

Regional Transport Strategy Delivery Plan

1 INTRODUCTION

- 1.1 This report informs the board on progress of the Regional Transport Strategy Delivery Plan.

2 REGIONAL TRANSPORT STRATEGY DELIVERY PLAN

- 2.1 The Regional Transport Strategy Delivery Plan provides a mechanism to assess and prioritise regional projects required over the next ten years to realise the ambitions of the Regional Transport Strategy, supporting the economic and net-zero goals of the Regional Prosperity Framework. The Regional Transport Strategy Delivery Plan dovetails with the Strategic Transport Projects Review 2 to support the delivery of a transport network that:

- Takes climate action;
- Addresses inequalities & accessibility;
- Improves health & wellbeing;
- Supports sustainable and inclusive economic growth; and
- Improving safety & resilience.

The Regional Transport Strategy Delivery Plan complements STPR2, highlighting projects within and outside the plan that contribute to our concordat vision.

- 2.2 In Summer 2023, a Concordat was agreed between SEStran and ESESCRD to work together in support of further integrating economic development, transport and land-use planning and delivery in the Edinburgh & South East Scotland city region.

It sets out how both bodies will align their activities to ensure that regional plans can deliver shared outcomes through targeted transport interventions. It also describes how new transport interventions will progress, from strategy to delivery, through the appropriate governance structure(s), depending on the activity.

- 2.3 During 2024/25, SEStran officers and City Region Deal have worked together to create a matrix of local authority projects, based on the Multi Criteria Assessment tool SEStran commissioned in early 2023.

From the matrix, scoring has been applied to the projects, against the following criterion:

- Regional benefit
- Regional Prosperity Framework goals or Falkirk and Clackmannanshire local economic priorities
- Regional Transport Strategy themes
- Deliverability

These projects, having been scored, are grouped into priority levels. Each authority's highest scoring projects will be considered as the programme progresses, in order to ensure regional equity and benefit.

A visual exemplar of the matrix is found at Appendix 1.

Complimenting the matrix, the projects have been passed into PowerBI, a tool to show projects more easily, and work has begun to on add the projects to digital maps.

PowerBI exemplars form Appendix 2, and a sample map can be seen in Appendix 3.

- 2.4 SEStran, ESESCRD, local authorities and a representative of Transport Scotland came together at Midlothian House in February to consider each authorities' best scoring projects, groupings of projects around specific themes, like interchanges, and cross-boundary opportunities.

The group agreed to meet again in 25/26

- 2.5 The project is now progressing to such a point that a consultant will soon be procured to provide independent audit of the projects and prioritisation, provide individual methodologies for assessing the projects, and where possible define timescales required for delivery.

3. KEY ISSUES AND FUNDING

- 3.1 Capacity within SEStran, ESESCRD and local authorities is limited, making it challenging to work up the priority projects, once identified. Therefore, external support is required.

LA Officer capacity to be involved in the 'Regional Steering Group' – As pressure on local authorities continues to grow and the availability of officers to be involved in regional activities becomes more stressed, it could affect the diversity of the participation. Therefore the 'Delivery Team' proactively manage the time requested of officers and ensure that any meeting is meaningful and delivers effective decision making and use of officer time.

- 3.2 The STPR2 Delivery Plan has yet to be published by Transport Scotland presents a challenge when trying to dovetail local or regional projects with national programmes. We continue to wait in anticipation.

4. Recommendation

- 4.1 The Board is asked to note the contents of the report.

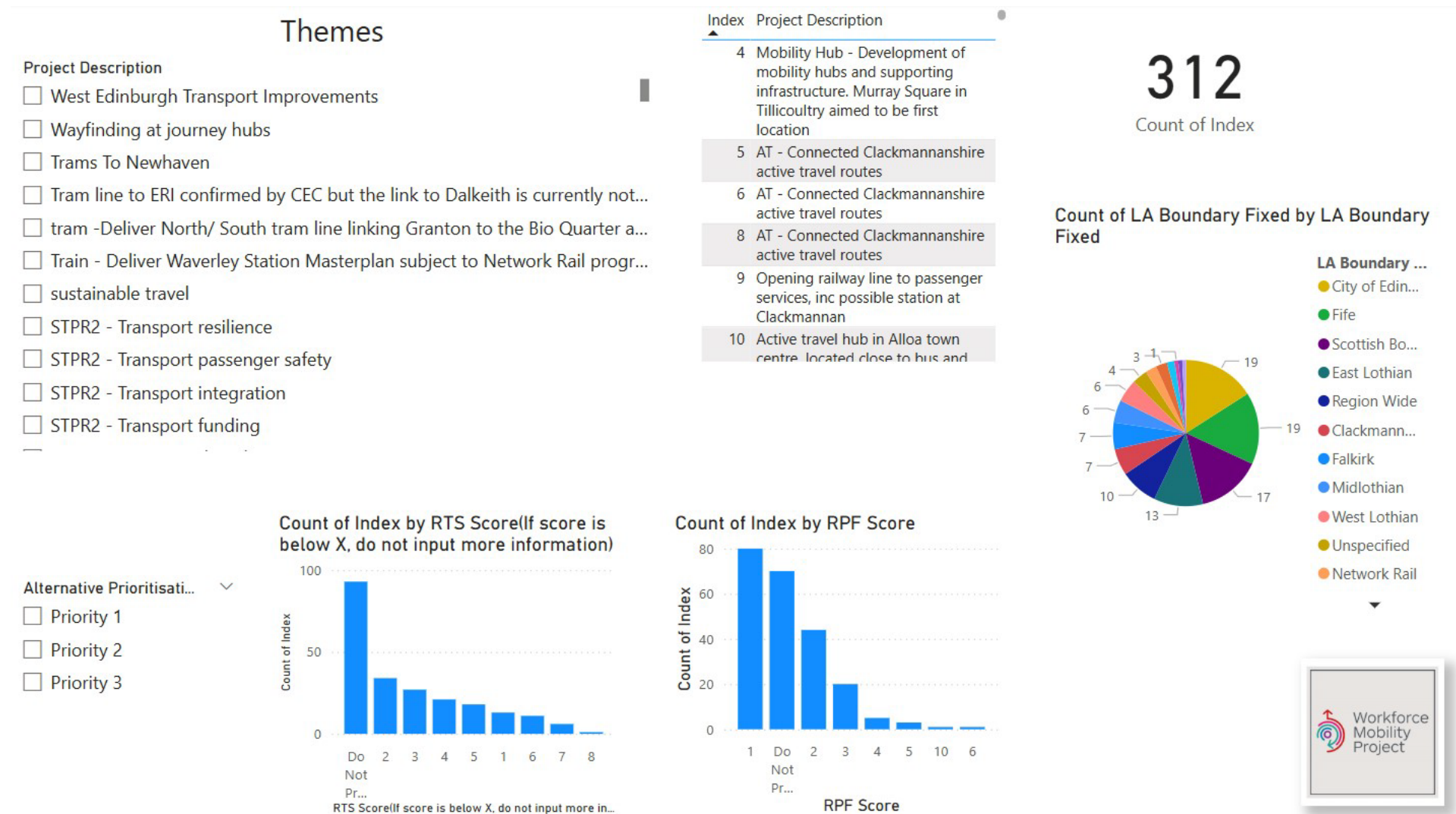
Rachael Murphy
Strategy Manager

Policy Implications	Outlined project work contributes to the objectives identified within the SEStran Regional Transport Strategy.
Financial Implications	The majority of projects will be delivered within SEStran's core budget or through grants like People and Place. Where funding is not guaranteed, this has been highlighted within the plan.
Equalities Implications	There are no adverse equalities implications arising from SEStran projects. Several projects actively work to reduce inequalities.
Climate Change Implications	There are no negative climate change implications arising from SEStran projects. Several projects actively work to tackle climate change through the creation of, or support for more sustainable transport options.

[illegible]

K57		1. Funded and currently being delivered																		
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
1	Complete by	Date completed	Regional?	A Project or Service (NOT a Policy / Study)	Regional Project and Services (If you don't meet both of these criteria, do not input more information)	Information Open Text - Project	Lead Authority	If this project is cross-boundary, which boundaries does it cross?	Project Description	What documents/policies/strategies would be support this project?	Delivery Status (As in MCA)	Delivery Status (At time of data input)	Regional corridor	Enables access to regional network	In STPR2?	Longlist of STPR2?	Not yet funded by STPR2?	Estimated cost	Green Freeport Implementation Plan	Supports Strategic Regional Regeneration Sites
2																				
67	ED	09/09/2024	Yes	Yes		A68 Safety Measures	Scottish Borders Council		Road - A68 Safety Measures - Includes Climbing Lanes and Junction Improvement Work		6. Aspirational projects		2. Borders Central					£1-£10M		Yes
68	ED	09/09/2024	Yes	Yes		Strategic Active Travel Network - Destination Tweed	Scottish Borders Council		AT Tweed Trail - bid going forward to HLF for feasibility work to create multi million pound path project linking settlements along the length of the River Tweed. Eddleston Water Path at design stage		5. Funded for initial project assessment and development (OBC)									Yes
69	ED	09/09/2024	Yes	Yes		Strategic Active Travel Network - Coast 2 Coast	Scottish Borders Council		AT - SOSE led feasibility and delivery of a predominantley on road cycle route from the west coast of D&G to the east Coast of Scottish Borders, linking into the Destination Tweed Project		4. Funded for detailed design development (DBC)									
						Regional MaaS platform and multiple	Scottish		Regional MaaS platform and multiple		6. Aspirational									

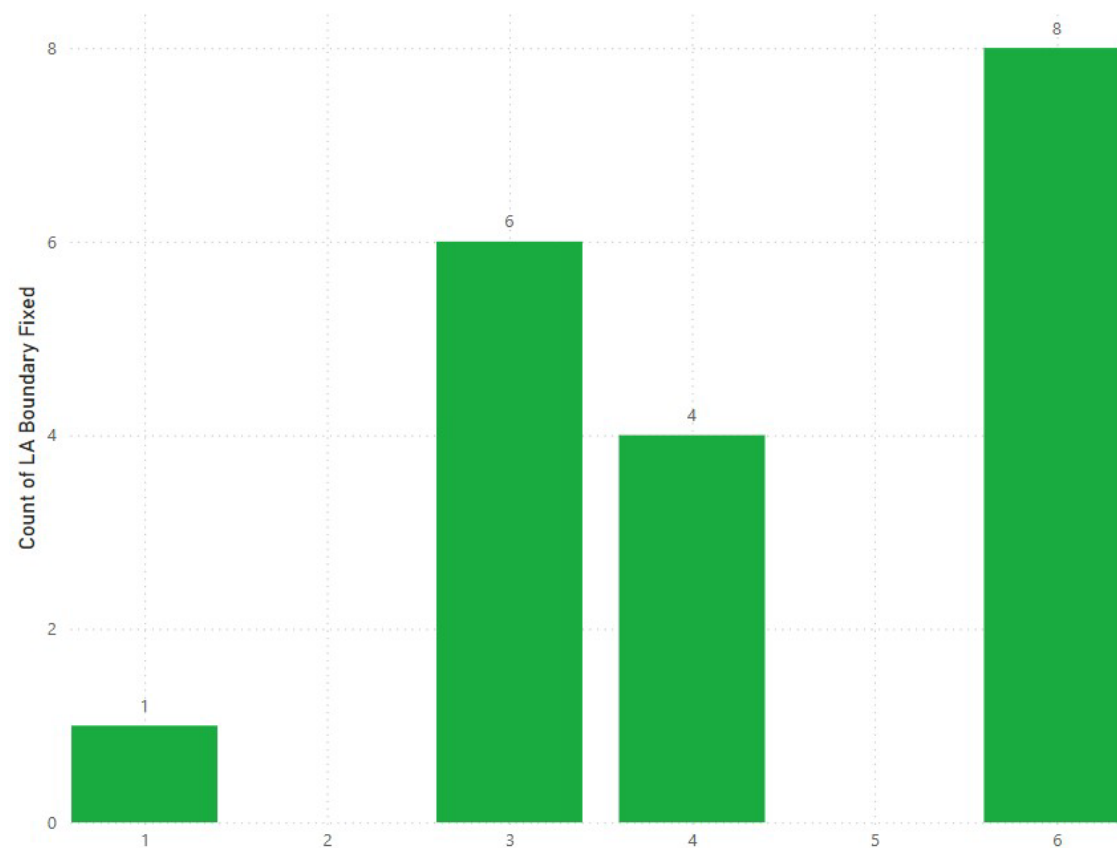
Appendix 2 – PowerBI screengrabs



Deliverability Assessment

Count of LA Boundary Fixed by Phase 1 - YES for (1) & (4); Phase 2 - YES for (1); Phase 3 - YES for (2) & (4); Phase 4 - YES for (2); Phase 5 - YES for (3) & (4); Phase 6 - YES for (3) and LA Boundary Fixed

LA Boundary Fixed ● Fife



Index Project Description

80	rail
84	rail, mobility hub
96	Mass Rapid Transit Hubs
136	rail freight- Provision of one or two rail halt facilities serving Port of Rosyth and/or Port Babcock inclusive of 'modal shift' infrastructure for freight cargo and 'last mile' (EV?) distribution hub.
139	Bus - Delivered in conjunction with the site masterplan and onsite intergated energy system/AGIC this will see part/s of the Babcock campus utilised as a hub for sustainable and automated transport infrastructure.
140	road - Recognising the projected increase in employment numbers and the allocation of land to the West of HMS Caledonia and Babcock within the Forth Green Freeport Rosyth'tax site', this project is to improve access and sustainable transport connectivity options to employment and business or industry activity.
142	AT & Bus - Provision of dedicated active travel infrastructure and signage to encourage business users and improve legibility between existing public transport assets and the Rosyth and Babcock Port/s or adjacent employment areas.
144	Road - The A985 and Kincardine junction with Longannet may neccessitate signage and interchange style enhancement to accommodate the creation of a national distribution hub. This may include dedicated lane allocation, park and choose infrastructure and/or a freight consolidation hub.
147	Active travel
154	mobility hub

LA Boundary Fixed

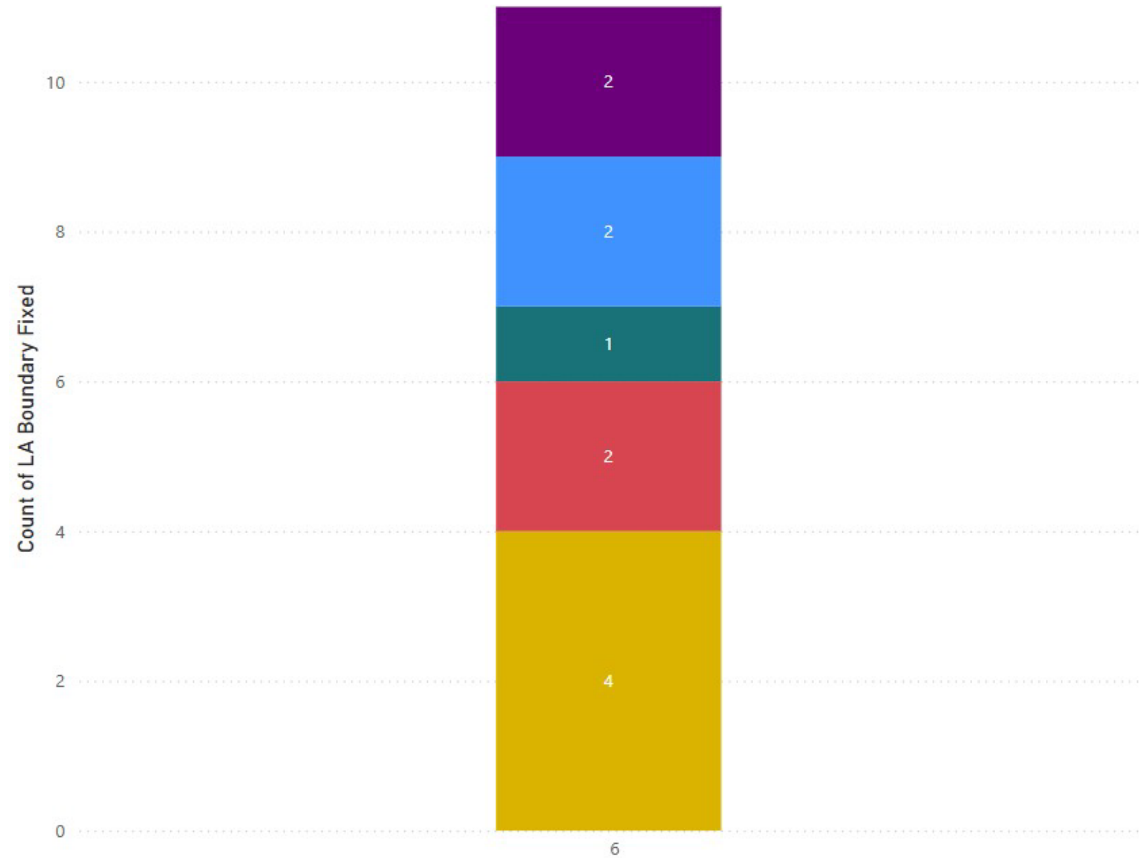
- ☐ All Regions
- ☐ CEC, ELC, Fife
- ☐ City of Edinburgh
- ☐ Clackmannanshi...
- ☐ East Lothian
- ☐ Falkirk
- ☒ Fife
- ☐ Forth Ports
- ☐ Midlothian
- ☐ Network Rail
- ☐ Region Wide
- ☐ Regional
- ☐ Scottish Borders
- ☐ Stagecoach
- ☐ Unspecified
- ☐ West Lothian



RTS Score

Count of LA Boundary Fixed by RTS Score (If score is below X, do not input more information) and LA Boundary Fixed

LA Boundary Fixed ● City of Edinburgh ● Clackmannanshire ● East Lothian ● Midlothian ● Scottish Borders



Index	Project Description	LA Boundary Fi...
11	Active Travel - Segregated cycle lanes, a crossing for people walking and cycling (a toucan crossing) and street improvements.	<input type="checkbox"/> City of Edinburgh
34	Active travel access to south platform	<input type="checkbox"/> Clackmannanshi...
10	Active travel hub in Alloa town centre, located close to bus and rail interchanges	<input type="checkbox"/> East Lothian
8	AT - Connected Clackmannanshire active travel routes	<input type="checkbox"/> Midlothian
61	AT - Link from Rosewell to Leadburn via old railway and quiet roads to connect the NCN196 Dalkeith to Penicuik path to the Scottish Borders (aspirational)	<input type="checkbox"/> Scottish Borders
13	bus service - Trial of city centre public transport loop hopper bus	
131	mobility hub - Major centre for existing demand and needs improvement of connectivity between, bus, train and surrounding developments	
25	MRT - Develop mass rapid transit plan (including tram and Bus Rapid Transit (BRT)) for the city and region	
63	Rail Extension - Extension of Borders Rail Service to Hawick and Carlisle	
72	Real Time Information system	
26	tram - Deliver North/ South tram line linking Granton to the Bio Quarter and beyond - Supports the Green Free Port and Granton Development	

RTS Score (If score i...

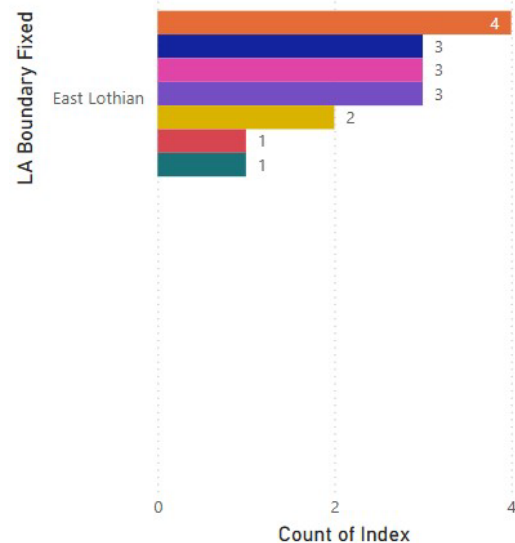
- ☐ 2
☐ 3
☐ 4
☐ 5
☒ 6
☐ 7
☐ 8
☐ Do Not Progress



Projects Submitted

Count of Index by LA Boundary Fixed and Overall score (Max Score 22)

Overall scor... 0 4 5 6 7 8 9



Index	Project Description
33	Bike Hire - Three ebike hire charging stations at journey hubs
34	Active travel access to south platform
35	AT - Part of Segregated Active Travel Corridor (SATC) across East Lothian using A199
36	Wayfinding at journey hubs
37	Journey Hubs - Delivered initially through Workforce Mobility and can be replicated with same data sources across regional partners
38	Journey Hub - Queen Margaret University journey hub integration of bus, tram, rail and active travel tied into business park development.
39	Bus rapid transport link on city bypass from Sheriffhall to A68, park and ride, through bus gate bridge on MH1 to Queen Margaret University into Musselburgh.
40	Musselburgh Active Toun - Phase 1. (routes 1,2, 3 and 5). Potential to connect route 1 into Joppa along coast and route 5 to midlothian. Links with QMU (line 38)
41	Musselburgh Active Toun - Phase 1. (routes 4 & 6). Potential to connect route 6 to Edinburgh via Newcraighall and link to QMU from Newcraighall rail station via underpass. (link to line 38)
42	Segregated Active Travel Corridor (SATC) - Dunbar to Musselburgh - may link to NCN and part of CEC network. Will use A199.
43	Journey Hubs - Town centre masterplanning for 20min neighbourhoods, journey hubs and active travel routes.
44	Rail platform - Station Platform Lengthening and car parking on / at East Coast Main Line stations including Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and North Berwick
45	Rail SETEC - Four Tracking of East Coast Main Line
46	Ongoing programme/initiative
78	rail station
79	rail station
95	

LA Boundary Fixed

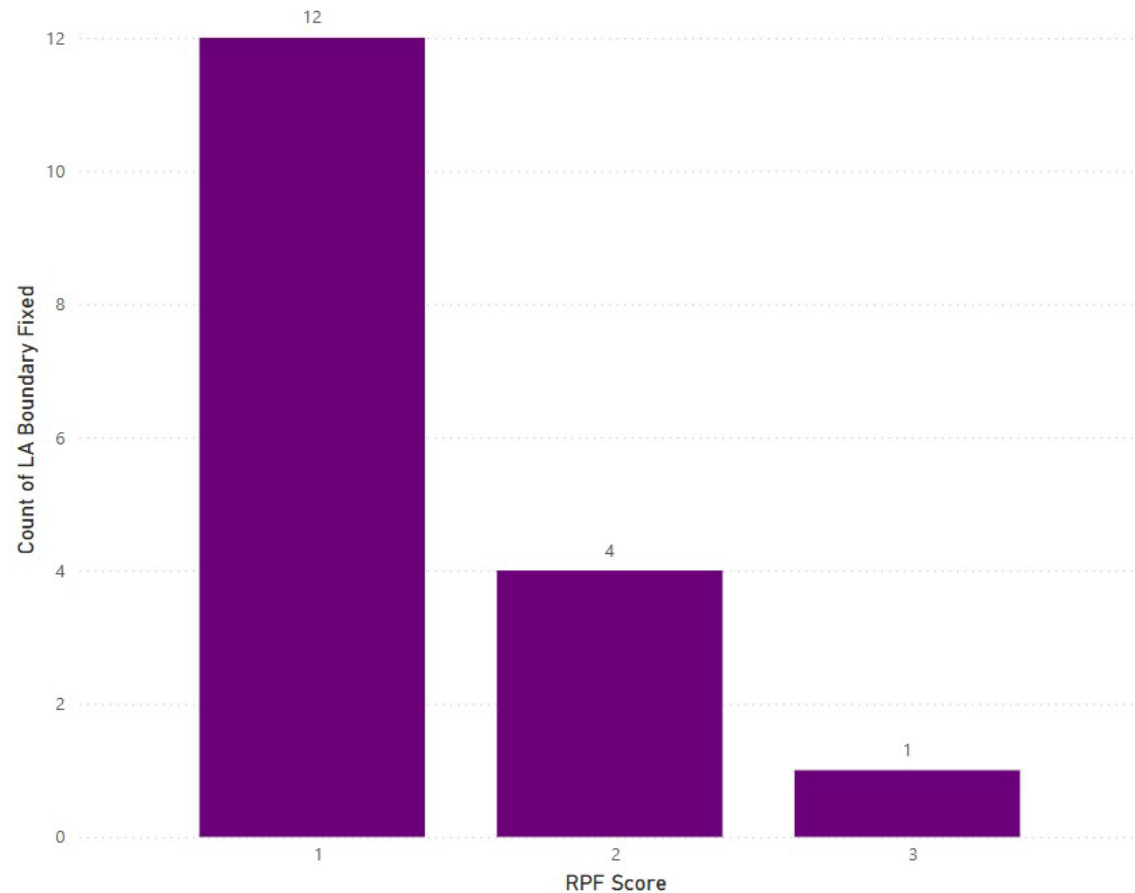
- ☐ All Regions
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Economic Assessment

Count of LA Boundary Fixed by RPF Score and LA Boundary Fixed

LA Boundary Fixed ● Scottish Borders



Index	Project Description
75	Rail - Improvement Work to Provide More Double Tracking and Dynamic Loops
77	Active travel network Tweedbank station to Eyemouth
223	AT
70	AT - SOSE led feasibility and delivery of a predominantley on road cycle route from the west coast of D&G to the east Coast of Scottish Borders, linking into the Destination Tweed Project
69	AT Tweed Trail - bid going forward to HLF for feasibility work to create multi million pound path project linking settlements along the length of the River Tweed. Eddleston Water Path at design stage
94	Bike hire - In absence of regional provider, the task is more to connect up third sector
73	Borders Rail Service - decarbonisation and

LA Boundary Fi...

- ☐ All Regions
- ☐ CEC, ELC, Fife
- ☐ City of Edinburgh
- ☐ Clackmannanshi.
- ☐ East Lothian
- ☐ Falkirk
- ☐ Fife
- ☐ Forth Ports
- ☐ Midlothian
- ☐ Network Rail

RPF Score

- ☐ 1
- ☐ 2
- ☐ 3

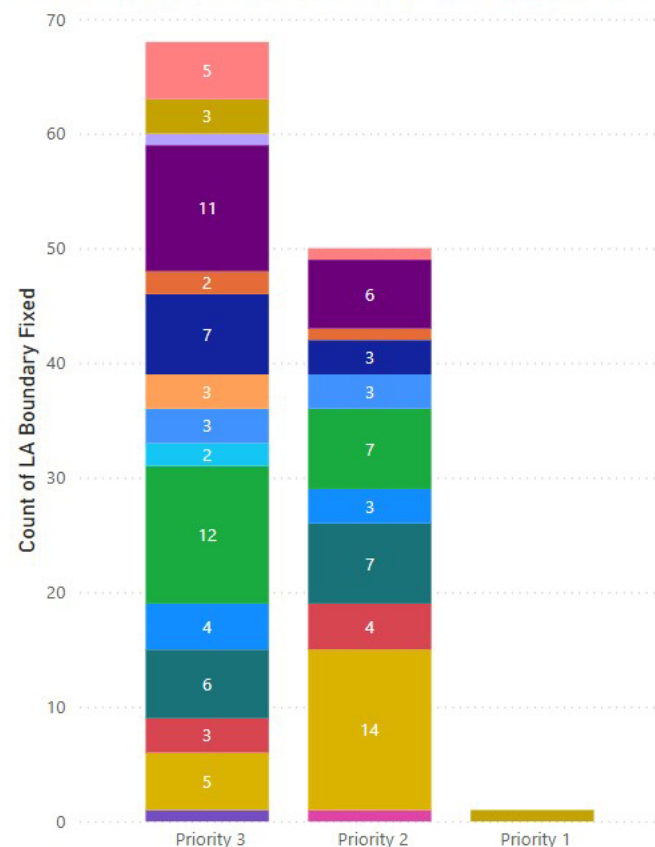
Project Description

- ☐ Rail - Improvement Work to Provide Mor...
- ☐ Active travel network Tweedbank station t...
- ☐ AT
- ☐ AT - SOSE led feasibility and delivery of a ..
- ☐ AT Tweed Trail - bid going forward to HLF..
- ☐ Bike hire - In absence of regional provide..
- ☐ Borders Rail Service - decarbonisation an...
- ☐ Bus - East West Bus Service Provision
- ☐ Park & ride development to support acce...
- ☐ Rail Extension - Extension of Borders Rail ...
- ☐ Real Time Information system

Alternative Prioritisation Assessment

Count of LA Boundary Fixed by Alternative Prioritisation Assessment Priority1 = 20 to 282 = 10 to 193 = 1 to 9 and LA Boundary Fixed

LA Boundary Fi... ● All Regi... ● CEC, EL... ● City of E... ● Clackma...



Index Project Description

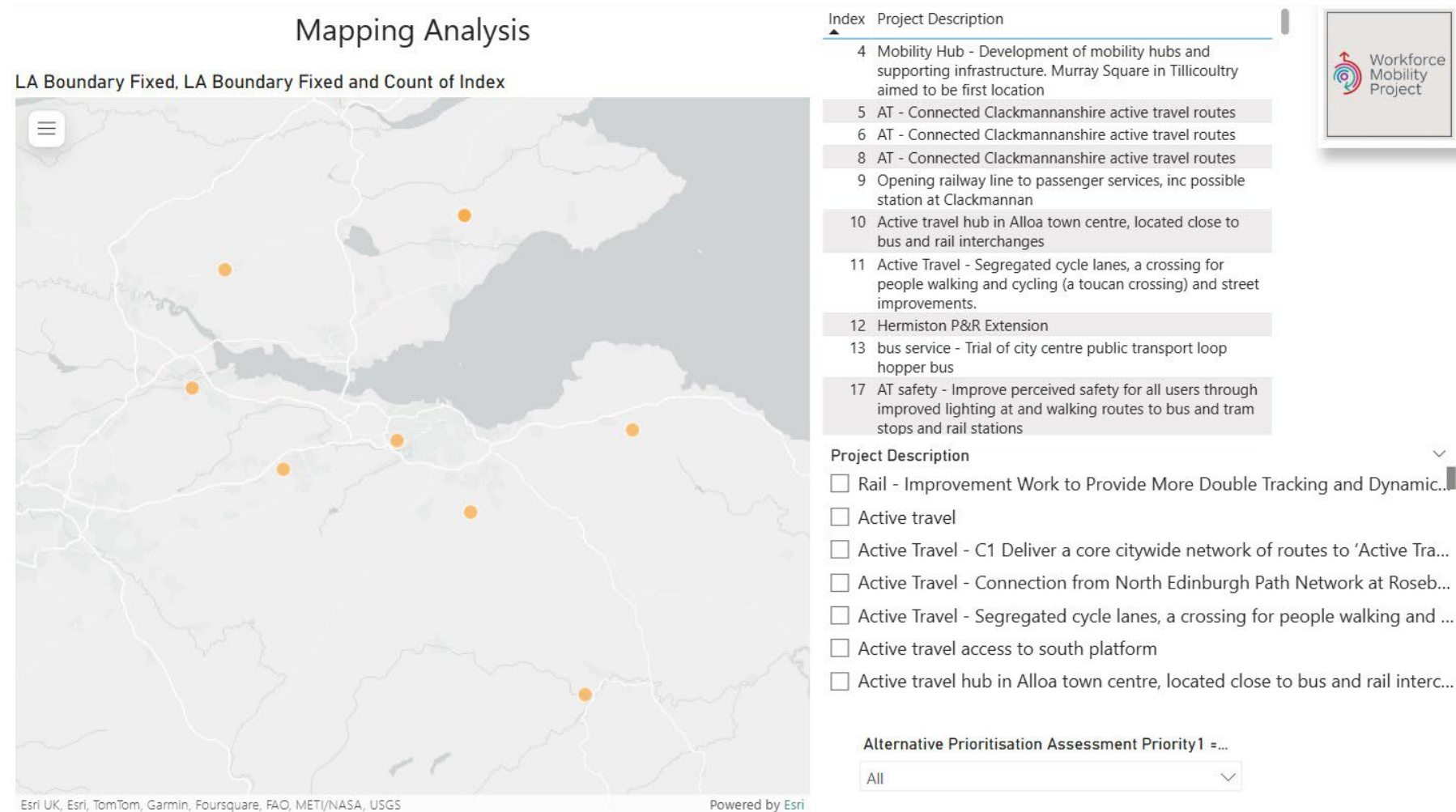
75	Rail - Improvement Work to Provide More Double Tracking and Dynamic Loops
147	Active travel
194	Active travel
29	Active Travel - C1 Deliver a core citywide network of routes to 'Active Travel Freeway' standard
30	Active Travel - Connection from North Edinburgh Path Network at Roseburn to the Union Canal via new off-road path, including bridges and improvements to Dalry Park.
11	Active Travel - Segregated cycle lanes, a crossing for people walking and cycling (a toucan crossing) and street improvements.
34	Active travel access to south platform
10	Active travel hub in Alloa town centre, located close to bus and rail interchanges
77	Active travel network Tweedbank station to Eyemouth
88	Active travel, rail
223	AT
214	AT - Access to / from and along the Union Canal
5	AT - Connected Clackmannanshire active travel routes
6	AT - Connected Clackmannanshire active travel routes
8	AT - Connected Clackmannanshire active travel routes
217	AT - Cycle route at A904 Newton to City of Edinburgh boundary
47	AT - FALKIRK TO DENNY FOOTPATH / CYCLEPATH The linking of Falkirk to Denny with a new shared footpath/cyclepath that involves bridging over the M876 trunk road.
55	AT - Feasibility/design of Pedestrian/cycling active travel provision and junction improvements - Funded to RIBA stage 2 (2025). Need delivery funding
51	AT - Grahamston Sustainable Hub improving travel choice (bus, rail, active travel) to and from Falkirk to centre and beyond. Includes upgrades to existing station, connections to the wider network and active travel routes.
91	AT - Including but not limited to Tweedbank Station to Reston Station Active Travel Highway, Sheriffhale AT connections from neighbouring Authorities, Delivery of outputs from the ELC Sustainable Movement Master Plan
61	AT - Link from Rosewell to Leadburn via old railway and quiet roads to connect the NCN196 Dalkeith to Penicuik path to the Scottish Borders (aspirational)
35	AT - Part of Segregated Active Travel Corridor (SATC) across East Lothian using A199
24	AT - Plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area - Supported by the Granton Development and Green Free Port
70	AT - SCSE-led feasibility and delivery of a predominantly on-road cycle route from the west coast of

LA Boundary Fixed

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Appendix 3 – Mapping screengrabs



ELC Mobility Hub Points

- Existing
- Local
- Major
- Cycling Schemes
- Strategic Housing Sites
- Strategic Investment Sites
- ⬢ QMU

