

Partnership Board

10am, Friday 6th December 2024

Hybrid meeting (Microsoft Teams and Dean of
Guild Room, City Chambers, Edinburgh)



South East of Scotland
Transport Partnership

Agenda

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Transport Partnership

Agenda

- 1. Order of Business**
- 2. Apologies**
- 3. Declarations of Interest**
- A1. Chair's Introduction**
- A2. Minutes for Approval**
- A3. Finance Reports**
- A4. Partnership Director's Update**
- A5. People and Place Plan**
- A6. Regional Bus Strategy**
- A7. Communication Strategy**
- A8. Climate Change Duties Report**
- A9. Programme of Meetings 2025**
- A10. Date of Next Meeting**



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Transport Partnership

1. ORDER OF BUSINESS

2. APOLOGIES

3. DECLARATIONS OF INTEREST

A1: Chair's Introduction

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A2: Minutes of Previous Meetings

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A3: Finance Reports



Reports by Richard Lloyd-Bithell, Treasurer/Iain Shaw

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A3 (a) Indicative Financial Plan 2025/26 and 2026/27

- Report provides an update on financial planning for 2025/26 and an indicative plan for 2026/27.
- Planning assumptions updated for:
 - 2024/25 reduction in Transport Scotland core grant
 - Pay award and National Insurance changes
 - Forecast of expenditure and income for 2024/25
- Confirmation awaited as to future People and Places funding.
- Currently a net funding shortfall of £44,000 in 2025/26.
- Unallocated Reserve is forecast to be £121,000 at 1st April 2025 (13% of core budget).
- Partnership's Core and Projects budgets will continue to be developed in order to ensure that expenditure is within available funding.
- Budget for 2025/26 will be presented to the Partnership Board for approval at its meeting in March 2025.

A3 (b) Finance Officer's report

- Report presents an update on the Partnership's Core and Projects budgets for 2024/25, based on financial performance to the end of October 2024.
- Forecasts updated for:
 - Local Government Pay award 2024/25
 - Forecast of expenditure and income for 2024/25
- Forecast that core expenditure will be £14,000 more than budget, due to the 5% reduction in the 2024/25 revenue grant received from Transport Scotland (£39,000).
- The funding reduction is partly offset by in-year underspends and employee recharges to People and Places.
- An underspend of £50,000 is forecast for Bus Strategy Development for 2024/25. This funding will be carried forward to 2025/26.
- Report includes a re-alignment of Projects budget to reflect planned activity for the remainder of 2024/25.
- Unallocated Reserve is forecast to be £121,000 at 1st April 2025 (13% of core budget - Policy is 5%).
- Partnership's Core and Projects budget expenditure and income will continue to be monitored with a further report to Performance and Audit Committee and the Board in March 2025.

- The Partnership's appointed External Auditor – Audit Scotland has completed work on the 2023/24 annual accounts.
- The External Auditor anticipates issuing an unmodified audit opinion in the independent auditor's report to the Partnership on 6 December 2024.
- The External Auditor's Annual Report and the Annual Accounts were reviewed by Performance and Audit Committee on 29th November 2024.
- The Proposed Annual Auditor's report is at Appendix 1
- The Audited Annual Accounts for the year ended 31st March 2024 are presented at Appendix 2.
- The Partnership Board is asked to authorise the Audited Annual Accounts for signature.

A4: Partnership Director's Update

Presentation by Brian Butler

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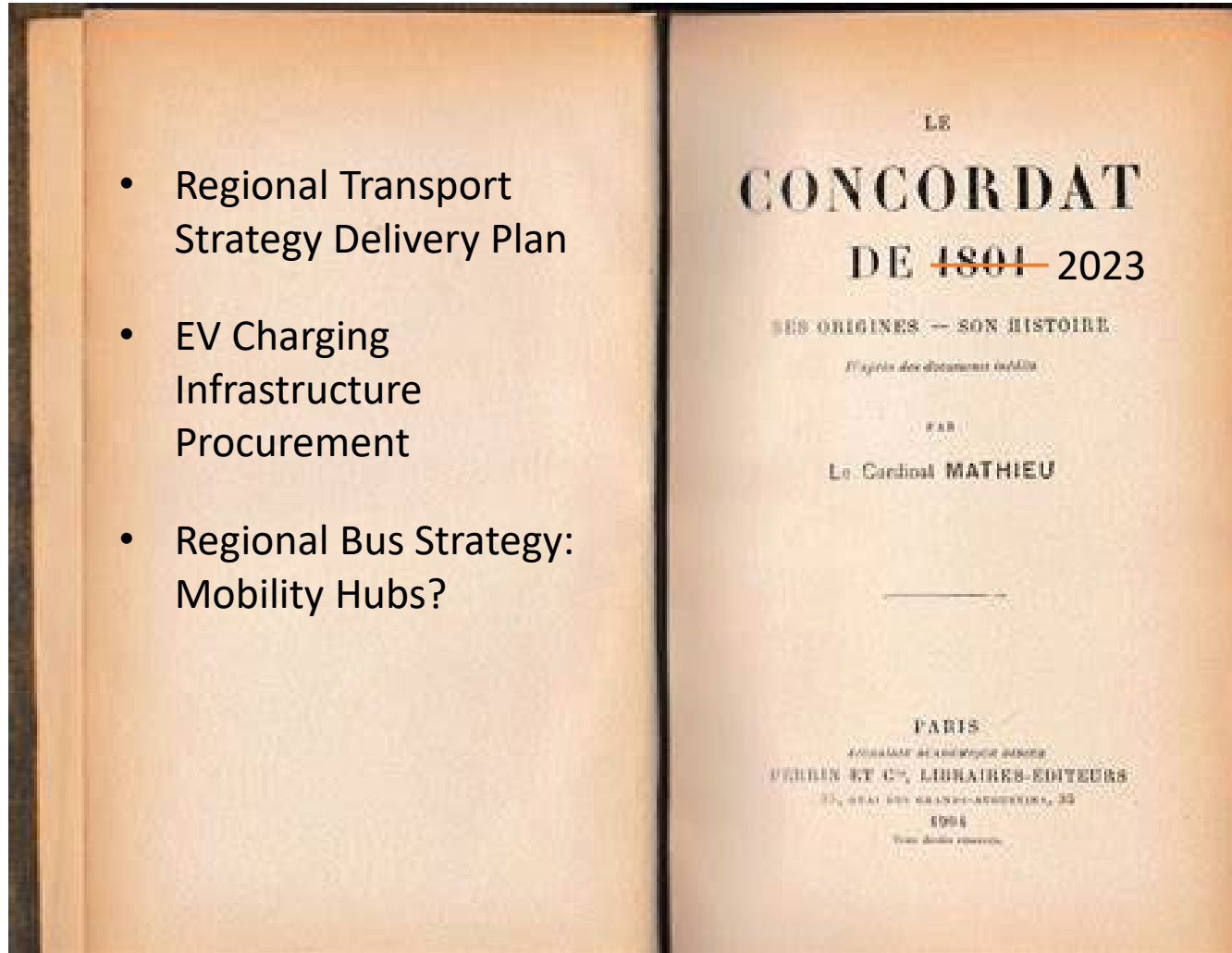
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Route Map to 20% Reduction in Car Use

- Target unachievable by 2030
- Car use not km
- EVs now count towards rural change BUT acknowledgement that EVs do not support Just Transition
- Behaviour Change very tough, especially with bus situation
- Increasing role for demand management
 - Road User Charging
 - Location based e.g. urban / rural: 26% reduction
 - Area based e.g. Edinburgh: 14-25% reduction
 - Likely to require new legislation
- COSLA Environment and Economy Committee 13 Dec

Concordat with City Region Deal

- Regional Transport Strategy Delivery Plan
- EV Charging Infrastructure Procurement
- Regional Bus Strategy: Mobility Hubs?



Electric Vehicle Charging Infrastructure

- Procurement approach agreed
- Lead Authority agreed in principle
 - The programme hinges on CEC TEC approval
- Working on the details – timescales, funding, programme support, contract management
- Then all LAs will take reports to Committee



Regional Transport Strategy Delivery Plan



- All regional (i.e. across more than one LA or of regional significance) transport projects identified and logged in project matrix
- Project team meeting LAs next week to prioritise projects
- This will create shortlist of highest priority projects which will be agreed by RTS DP Steering Group before being presented to Directors next year
- Delivery plan and funding strategy drafted – to be approved at next RTS DP Steering Group meeting

GoSEStran Mobility as a Service App



- Procurement process, and appointing a supplier, delayed due to staff absence and is expected to be complete by December 2024
- Plan to mitigate absence agreed and being implemented
- Meetings with stakeholders to investigate opportunities to integrate additional users (e.g. other RTPs, LAs etc)
- Includes new payment methods, additional features more features, and targeting specific users groups
- Funding in position

- Scottish Government TtH Delivery Plan published on 30 Oct
- Feels rushed
- Missed opportunities, especially to leverage RTPs' capabilities

BUT

- SEStran TtH programme now expanding
- Public Health links working well across Scotland



A5: People and Place Plan

Update by Michael Melton

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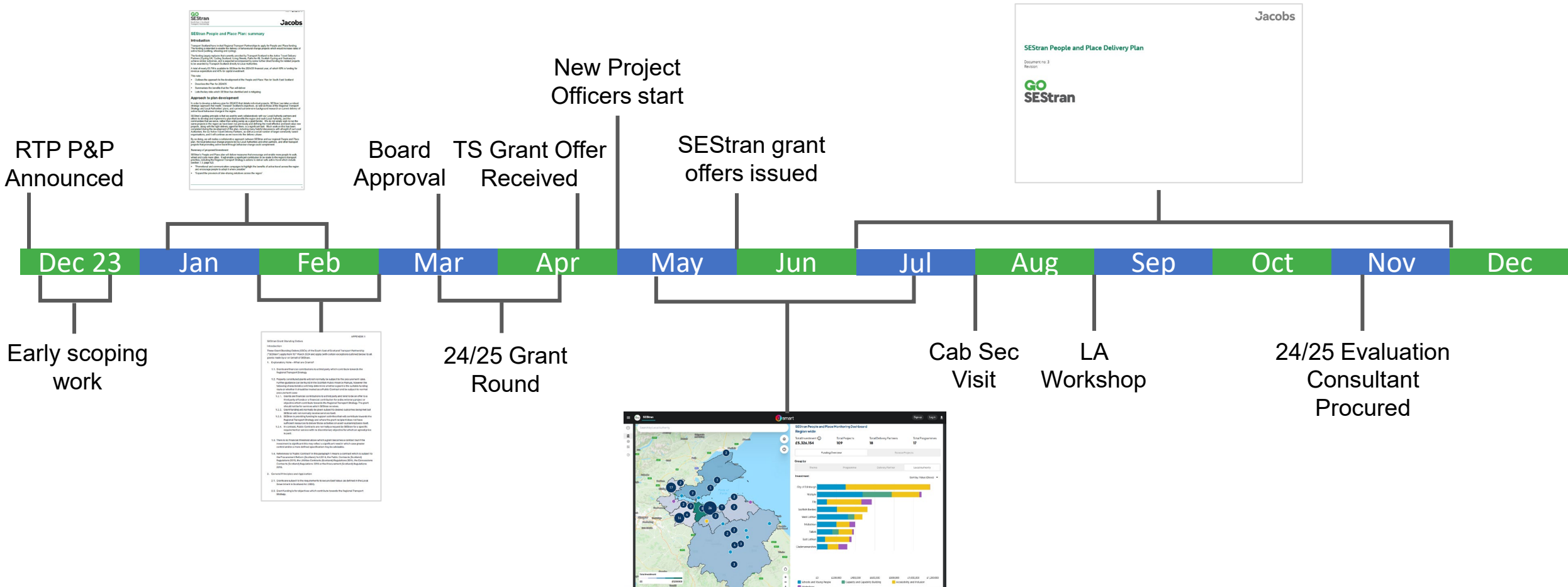
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What we'll cover

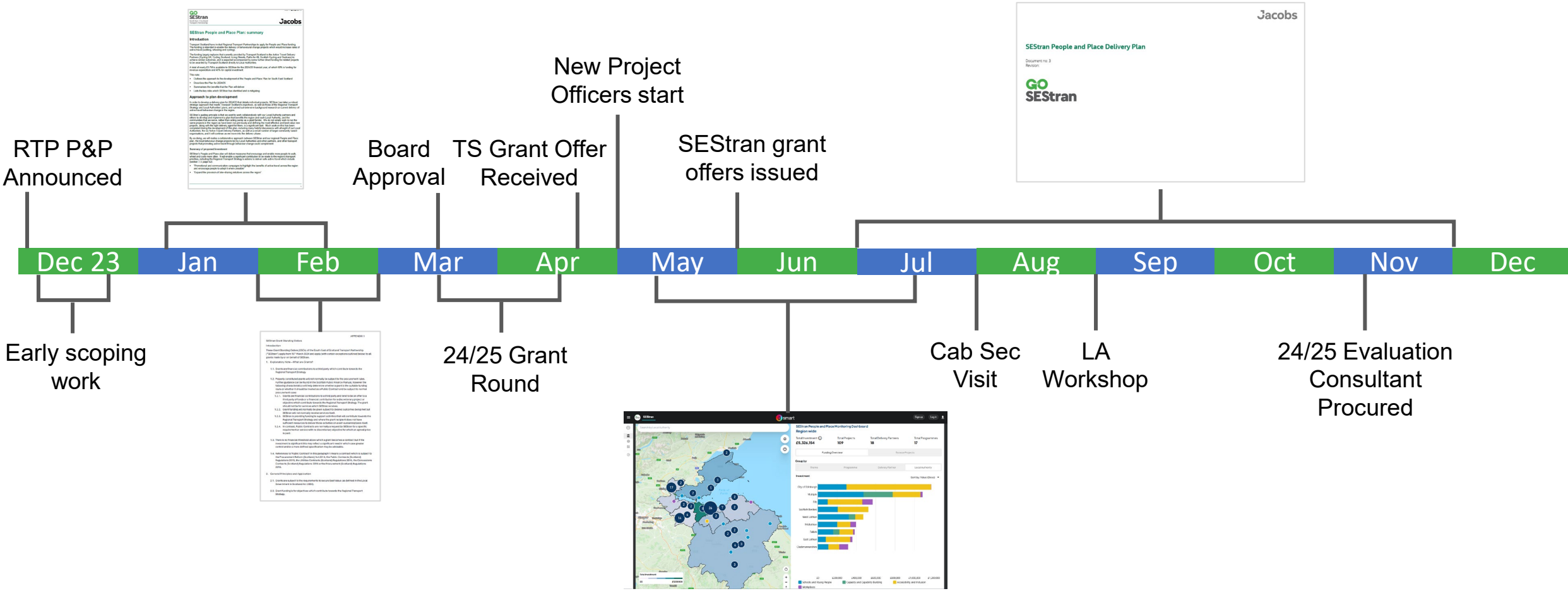
- The story so far
- Programme scope and background
- The Delivery plan
 - The 5 funding pots
- Looking forward
- Recommendations

The story so far...

People and Place – the story so far



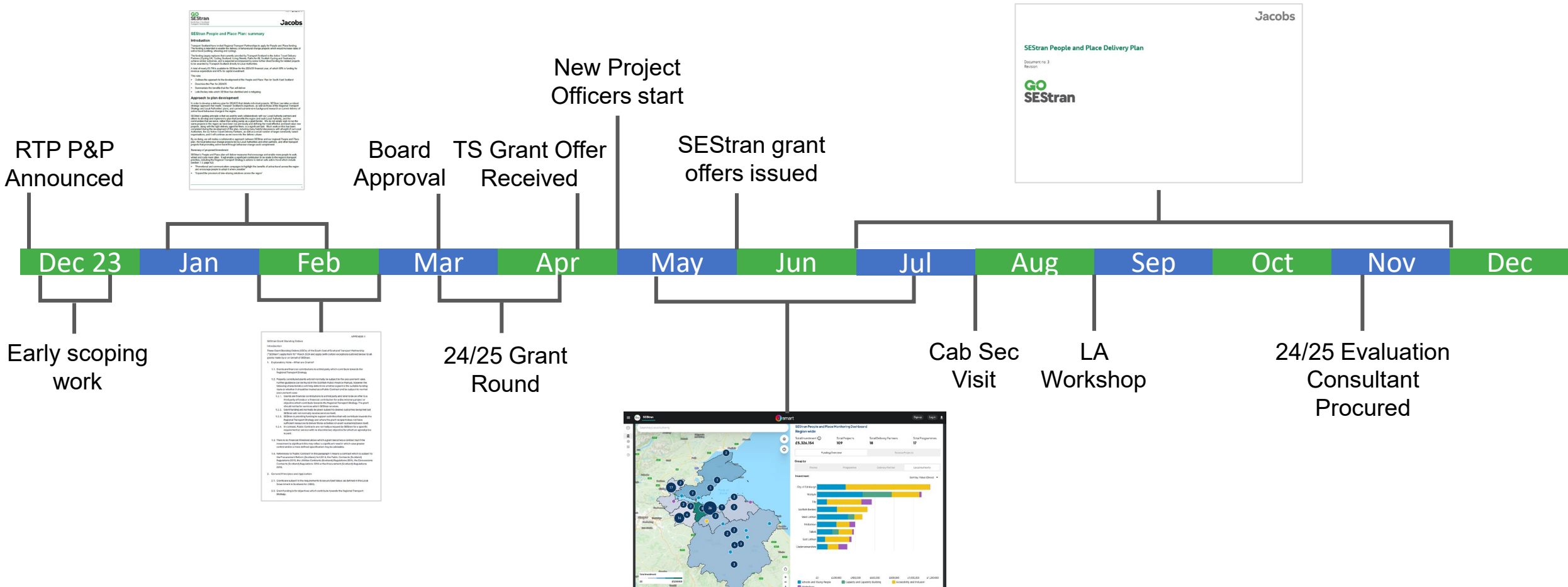
People and Place – the story so far



People and Place – Cab Sec Visit



People and Place – the story so far



Some project highlights so far...

- East Lothian Council have delivered 4 Brompton's for hire in town centre sites
- NHS Fife at Victoria Hospital have had their first staff e-bikes delivered
- Forth Environment Link's rheumatology project with NHS Forth Valley sees 20 patients currently taking part and 4 on the waiting list
- Sustran's I Bike engaged 1,582 pupils in active travel activities in Q2
- Scottish Borders have delivered cycle safety training to 550 P5 & P6 pupils
- Midlothian Council are running monthly staff walks with between 10 and 15 participants each session
- The Thistle Adaptive Cycles project has supported 231 people across two sites in Edinburgh



Programme Scope

People and Place Programme Scope for 2025-26 – what's new

- Sustainable travel is included. Focus will be on smaller scale projects that enhance travel planning and encourage more joined-up journeys
 - Shared transport (such as introduction or expansion of car clubs, bike and e-bike share schemes, as well as car share/lift-share)
 - (Digital) Demand Responsive Transport schemes
 - Mobility Hubs (full and pop-up)
 - Real Time Passenger Information (RTPI) provision
 - Support for MaaS project roles
- Funding for community projects managed by RTPs

The Delivery Plan

Purpose

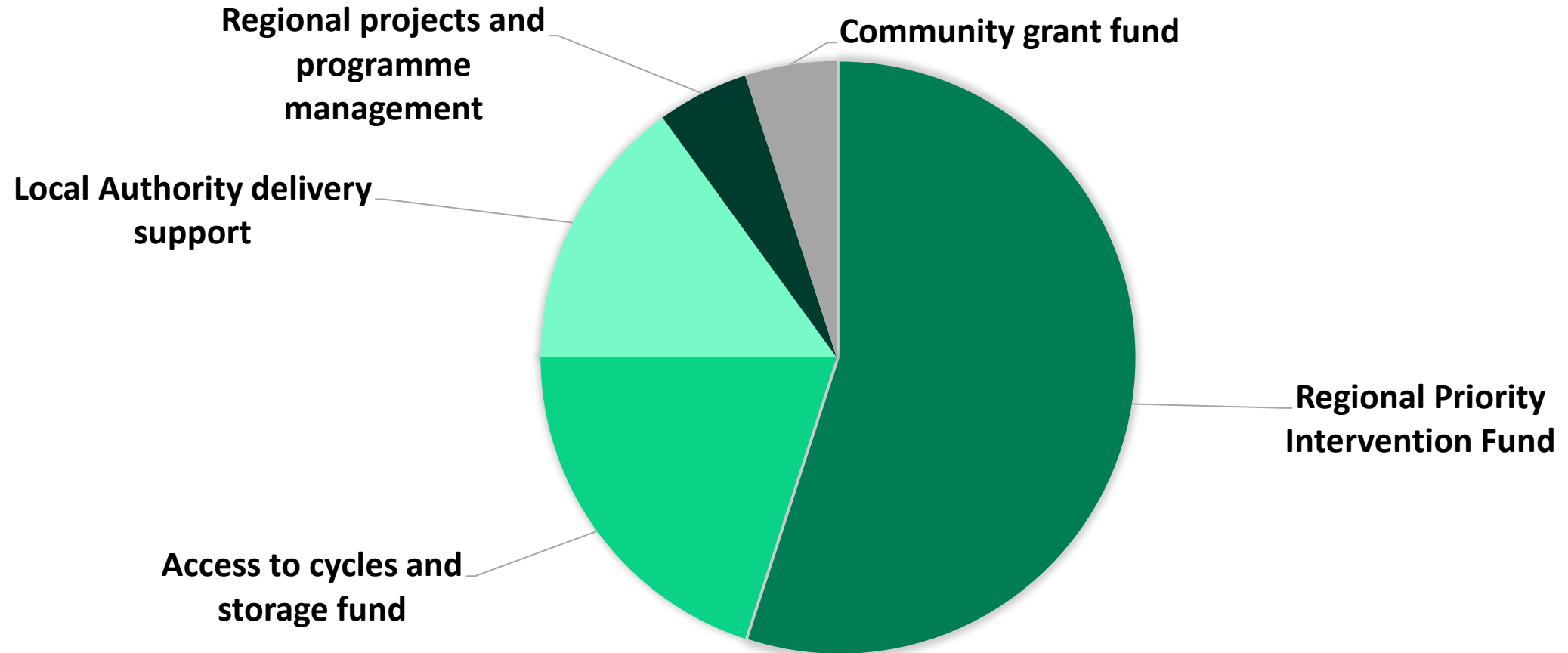
The delivery plan sets out:

- how funding will be prioritised and distributed across the region
- how SEStran and Local Authorities will work in partnership to deliver the programme
- how the programme outcomes will be monitored and evaluated
- the actions required to deliver an inclusive and accessible programme

Objectives

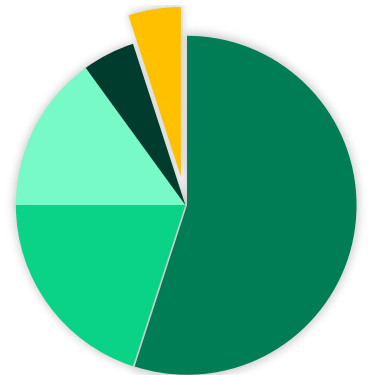
- Increase the proportion of active and sustainable journeys in the region
- Increase awareness of the benefits of active and sustainable travel to encourage future behaviour change
- Increase the use of active and sustainable travel modes among underrepresented groups in the region who might face additional barriers
- Collaborate with local authorities and third-sector partners to strengthen capacity and capability in active and sustainable travel

The 5 Funding Pots



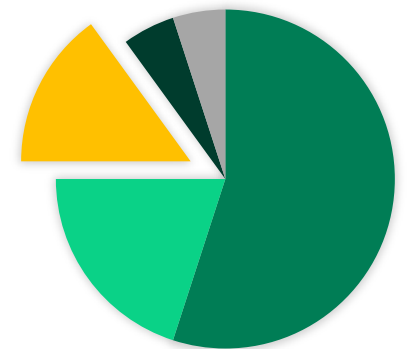
Funding Pots – Regional Projects & Programme Management

- Cover projects delivered by SEStran, such as Go E Bike
- Includes programme management costs (such as grant management, evaluation, programme development etc)
- Likely to also include a regional marketing campaign of some form
- A relatively low area of spend



Funding Pots – LA Delivery Support

- About 10-15% of the total fund
- Given direct to Local Authorities to spend on their local priorities
- Will be allocated on a pro rata basis, with a minimum award to smaller LAs
- Will function as a ‘top up’ to direct funding from TS



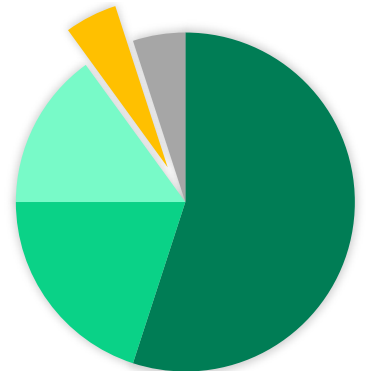
Funding Pots – Access to Cycles and Cycle Storage

- Will be available to LAs (via discussion on need) and delivery organisations (via a grant process)
- Addresses a key (and unequal) barrier to cycling – in Dunfermline, 64% of residents in the highest socio-economic groups had access to an adult cycle, but this reduced to 35% in the lowest socio-economic groups (*2024 WACI report*)
- Will also provide cycle, scooter and buggy storage



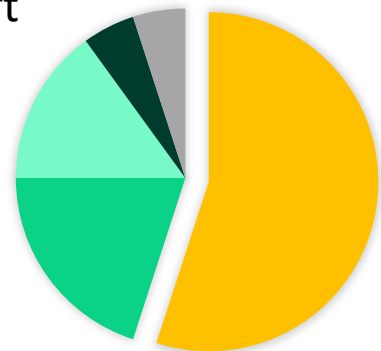
Funding Pots – Community Grant Fund

- Will build on previous community funding run by Paths for All
- Estimated to be around £400k of funding based on current allocations and SEStran capacity to manage
- Will support a range of projects across the region
- Aiming to offer support pre-application, with targeted engagement in areas where there is a lack of investment under current funds

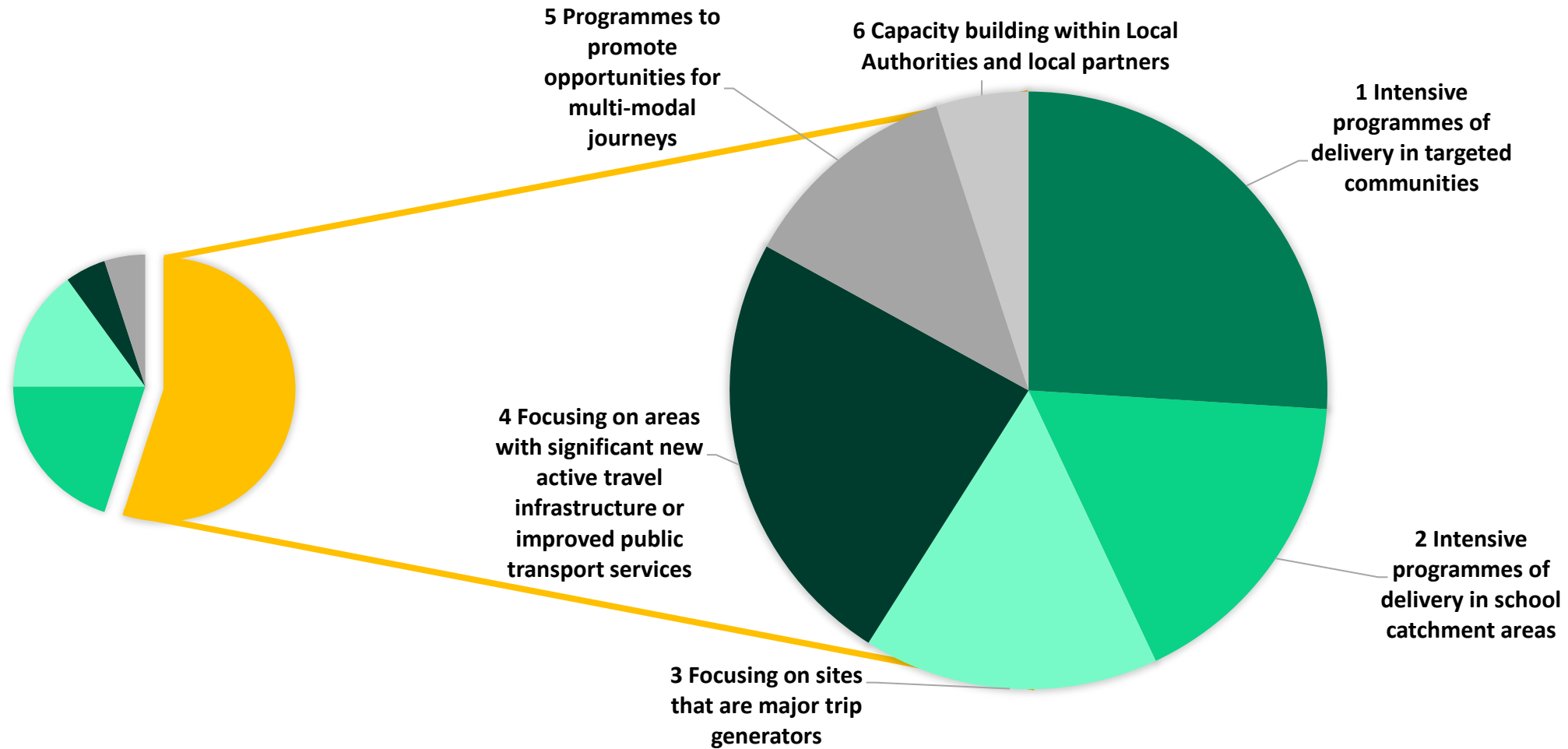


Funding Pots – Regional Priority Intervention Fund

- Will be available to LAs (via discussion on need) and delivery organisations (via a grant process)
- 6 Priority interventions:
 1. Intensive programmes of delivery in targeted communities
 2. Intensive programmes of delivery in school catchment areas
 3. Focusing on sites that are major trip generators
 4. Focusing on areas with significant new active travel infrastructure or improved public transport services
 5. Programmes to promote opportunities for multi-modal journeys
 6. Capacity building within Local Authorities and local partners

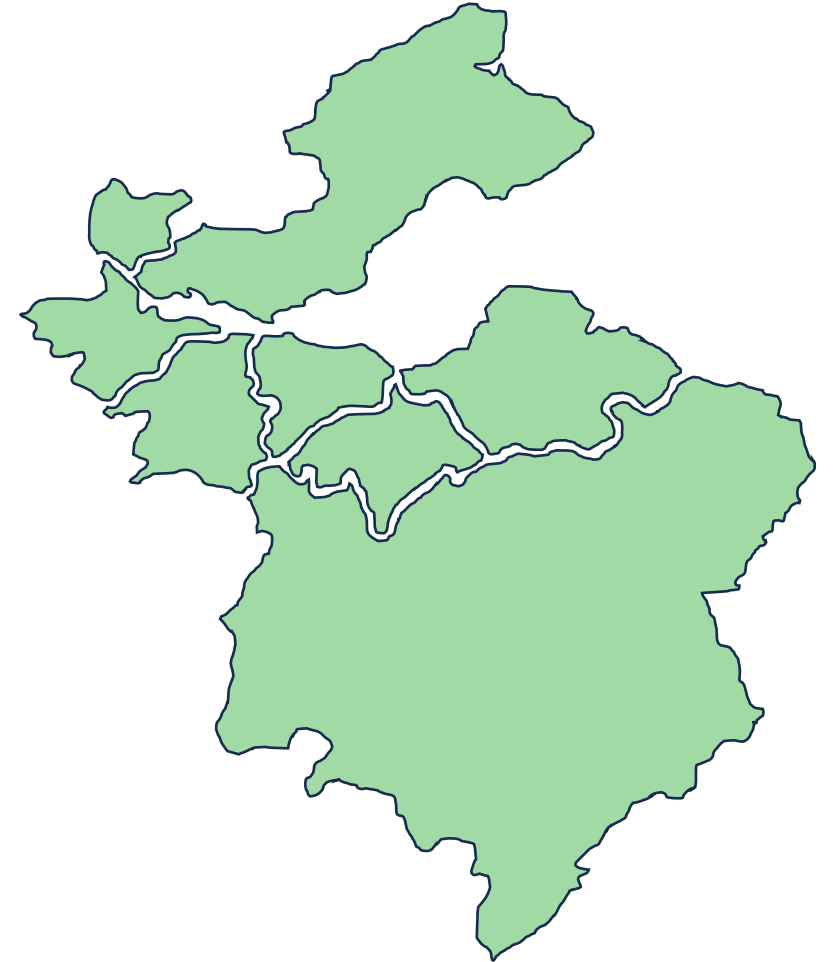


Funding Pots – Regional Priority Intervention Fund



Funding Pots – Regional Priority Intervention Fund

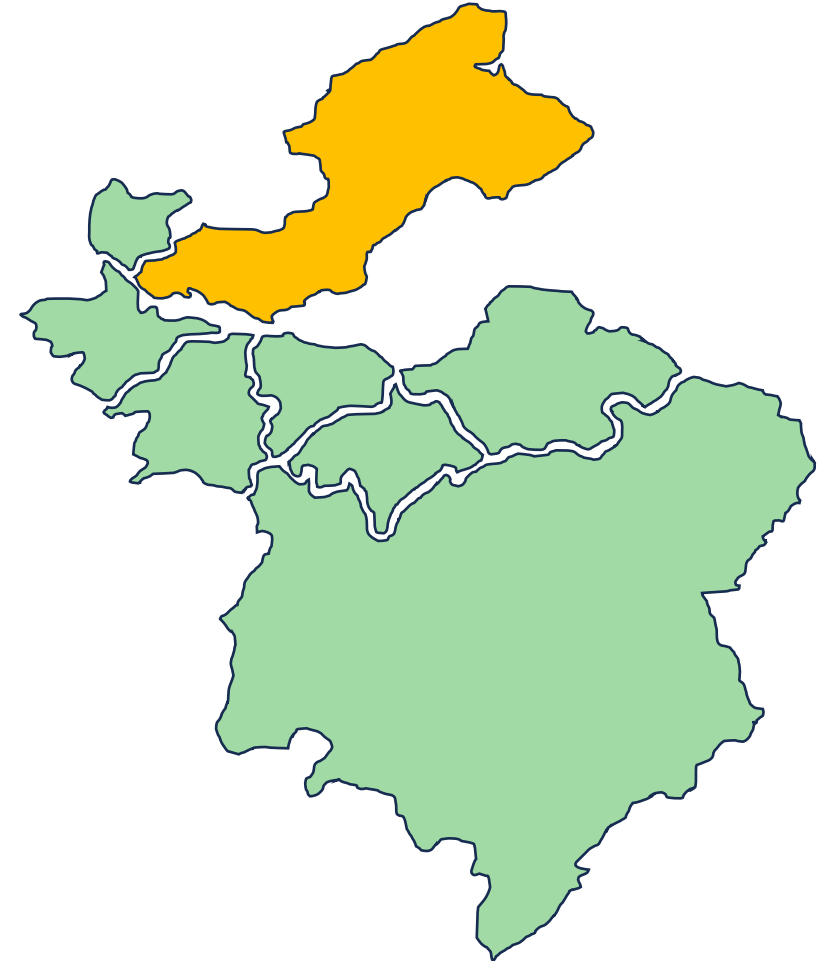
- Projects will deliver against one or more of these priority intervention types, which have been used to identify priority intervention locations in each LA...



Funding Pots – Regional Priority Intervention Fund

Fife

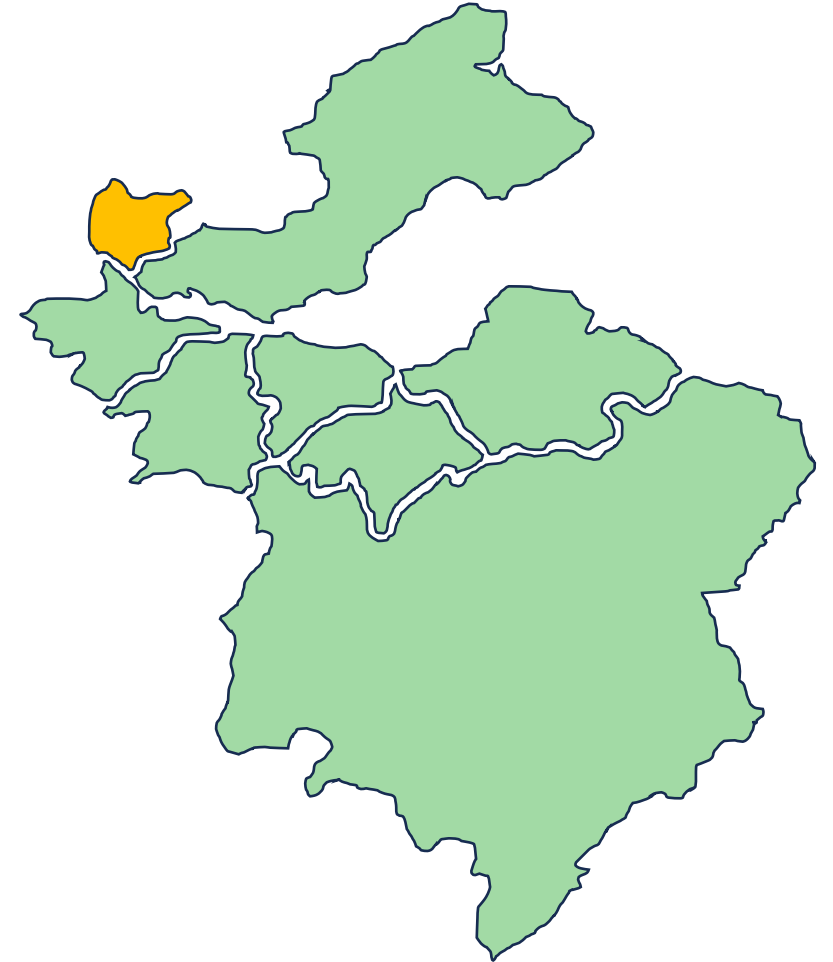
- A broad-ranging behavioural change programme in and around Leven to add value to the nationally significant transport investment
- A programme of investment focused on children and young people's journeys to and from schools and higher education to build on existing work in this area and target this key group



Funding Pots – Regional Priority Intervention Fund

Clackmannanshire

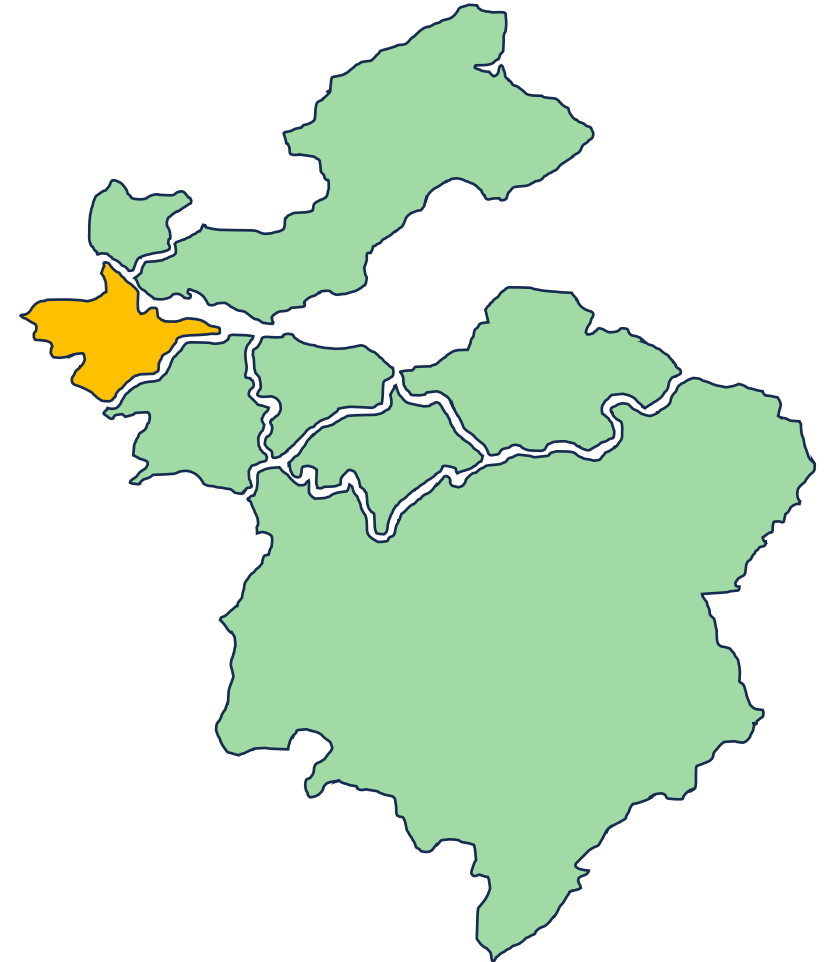
- An engagement programme with school communities: pupils, their family members/carers and others that travel to or live near school sites that builds on existing delivery priorities



Funding Pots – Regional Priority Intervention Fund

Falkirk

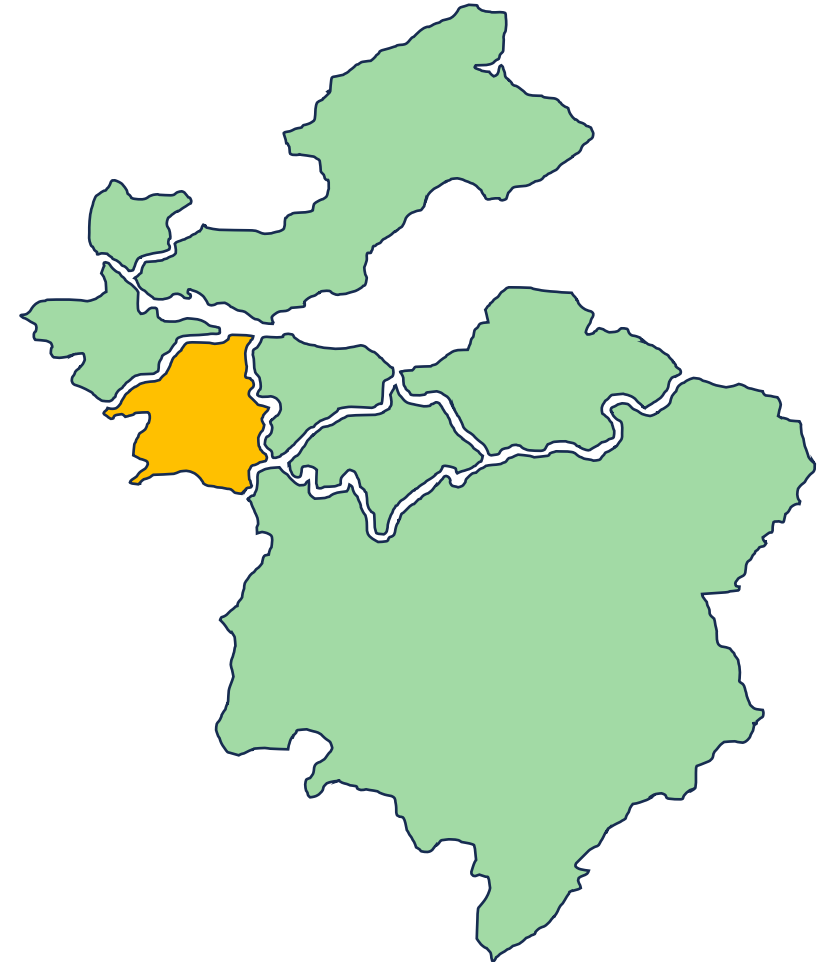
- A programme to build capacity to deliver change similar to that delivered in Falkirk in 24/25
- A broad-ranging behavioural change programme with a focus in more deprived communities and schools, prior to setting a more specific focus for 26/27 onwards



Funding Pots – Regional Priority Intervention Fund

West Lothian

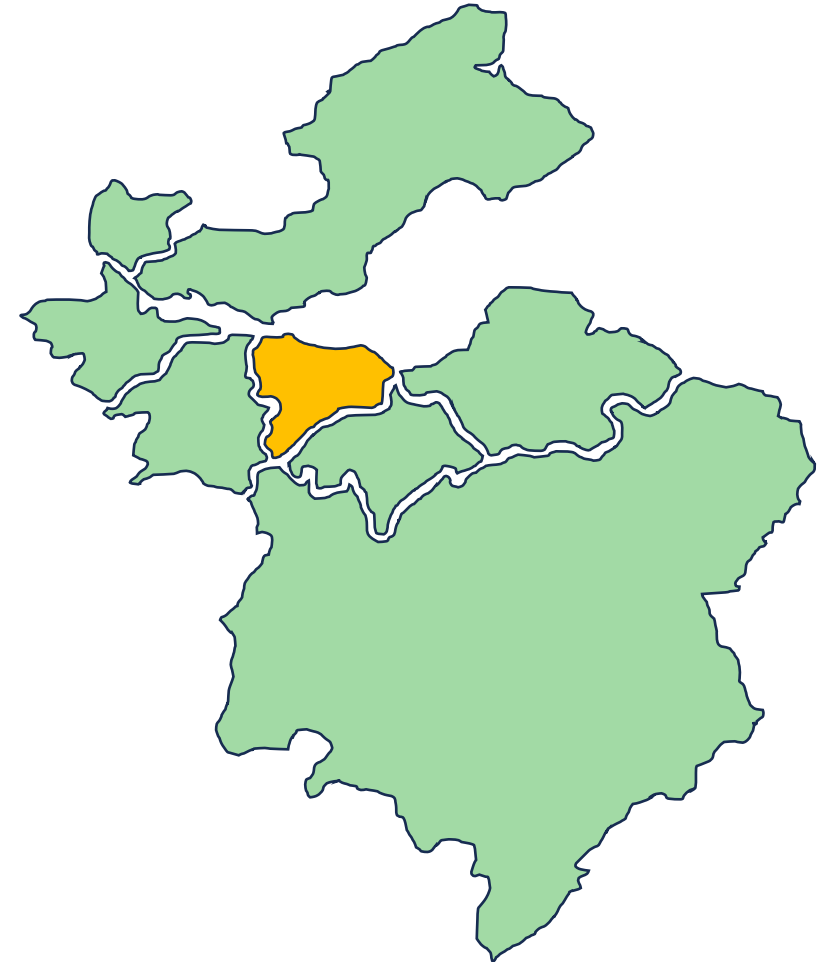
- A programme to build capacity to deliver change to conclude work started in 24/25
- A broad-ranging behavioural change programme with a focus in more deprived communities, in schools, and providing continuity with existing activities, prior to setting a more specific focus for 26/27 onwards



Funding Pots – Regional Priority Intervention Fund

City of Edinburgh

- A broad-ranging behavioural change programme in line with the City Mobility Plan that focuses on projects that impact on health and wellbeing of two priority groups: Third age (Retired, active people) and Mobility restricted (mobility restrictions due to age, health or disability)
- Promotion of the use of the newly completed infrastructure, in particular the areas around the Canal-Roseburn-City Centre West East Link (CCWEL)-Leith Walk active travel corridor and the connections to this



Funding Pots – Regional Priority Intervention Fund

Midlothian

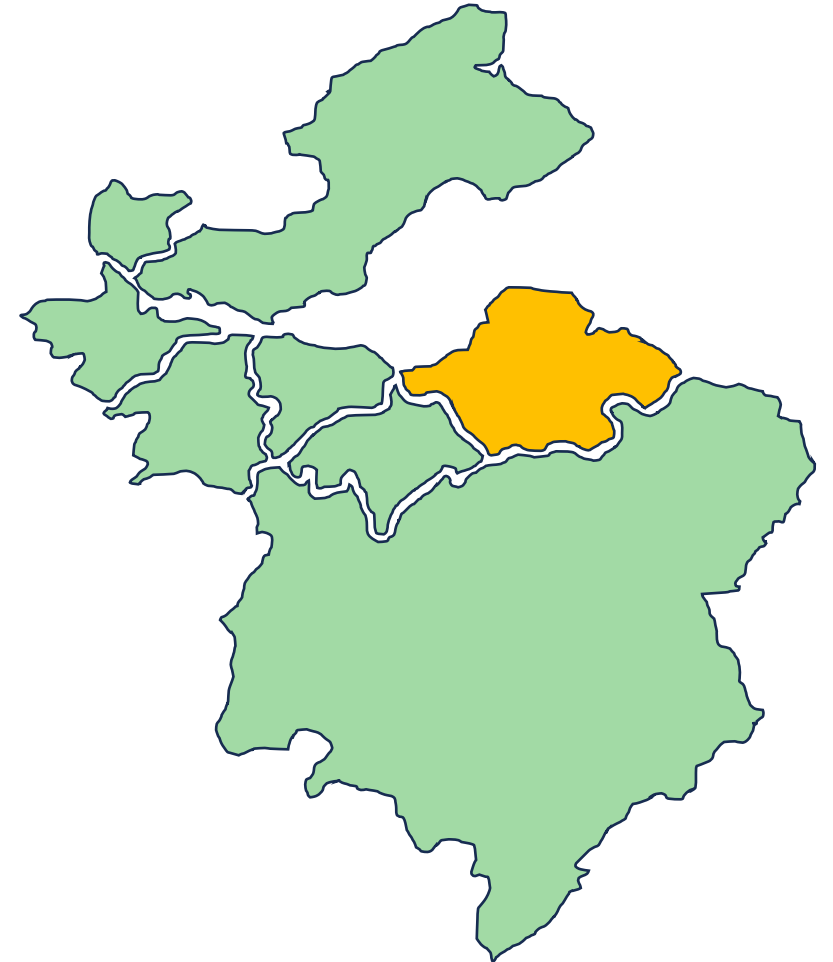
- A programme to improve and promote sustainable travel to new developments to support Midlothian Council's aspirations for as many journeys to and from them as possible to be made by sustainable modes



Funding Pots – Regional Priority Intervention Fund

East Lothian

- An East Lothian-wide programme to improve and promote multi-modal journeys



Funding Pots – Regional Priority Intervention Fund

Scottish Borders

- A broad-ranging behavioural change programme in and around Hawick



Funding Pots – Regional Priority Intervention Fund

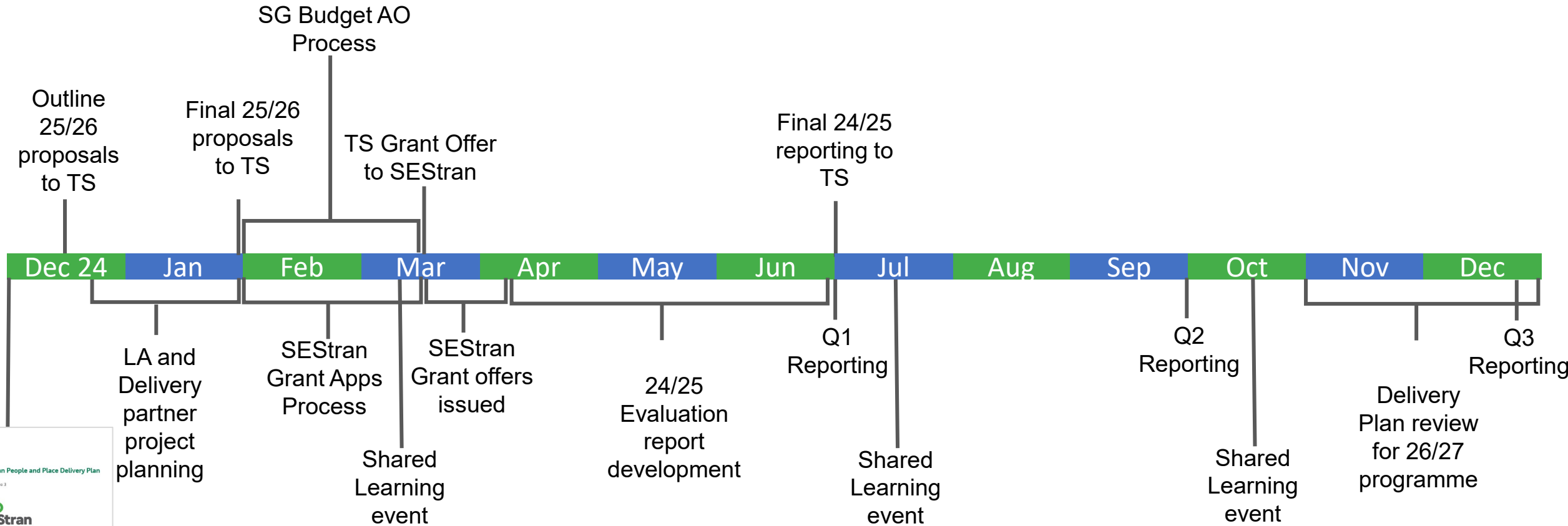
Region wide - NHS Sites

- Promotion of active and sustainable travel to NHS sites
- Support for Transport to Healthcare



Looking forward...

People and Place – Looking forward...



Recommendation

Recommendation

- Note and discuss the content of this report and approve the People and Place Delivery Plan at Appendix 1
- Delegate to the Partnership Director the setting of the fund values as noted at paragraph 4.2 for Grants to Local Authorities, Grants to Third Parties, and the Community Grant Fund.
- Approve the eligibility and assessment criteria at Appendix 2 for grants to third parties, and delegate to the Partnership Director the ability to vary the project section of the eligibility criteria as set out in paragraph 4.4.3
- Approve the eligibility and assessment criteria at Appendix 3 for the community grant fund and delegate to the Partnership Director the ability to vary these criteria to support alignment with SPT and Tactran as set out in paragraph 4.5.3

A6: Regional Bus Strategy

Update by Rachael Murphy

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Regional Bus Strategy: Draft Policies



- Study Overview, Strategy Structure,



Setting the Scene

- Purpose of the Strategy
- The context of the Strategy
- Key challenges and opportunities from the Case for Change
- Vision for bus in the region

The Key Components of the Bus Network

- Breaks down the main components of the bus network
- For each, set out:
 - The current position
 - What do we want the bus network to look like in SES?
 - What are the policies that help us get there?

Route Map

- Define the overall direction of travel needed to deliver the vision and policies.
- Includes the options related to operating and funding, and the Transport (Scotland) Act 2019
- SEStran's role
- Stakeholder roles

Delivery Plan

- Clear actions to progress each policy area
- This will be a standalone living part of the document

Case for Change and Core Policy Areas

Vision for the RBS:

“To provide a high quality, affordable, accessible and available bus network for the whole region which is fully integrated with other forms of transport and increases passenger numbers and passenger satisfaction, to support the social, environmental and inclusive economic development of the region.”

Three main policy areas were identified in the Case for Change:

- Level of Service

- Affordability

- Quality

Policy Area – Level of Service

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Level of Service

Why is this important?



National, regional, and local policies prioritise enabling travel without car dependency.



Reducing overall car use through a shift towards public transport.



Key to addressing affordable access to employment and training opportunities.



Contributes to achieving net zero aspirations amidst population growth in SES.



Supports economic expansion while promoting sustainable travel behaviours.

What's the situation in the SEStran region?

- Sustained decline in bus passenger numbers compared to road traffic and rail, with rail seeing a significant increase before COVID-19.
- Bus use fell by 11% across the region during the pandemic, reaching only 88% of pre-pandemic levels by 2022-23, despite free bus travel for under 22s.
- Bus service supply has decreased since peaking in 2007-08.
- Regional variations exist, with some local authorities experiencing lower bus use and greater declines than others.
- Edinburgh maintains a robust bus network in terms of use and service provision compared to the rest of the region.
- Current trends show a decline in bus services and passenger numbers, conflicting with policy goals for growth to encourage car-to-bus mode shift and enhance equality of opportunity for non-car users.

Level of Service

Strategy Focus

At present, bus services across the SEStran region are primarily provided commercially with supported services infilling in some places and at some times where commercial services are not provided. This largely market-driven approach means there is an inconsistency of provision across the region, and this was demonstrated in the Case for Change. The RBS will focus on addressing this issue by moving towards an equitable guaranteed minimum level of service in terms of connectivity by settlement type.

Moving towards an equitable guaranteed minimum level of service in terms of connectivity by settlement type would:

- Provide improved life opportunities for those without access to a car.
- Provide more opportunities for people to use public transport and reduce car use, contributing to a range of policy aims and the Scottish Government's 20% car km reduction target.

Draft Policies



Move towards an equitable guaranteed minimum level of service in terms of connectivity by settlement type, including travel between key towns in near-neighbour local authorities.

Policy Area – Affordability

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Affordability

Why is affordability important?



Enhancing accessibility



Reducing inequalities and deprivation



Increasing Bus Patronage



Supporting Economic Growth



Reducing Environmental Impact

What's the situation in the SEStran region?

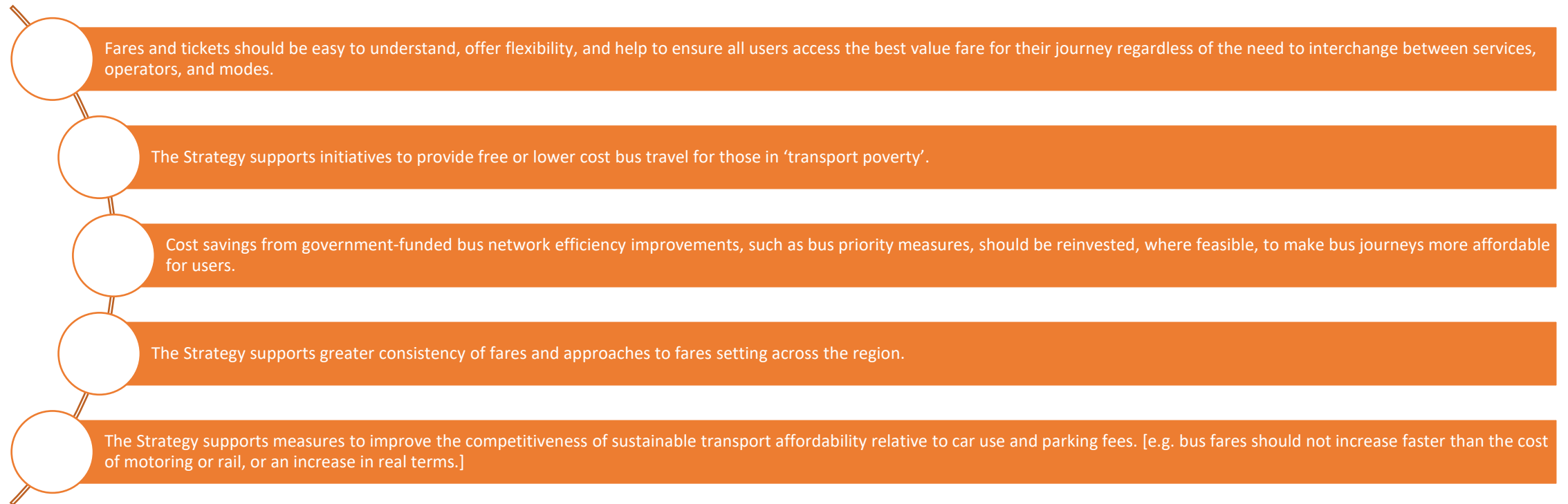
- The SRBS Case for Change identifies the high cost of bus travel as a barrier to mobility and life opportunities in the region.
- Bus travel costs have risen more than other transport modes, with fares varying across the region.
- Perception of bus fare value differs: 83% in Midlothian and 86% in West Lothian find fares reasonable, compared to 40% in the Scottish Borders and 45% in Falkirk.
- The Young Persons' Free Bus Travel Scheme shows varied uptake:
 - Edinburgh leads with 83%, while Falkirk and Clackmannanshire lag at 41%.
 - Disparities in scheme uptake suggest barriers, potentially linked to bus network quality, application processes, awareness, or other challenges.
 - Limited service availability diminishes the value of free travel, highlighting the need for a robust bus network.

Affordability

Strategy Focus

The Strategy will focus on improving bus travel affordability regionally by simplifying complex and variable fare structures across the region and ensuring viable and attractive travel options. This includes identifying and resolving issues where travel requires multiple operators and modes, and where fares structures disproportionately affect users, particularly those less able to afford travel by bus. It aims to assist eligible individuals in accessing free or reduced fares and prioritises affordability in government-funded bus service enhancements.

Draft Policies

- 
- Fares and tickets should be easy to understand, offer flexibility, and help to ensure all users access the best value fare for their journey regardless of the need to interchange between services, operators, and modes.
 - The Strategy supports initiatives to provide free or lower cost bus travel for those in 'transport poverty'.
 - Cost savings from government-funded bus network efficiency improvements, such as bus priority measures, should be reinvested, where feasible, to make bus journeys more affordable for users.
 - The Strategy supports greater consistency of fares and approaches to fares setting across the region.
 - The Strategy supports measures to improve the competitiveness of sustainable transport affordability relative to car use and parking fees. [e.g. bus fares should not increase faster than the cost of motoring or rail, or an increase in real terms.]

Policy Area – Quality

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Quality Elements

Network Performance
and Stability

Network Identity

Ticketing

Information,
Customer Service and
Feedback

Bus Drivers

Interchanges and Bus
Stops

Fleets and Depots

Safety, Security, and
Inclusion

Data and Monitoring

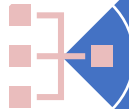
Customer Charter

Network Identity

Why is this important?



A recognisable identity helps users understand the interconnections within a bus network.



Consistent branding across vehicles, information sources, tickets, and infrastructure signals a unified transport system.



This consistency is crucial for navigating complex networks with various operators, ticket types, and fare structures.



Multiple distinct identities can overwhelm users, suggesting poor integration.



An identity synonymous with high-quality experiences builds trust and confidence, increasing patronage.

What's the situation in the SEStran region?

- In the SEStran region, there is an absence of a unified regional network identity.
- Multiple distinct network identities exist, each reflecting the independently operated, managed, and funded bus networks and their supporting elements across the region.
- For users, the 'network' they experience is contingent upon their travel location, the bus operators providing services in that area, the authorities responsible for infrastructure and other elements, and the third parties offering products and services, such as travel apps, websites, and ticket providers.
- In certain areas, particularly where a single operator has a dominant market presence, there is minimal motivation to establish an integrated identity with broader areas.
- The lack of direct services and the lack of truly integrated regional information, ticketing, and fares among bus operators exacerbates the lack of network identity.

Network Identity

Strategy Focus

In the SEStran region, various operators, local authorities, and catchments of demand have distinct identities, with differences in branding, tickets, fares, and information. As more operators enter the region or existing ones develop alternative apps, separate payment options, or information sources, there is a risk of further fragmentation. This will increase complexity for travellers.

The region lacks a unified network identity and is a long way from the necessary enablers to create one. The RBS will explore opportunities for improving regional network identity.

Draft Policies



The Strategy supports the development of a greater sense of bus network identity across the region.



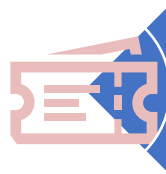
Explore opportunities to develop a positive, recognisable and trusted bus network identity across the region, delivering improved consistency for the user in identifying and engaging with information, ticketing, bus stops and interchanges, vehicles, and other key network assets.




Explore opportunities to strengthen the identity of the bus network in conjunction with other transport modes, thereby strengthening the users' perception of an integrated and sustainable transport network.

Ticketing


Why is this important?



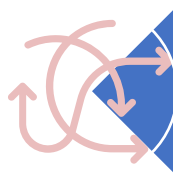
Facilitates ease of use, affordability, and accessibility of public transport services.



Ensures seamless integration of different transport modes and operators.



Highlighted as a key theme in SEStran RTS and Transport Scotland's STPR2.



The complexity of ticketing options, can put people off travelling by bus.

What's the situation in the SEStran region?

- Ticketing is complex and fragmented, with most tickets valid only for a single operator's services.
- Lothian Buses and Edinburgh Trams are expanding TapTapCap for contactless auto-capped tickets.
- Other larger operators also provide contactless payment and the pre-purchase of tickets via mobile apps.
- This has led to the SEStran region leading Scotland in contactless and smartcard payment adoption.
- However, auto-capping and contactless payments are almost fully restricted to travel by individual operators.
- The OneTicket offers multi-modal and multi-operator travel but is not widely adopted, though its use is growing. It requires pre-planning and is sold separately.
- Example: A bus journey from Perth to Falkirk involves 2-4 operators and complex ticketing and payment, challenging even for confident travellers.

Ticketing

Strategy Focus

The RTS identified the need for better integration between public transport operators, and proposed actions to deliver integrated ticketing systems, potentially with fare capping, considering digital differences in urban and rural areas. The current OneTicket system offers some integration but has limitations. This RBS seeks to initiate responses to key challenges of delivering improvements to ticketing in the region. In particular, a focus on challenges impacting cross-boundary and regional-level travel solutions and regional equity.

Some of these challenges include:

- Ensuring integrated tickets are user-friendly in terms of media and payment options.
- Balancing multi-operator ticket prices with individual operator prices, as multi-operator options often cost more.
- Competition law complicates fare setting and revenue-sharing agreements between operators.
- Some operators may be unwilling or unable to sell integrated tickets.
- Implementing smart ticketing technology consistently is necessary for solutions like contactless systems with auto-fare capping.
- Justifying integration in areas dominated by a single operator, where there is little incentive for change.

Draft Policies



Progress the policies and actions set out in the RTS related to integrated ticketing and MaaS.



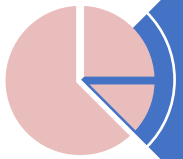
Encourage a ticketing system that instils the principles of simplicity, flexibility, value and affordability for users. This should include addressing challenges for cross-boundary and regional movements, alongside a promotion of the same values at a local level.



Work towards a fully integrated multimodal ticketing system with fair and transparent operator revenue apportionment arrangements.

Data and Monitoring

Why is this important?



Data collection, monitoring, and analysis are crucial for enhancing the quality of bus networks, in areas such as punctuality, reliability, providing sufficient capacity, and appropriate routes, and customer satisfaction



Data can identify problem areas within the network and consider how to improve services to better meet user needs and to grow bus patronage.



Monitoring performance than help to ensure that agreed targets are being met, or that plans of action are put in place to resolve those not on track.



While primarily of interest to transport planners, operators, government authorities, and industry stakeholders, data impacts the quality and delivery of bus services, affecting both current and potential passengers.

What's the situation in the SEStran region?

- We are working with SEStran to identify the situation in the region and would welcome further input from stakeholders.

Data and Monitoring

Timetable and Route Data: Comprehensive datasets on bus routes, timetables, and real-time vehicle locations are available from sources like Traveline Scotland, aiding journey planning and service optimisation.

Locational Data: Most buses are equipped with technology for real-time location tracking, providing live updates and enabling performance monitoring and enhancement.

Patronage and Ticketing Data: Bus operators collect patronage and ticketing data for revenue monitoring, which can also inform travel patterns and demand analysis, though sharing with authorities is infrequent.

Travel Demand: Transport authorities use demographic, socio-economic, and development data, along with mobile phone and satellite navigation data, to analyse and forecast travel demand.

Satisfaction Surveys and User Engagement: Customer satisfaction surveys and community engagement provide insights into service improvements, enhancing customer satisfaction and informing targeted interventions.

Travel Planner and App Data: Data from travel planning tools and apps can be used to improve services and gather customer satisfaction information, subject to data protection laws.

Operator Records, Disruptions Data, & AI : Records on fuel consumption, vehicle maintenance, and driver performance, are useful for fleet management and cost-effective operations. Accurate weather forecasts and information on roadworks and events help operators prepare for and mitigate service disruptions. AI is used to enhance bus service planning and operation, including route efficiency, performance monitoring, driving optimisation, and real-time information accuracy.

Data and Monitoring

Strategy Focus


SEStran RBS will focus on collaborating with key stakeholders to enhance the bus network by effectively using data and monitoring practices. The aim is to establish a strong foundation for improved data collection, management, and usage, while promoting transparency for users and stakeholders regarding performance data.

Key Areas for Effective Data Use and Monitoring:

- Implement data-sharing agreements to allow authorities to aggregate and analyse data from multiple operators, providing insights into network performance and identifying potential improvements.
- Establish standards for data collection, formats, and sharing to streamline processes and maximise data utility.
- Request operators to share data related to quality targets, either fully or as summary reports, to ensure compliance.
- Follow recommendations from Transport Scotland's *Smart, Digital, Integrated Ticketing and Payments Delivery Strategy 2024* to monitor smart ticketing and integrated travel initiatives, assessing their impact and identifying areas for improvement. Also to work on Digital Travel Data Services to improve data standardisation.

Transparency on performance will also be a key theme taken forward. Transport for London (TfL), publish reports with data such as passenger numbers, network capacity, and key performance indicators. Similarly, the DfT's Bus Open Data Service (BODS) in England requires operators to publish performance data. Public access to these data sources can incentivise operators and authorities to improve performance.

Draft Policies



The strategy supports improvements to transport data collection, analysis, sharing, monitoring, and transparency on performance. This will strengthen the use of data and monitoring by key stakeholders and partnerships to improve the performance and quality of the bus network in the region.



South East of Scotland
Transport Partnership

What next?

- Options Appraisal
January to April 2025
- Public Consultation on
Draft Policies
February and March 2025
- Finalisation of Strategy
April to June 2025

A7: Communications Strategy

Update by Sarah Junik



South East of Scotland
Transport Partnership

Who, what, when, where and why?

- Why? Comms and marketing objectives
- Who? Our audiences
- What, when, where? Comms and marketing tactics



Why? Comms and marketing objectives

- Raise the profile of SEStran
- Raise awareness of the work we do
- Demonstrate the impact of our work across the region
- Raise awareness of the benefits of active and sustainable transport



Who? Our audiences

- You – our board members
- Councillors and councils in our region (including forum members)
- Transport Scotland
- Partners, including other regional transport partnerships, transport operators, health boards
- Department for Transport
- National politicians
- The public



What, where and when – the tactics

- Social media
- Monthly e-newsletter
- Website
- Blogs
- Media releases
- Factsheets
- Project-specific comms and marketing activity



A8: Climate Change Duties Report

Report by Rebecca Smith

GO
SEStran

South East of Scotland
Transport Partnership

Overview of report

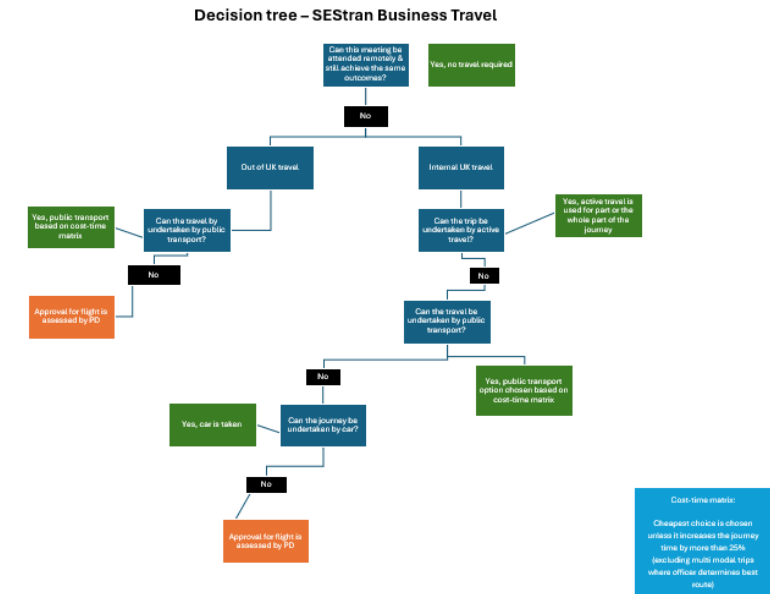
- Climate Change Reporting is a statutory duty required by all public sector organisations.
- Reports are collated and managed by Sustainable Scotland Network (SSN).
- SEStran have reported on impact since 2014/15 (baseline year).
- 3.42 tCO₂e increase in emissions due to:
 - Error in previous reporting which didn't fully account for hotel stays, staff commuting, and homeworking hours.

Timeline	Year	Emissions (tCO ₂ e)
Baseline Year	2014/15	20.00
Year 1 carbon footprint	2015/16	16.00
Year 2 carbon footprint	2016/17	11.00
Year 3 carbon footprint	2017/18	9.00
Year 4 carbon footprint	2018/19	15.00
Year 5 carbon footprint	2019/20	17.00
Year 6 carbon footprint	2020/21	3.00
Year 7 carbon footprint	2021/22	3.00
Year 8 carbon footprint	2022/23	5.58
Year 9 carbon footprint	2023/24	9.00

Targets for 24/25

SEStran's top five priorities for climate change governance, management and strategy for the year ahead are as follows (summarised):

1. Review all relevant policies and create a process for **staff business travel**
2. Review **performance** against carbon targets every quarter
3. Promoting the **current facilities** available on site to enable staff and visitors to travel sustainably
4. Create a process to ensure **travel to meetings** is justified. Investigate the feasibility of certain board meetings being online only
5. Promote ability to reclaim **travel expenses** to encourage public transport being utilised by staff and board members



Targets for 24/25 (Climate Adaptation)

Whilst SEStran has a small number of employees, a number of targets priorities have been identified in the report to address climate change adaptation:

1. Ensuring **data** is current to allow decision making on climate risk to be evidence based
2. Hold session with team using the **climate change adaptation tool (CCAT)** to allow for better self-assessment of our impact and identify areas of improvement
3. Continuing to develop **flexible working for business** but also to enable continuity for adverse weather and incorporation of the Scottish Government Adverse Weather Charter
4. We are reviewing **online document management and storage structures** to ensure effective team working in the event of staff being unable to access the workplace for a long period of time
5. Being **proactive** in changing policies to support climate change adaptation

A9: Programme of Meetings 2025

Report by Brian Butler

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SEStran

South East of Scotland
Transport Partnership

The proposed dates for the Partnership Board are:

- Friday 14th March 2025
- Friday 20th June 2025
- Friday 26th September 2025
- Friday 5th Dec 2025

**A10: DATE OF THE NEXT MEETING:
10:00am on Friday 14th March 2025**

**GO
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