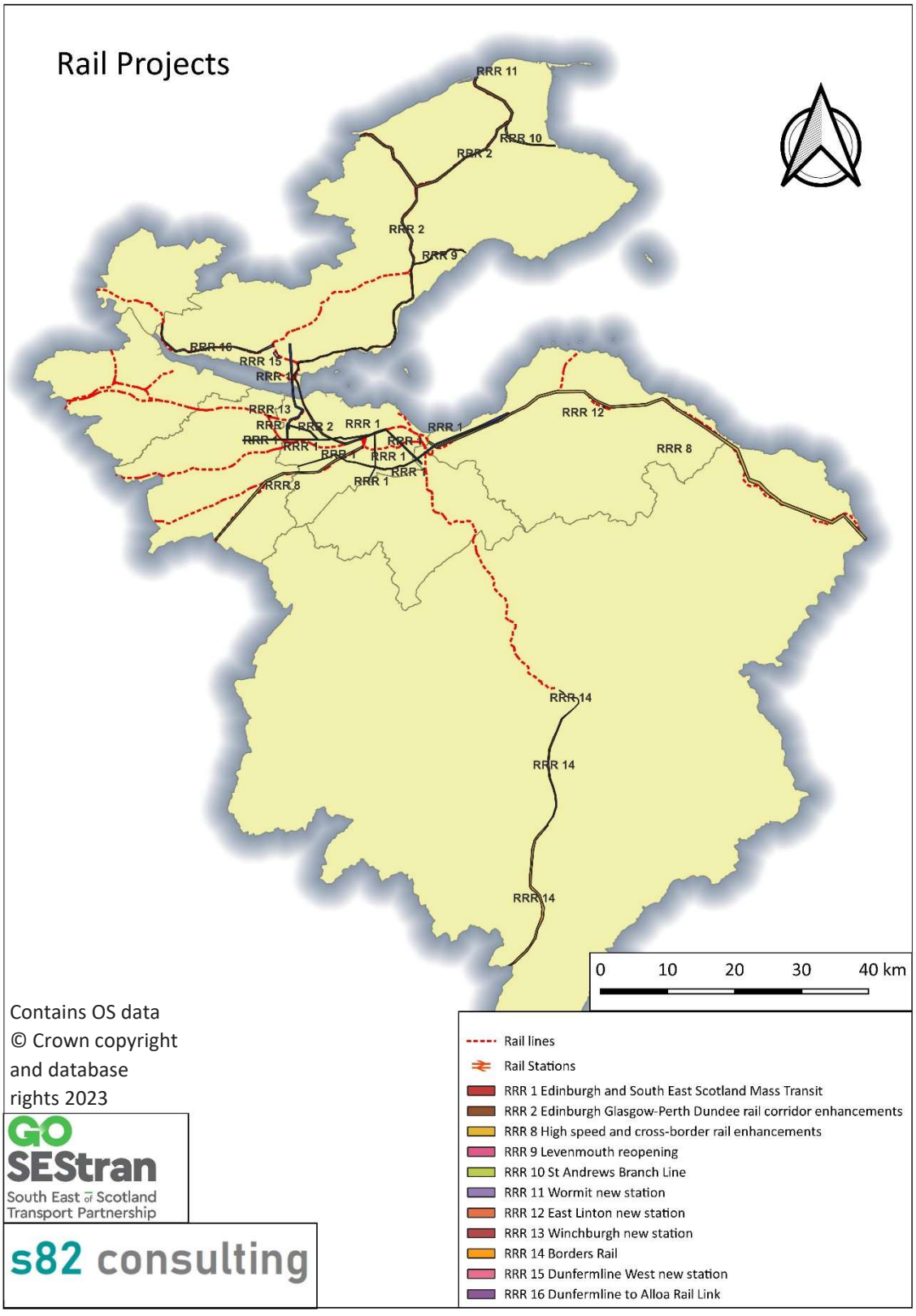

Figure App B7 – **Network Rail 'Regional' projects with a specific geographic location (includes ScotRail and Transport Scotland)**

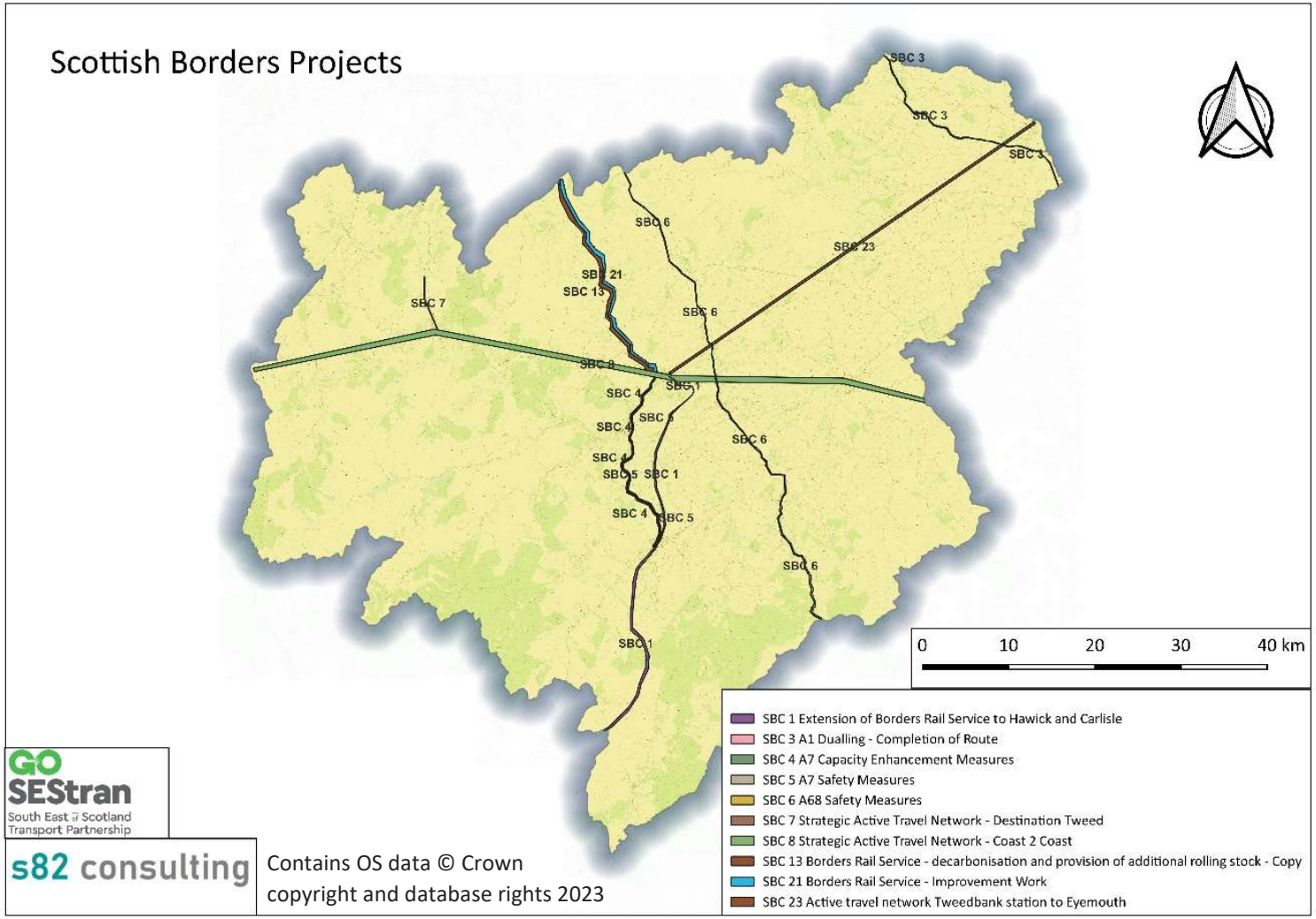

Figure App B8 – **Scottish Borders Council 'Regional' projects with a specific geographic location**

Figure App B9 – **SEStran 'Regional' projects with a specific geographic location**

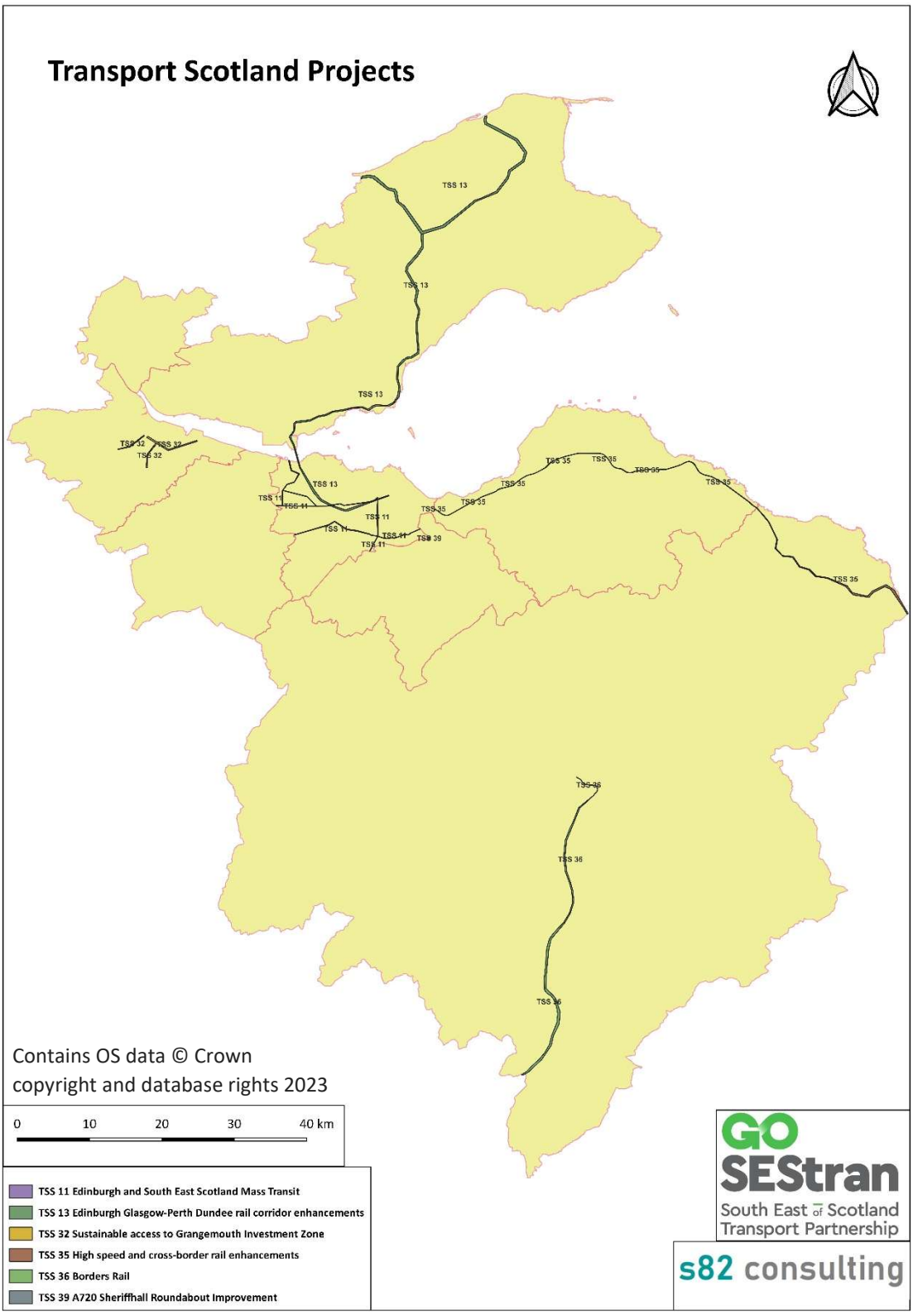

Figure App B10 – **Transport Scotland STPR2 'Regional' projects with a specific geographic location.**

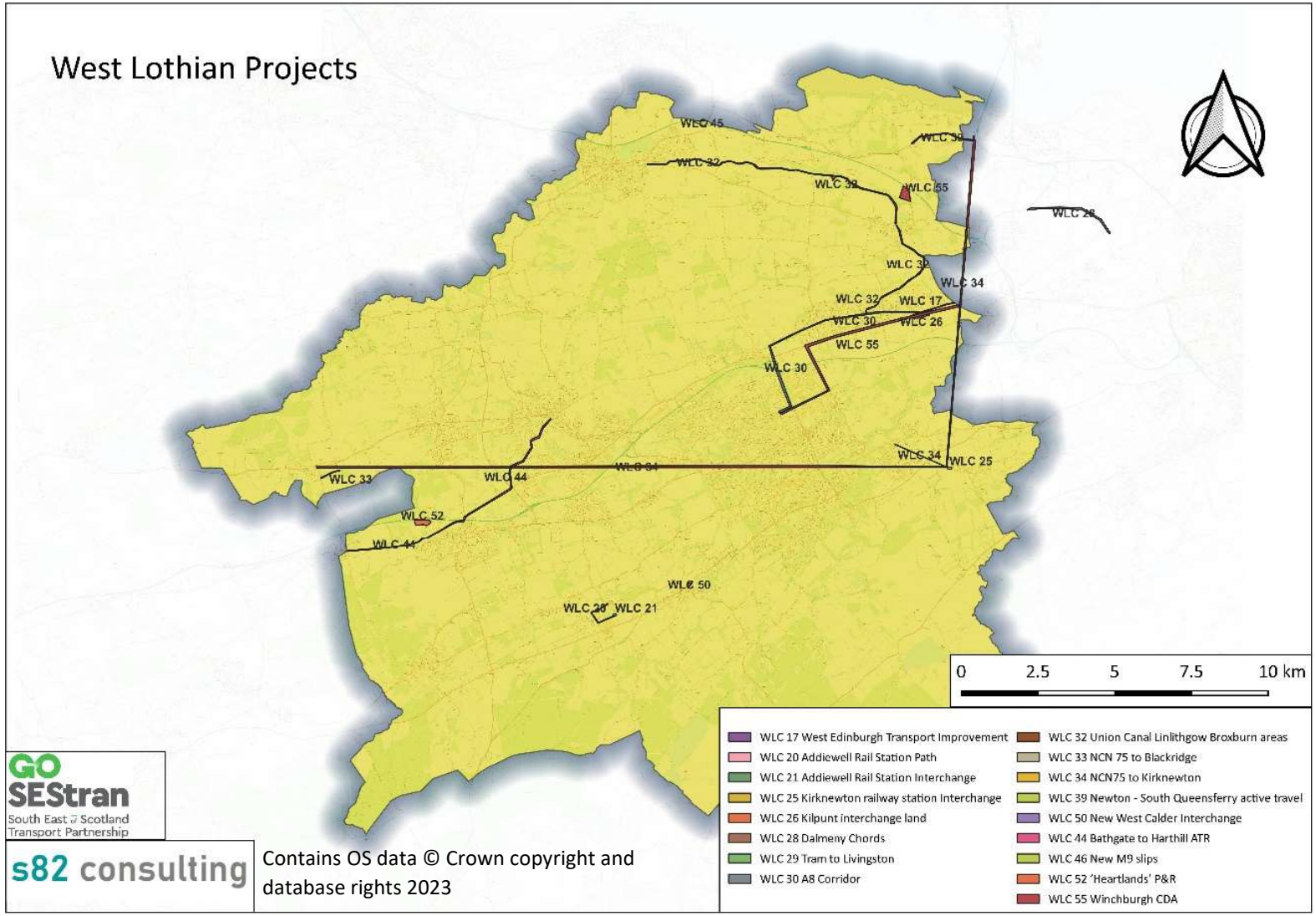

Figure App B11 – **West Lothian Council 'Regional' projects with a specific geographic location**

APPENDIX C

The GIS data was drawn from a mixture of public open data and commercially available sources:

1. Rail network and rail stations, including Edinburgh tram network and stations (non-Network Rail and closed Network Rail freight lines removed as per the March 2023 Network Rail Sectional Appendix, Scotland). Commercially obtained data from Basemap Limited's "Data Cutter" September 2022 issue.
2. Bus Network. Commercially obtained data from Basemap Limited's "Data Cutter" September 2022 issue.
3. Scottish Index of Multiple Deprivation data 2020. Publicly available from https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020/
4. Scottish 2011 Census data. Publicly available from https://www.scotlandscensus.gov.uk/search-the-census#/topics/location (tables QS702SC for mode of travel and KS404SC for car availability). Note the 2022 data should start to become available later this year but it usually takes a while after this for the detailed transport data to be published.
5. Scottish Population data - Publicly available mid-year estimate for 2021 https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/mid-2021
6. Hospitals - Publicly available from Public Health Scotland https://www.opendata.nhs.scot/dataset/cbd1802e-0e04-4282-88eb-d7bdcfb120f0/resource/c698f450-eeed-41a0-88f7-c1e40a568acc/download/current-hospital_flagged20211216.csv (note this contains postcode data converted to coordinate data by a lookup of postcode centroids.
7. Schools – Publicly available from "Spatial Data Scotland" at https://spatialdata.gov.scot/geonetwork/srv/api/records/5fa510db-88c8-40ef-bbf2-2989210b7167