Annual Report

2025/26



SEStran
South East of Scotland Transport Partnership

www.sestran.gov.uk

Welcome



During 2025/26, SEStran continued to build on its strong track record of delivery, working closely with partners to advance our vision for a more connected, sustainable and inclusive region. This progress has only been possible through the commitment and collaboration of our team, Transport Scotland, our partner authorities and a wide range of stakeholders.

Much of our work this year has centred on strengthening the foundations required to support long term transformation across the South East of Scotland. We have continued to expand initiatives that put people and place at the heart of decision making, ensuring that transport interventions respond directly to the needs of the communities we serve. By maintaining this focus, we have been able to make measurable progress in improving accessibility, enhancing active travel opportunities, and promoting more integrated and efficient transport choices.

A major milestone has been the advancement of the Regional Bus Strategy, which has moved from development into delivery. Working closely with operators, local authorities and bus users, we have taken important steps toward creating a bus network that is more reliable, modern, and attractive to passengers. The bus sector remains vital to the region's transport landscape, and the actions set out within the plan provide a clearer, shared pathway for improvement in the years ahead.

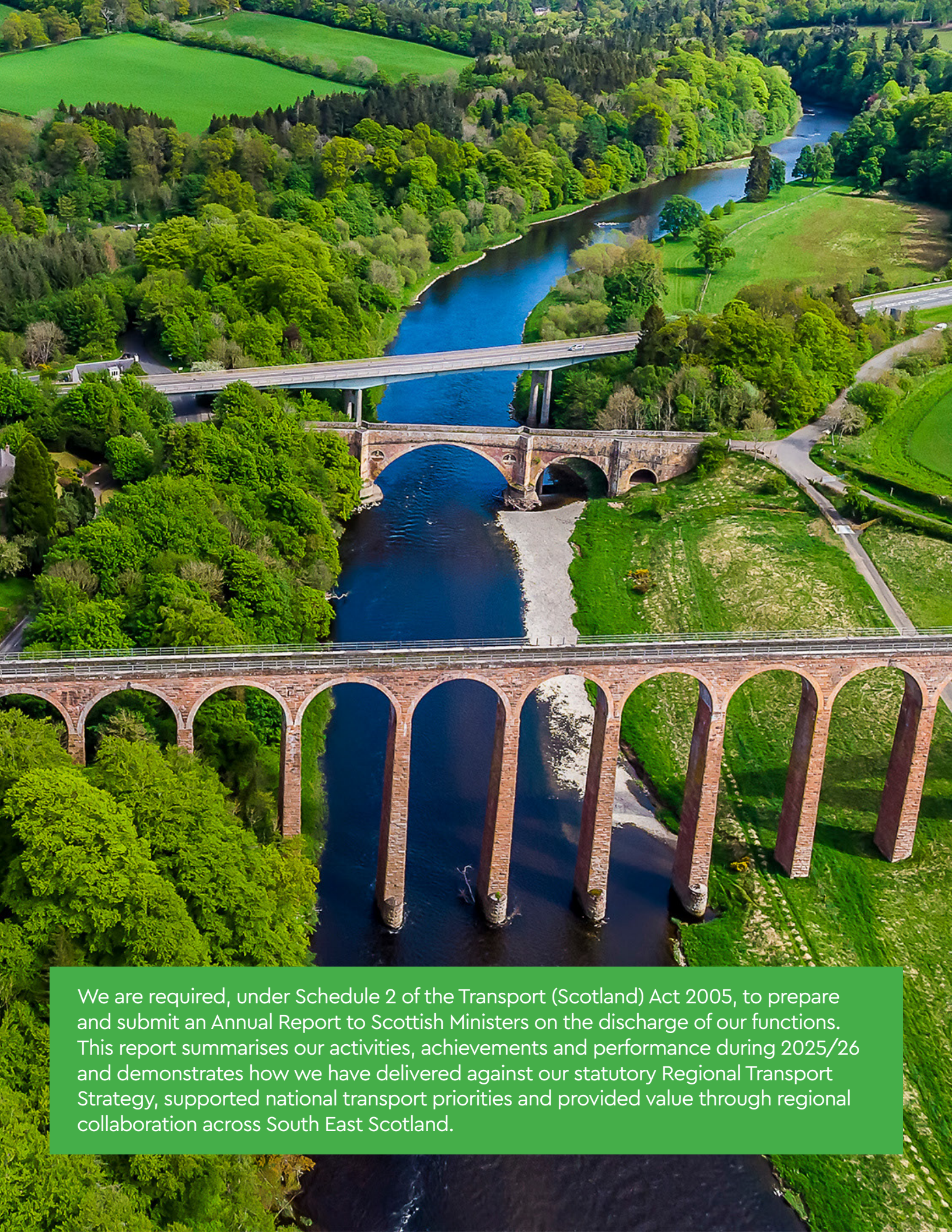
Another key achievement is the development of SEStransit, our mass transit network for the South East of Scotland. Through partnerships with our eight local authorities, Transport Scotland and Network Rail we are making substantial progress on the Strategic Business Case for this significant piece of work.

I am energised by the opportunities ahead. SEStran's focus on people and place will remain central, guiding our work as we strive to deliver a transport system that is fair, sustainable, and future ready. We will continue to champion partnership working, support the transition to low carbon mobility, and ensure that the region's transport network drives economic growth and helps tackle social inclusion.

I am also pleased to announce that SEStran will be working in Partnership with Edinburgh & South East Scotland City Region Deal to continue the delivery of the Workforce Mobility Project in a national pilot for 2026/27.

Thank you to everyone who has contributed to our achievements so far. Together, we are progressing towards a cleaner, better connected transport network that supports sustainable economic growth across our region.

Cllr Sally Pattle
SEStran Chair



We are required, under Schedule 2 of the Transport (Scotland) Act 2005, to prepare and submit an Annual Report to Scottish Ministers on the discharge of our functions. This report summarises our activities, achievements and performance during 2025/26 and demonstrates how we have delivered against our statutory Regional Transport Strategy, supported national transport priorities and provided value through regional collaboration across South East Scotland.



Contents

Who we are and what we do 5

Key stats 6

The SEStran region 7

Regional Transport Strategy 8

Programmes of work 9

RTS Delivery Plan 10

SEStransit 11

People and Place 12

Transport to health 17

Regional Bus Strategy 18

Supporting projects

SCOT ZED 20

SEStran at 20 21

Thistle Assistance 22

RTPI 23

Regional Bike Share 24

Rail 25

Looking ahead 26

Who we are and what we do

We are the South East of Scotland Regional Transport Partnership (SEStran), one of seven regional transport partnerships in Scotland, created as a result of the Transport (Scotland) Act 2005. We cover eight local authorities – City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.

There are a wide range of transport issues across our region, and we are responsible for producing a Regional Transport Strategy that looks to tackle these whilst also moving the region towards a more sustainable and efficient transport network.

We work closely with a range of partners on a wide variety of projects. This annual report sets out our achievements over the 2025/26 year, demonstrating how each project ties back to our Regional Transport Strategy.

You can read more about who we are and what we do (including more information about our Board and governance) on our website: **www.sestran.gov.uk**

There are a wide range of transport issues across our region.



Key stats

Population
1,636,050

Households
745,410

Passenger journeys on local buses
140 million

Train stations
63

Kms of road
11,831

Car ownership
>870,000

Vehicle kms
3,201 million



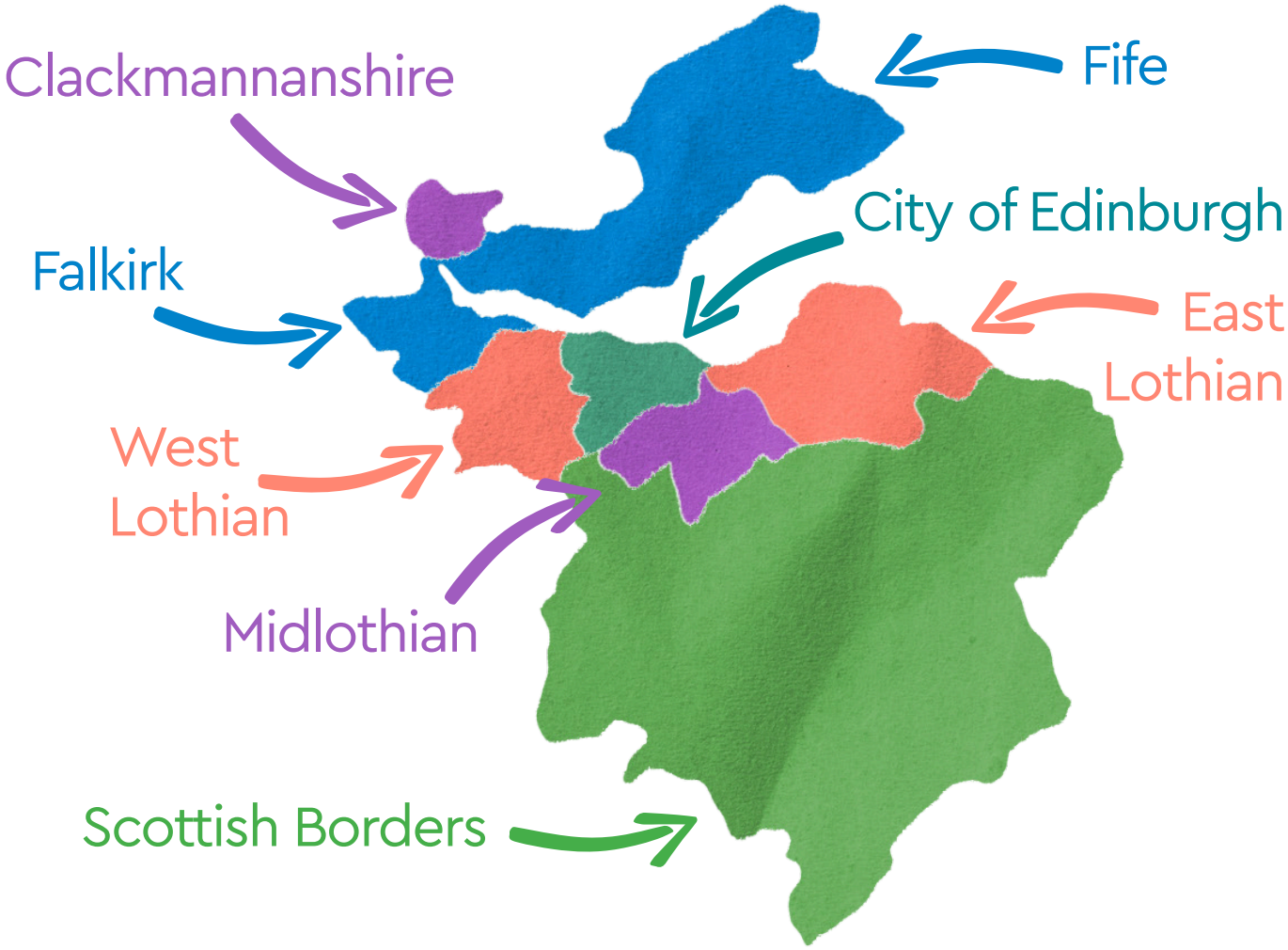
23% of population have a limiting long-term physical or mental health condition.

20.5% of population over 65 with significant growth in elderly population anticipated in the future.

In 2024, the average number of trips per day for disabled people was **1.61**.

In 2023/24, the average (median) journey distance was **3.4 km** for disabled people compared to **4.6 km** for non-disabled people.

The SEStran region



Regional Transport Strategy

Our Regional Transport Strategy has four key objectives, and throughout this Annual Report we will demonstrate how our programmes of work and projects relate back to these.

Regional Transport Strategy objectives:

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

Objective 2: Facilitating healthier transport options.

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

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

Read more about our Regional Transport Strategy:
www.sestran.gov.uk/sestran-2035-regional-transport-strategy/

"The Regional Transport Strategy will deliver a transport system where it is easy for people to choose active and sustainable transport."

Rachael Murphy, SEStran Strategy Manager



Programmes of work



The six programmes presented in the following section of this report provide a useful way of organising our work, but they should not be viewed as separate strands of activity. They are interconnected and collectively contribute to the delivery of the Regional Transport Strategy. Whether supporting healthier lives, connecting people to employment and services, improving public transport or planning for future transport networks, each programme reinforces and strengthens the others to deliver long-term regional change.

Regional Transport Strategy Delivery Plan

The Regional Transport Strategy Delivery Plan (RTSDP) provides a mechanism to assess and prioritise regional projects required over the next ten years to realise the ambitions of the Regional Transport Strategy. The RTSDP dovetails with the Strategic Transport Projects Review 2 (STPR2) to support the delivery of a transport network that:

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

We established a working group of officers representing transport, planning and economic development from our partner councils to refine a list of 800+ transport projects into a much smaller list of projects that will have a truly regional impact and support delivery of a range of wider benefits.

The working group sorted these projects into has six key themes:

- Mass transit
- Active travel
- Data
- Interchanges
- Decarbonisation
- Freight

RTS objectives: 1, 2, 3 and 4

RTS actions:
- Partner councils work with SEStran through the statutory planning processes to implement RTS policies with regards to major developments.





SEStransit

The South East of Scotland is undergoing major change. A growing population, shifting economic demands and the urgent need to respond to climate change are placing increasing pressure on our transport network.

To support our region's future ambitions, expanding and improving our public transport network is essential. We need a reliable and well-connected system that helps people reach jobs, education and services, and strengthens local businesses by improving access for customers, suppliers and visitors. SEStransit is our regional mass transit network for the region.

To allow us to begin work on SEStransit, we secured £250k from Transport Scotland Bus Infrastructure Fund. This funding has enabled us to appoint consultants to develop the SEStransit programme-level Strategic Business Case. This is following the Scottish Transport Appraisal Guidance, and will set out the strategic and socio-economic case. We expect this to be completed in Autumn 2027 for it then to be considered by partner local authorities through their individual governance processes.

Alongside this, we established governance and reporting arrangements for the project. We are working in partnership with our eight local authorities, Transport Scotland and Network Rail.

RTS objectives: 1, 3, 4

RTS actions:

- Undertake appraisal and business case development for an Edinburgh and South East Scotland Mass Transit system, including Bus Rapid Transit, new light rail and tram links within the region, in partnership with ongoing development of STPR2.





People and Place

2025/26 was the second year of our People and Place programme, which supports activity that gives people the knowledge, skills and confidence to choose to travel actively and sustainably more often. In 2025/26, we distributed **£6.19 million** of funding to **35 delivery partners**, including our region's eight local authorities.

Independent evaluation of this work provided good evidence of positive outcomes as the programme matured and broadened its focus from active travel to include sustainable travel, with increased walking, wheeling, cycling and wider sustainable travel activity. More than **51,000** young people were engaged through projects and activities, alongside over **6,000** people through accessibility and inclusion projects. Across the programme, over **1,800** cycles were distributed, more than **2,500** cycles were repaired, refurbished or serviced, and hundreds of training sessions, led rides, workshops and community events were delivered.

The objectives of our People and Place work are to:

- 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 under-represented groups in the region who might face additional barriers
- Allow collaboration with local authorities and third-sector partners to strengthen capacity and capability in active and sustainable travel

RTS objectives: 1, 2 and 4

More detailed information about the second year of our People and Place funding will be available in our monitoring and evaluation report on our website later this year.

Schools and young people

This theme focuses in and around schools. It is for projects that create an environment where active and sustainable travel choices are not only an option, but the most desirable way for young people and families to travel.

The evaluation found over **51,000** engagements with young people, **806** cycles serviced or refurbished, **96** cycle loans and **69** cycles distributed. FEL Scotland's schools programme reported that **70%** of surveyed students walked or wheeled more after participation and **38%** cycled more. East Lothian Council's Learn to Ride programme supported over **130** children to learn to cycle, with more than **90** progressing into Bikeability Scotland training.

Projects: 44

Funding: £2,212,969

Through our funding to FEL Scotland, we enabled active travel secondary school hubs to be delivered at schools in West Lothian, Falkirk and Clackmannanshire council areas.

These hubs targeted secondary schools and their feeder primary schools, and involved a range of activities to encourage walking, wheeling and cycling.



We funded Play on the Way – an initiative being carried out in West Lothian to encourage children to walk to school. Organised by Play Works, and with the support of West Lothian Council, children meet an hour before school begins to play, chat and have a snack on their way to school.

One of the children said about Play on the Way:

"Coming to this in the morning is just way better than going in the car."

Workplaces



The workplace theme is for projects which are focussed in and around places of work, that make active and sustainable travel choices a realistic solution for commuting.

In 2025/26, workplace projects delivered **198** cycle loans, **92** led walks and rides, and **23** cycle storage improvements. Travel planning and awareness initiatives helped promote active and sustainable travel options, while East Lothian Council's annual travel survey showed cycling mode share increasing from 2% to 3% amongst staff.

Projects: 6

Funding: £289,312

Greener Kirkcaldy ran a healthy and active ways to work programme:

73 NHS Fife E-bike loans

129 people on led rides

132 people on led walks

68 people at Dr Bike sessions

110 people at the Kirkcaldy Cycle Shed drop in sessions

41 people at cycle maintenance classes

34 people receiving cycle training

"The e bike hire scheme gave me the opportunity to trial a Ridgeback Advance 3 e-bike for a month which resulted in me deciding to make the jump and purchase my own e-bike."

Greener Kirkcaldy bike hire user



Accessibility and inclusion

This theme is for projects that support accessibility and inclusion, and which create opportunities for everyone to choose to travel actively.

Our 2025/26 evaluation provides strong evidence that these community-based interventions have been effective, especially when they combine access to equipment, skills development, confidence-building and social support. Accessibility and Inclusion projects delivered **944** cycles, **910** cycle loans, more than **1,700** cycle repairs and maintenance interventions, and over **6,100** participant engagements. Cycling UK's Connecting Communities project reported an increase in the proportion of participants cycling for short local journeys from 42% before taking part to 76% afterwards. Wider outcomes reported included improved wellbeing, social connection, independence, access to services and opportunities for participation in community life.

Projects: 76

Funding: £3,137,261

Our funding to Stow Cycle Hub supports active travel in Stow, Fountainhall, and Lauder. This has focused on accessibility and low-income users by offering free e-bike hire, inclusive community rides, cycling skills training, and bike repairs.

The project also offers route planning, supports local groups and engages volunteers to promote cycling for all.

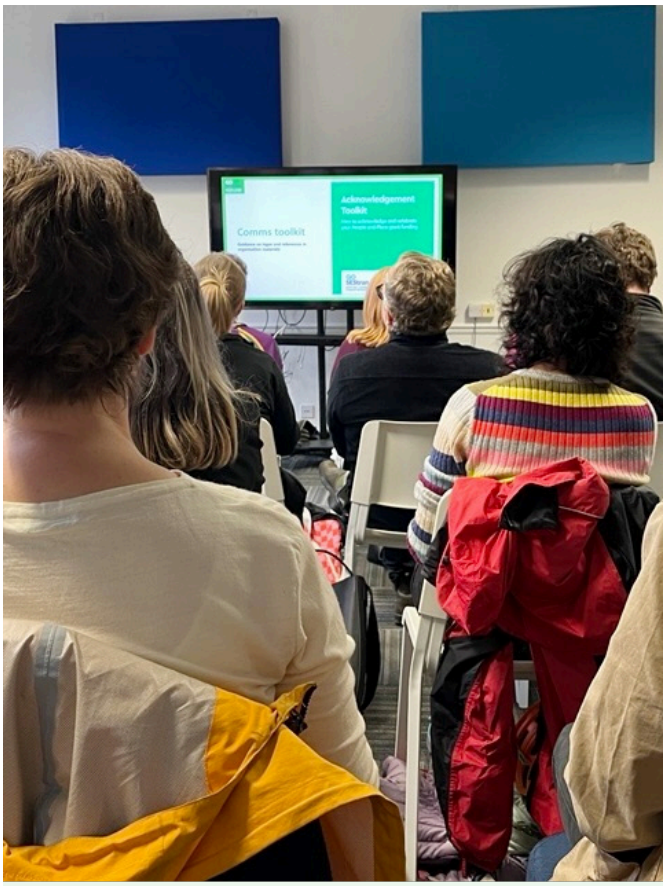


We support Equal Footing Porty, through Community Energy Porty.

One aspect of their work is to carry out street audits of their local area to assess accessibility issues, such as a lack of dropped kerbs. They use a standardised assessment and group the results geographically, before passing on the information to the City of Edinburgh Council.

Our funding also enables them to run a bike library, including a wheelchair bike.

Capacity and capability building



City of Edinburgh Council have been building knowledge and capability within their transport team by expanding their VivaCity sensors to create a network of data in the city. The sensors track walking, cycling, public transport and vehicles to understand how the road space is being used. This will ensure historic data can be monitored to allow for data-led decision making for both infrastructure and behaviour change. The data can also ensure interventions can be measured by the change in walking and cycling counts.

This theme is for projects that build the knowledge base and delivery capacity and capability of the sector itself (including SEStran, local authorities and the third sector).

The evaluation of this work found that these projects helped strengthen local delivery capacity through staff and volunteer training, partnership development, knowledge sharing and improved monitoring practices. Funding under this theme supported the creation of three full-time equivalent posts and the delivery of 18 training sessions. Shared learning events were particularly valued by delivery partners, helping organisations build skills, share good practice and improve the delivery of active and sustainable travel initiatives.

Projects: 18

Funding: £659,885

We ran three networking events to allow funded organisations to hear more about projects being delivered in their area. These were attended by local authorities, delivery partners and community groups.

"Always interesting hearing how neighbouring organisations approach projects. Project plan section was really good, allowed for an in-depth discussion on projects."

Event attendee

Transport to Health

Getting to and from a hospital, GP surgery, pharmacy or other healthcare setting should not be a barrier to receiving care. Yet our Transport to Health programme shows that, for many in South East Scotland, access to healthcare is still heavily influenced by transport availability and journey times. People without access to a car, disabled people, older people and those experiencing transport poverty often face the greatest challenges, making this not only a transport issue, but also an equality and social inclusion issue.

We are working with healthcare partners across the region to better understand these challenges and develop solutions. By bringing together NHS Boards, local authorities, transport providers and community organisations, we aim to create a more joined-up approach that improves access to healthcare and delivers better outcomes for patients.

RTS objectives: 1, 2, 3 and 4

RTS actions:

- Support the delivery of bus services and infrastructure measures which ensure access to healthcare for all.

Our Transport to Health programme moved forward at pace during the year. In the first quarter, we published a Literature Review to establish the evidence base and better understand the challenges patients face when travelling to healthcare appointments.

We then worked closely with NHS Borders, NHS Fife, NHS Forth Valley and NHS Lothian to develop a comprehensive Case for Change. This included detailed analysis, stakeholder engagement and a six-week public consultation. More than 1,500 people shared their experiences through the consultation, alongside focus groups, pop-up engagement sessions and discussions with healthcare professionals and community organisations.

The evidence highlighted common challenges across the region, including longer and more complex public transport journeys, increasing travel distances to specialist services, accessibility barriers and gaps in transport provision. By the end of the year, the first draft of our Case for Change had been completed, providing a strong evidence base for action and setting the foundations for a regional Transport to Health Strategy that will help reduce inequalities, remove barriers to care and ensure that accessing healthcare does not depend on access to transport.

One respondent to our public consultation commented about the difficulty of getting to appointments:

"Having to go to a hospital can be problematic, nearest hospital is over 20 miles away but sometimes you need to go to a city hospital which is much more challenging. The time taken to do this makes an appointment a whole day event. It also means additional costs."

Regional Bus Strategy

Buses are the most widely used form of public transport across South East Scotland and have a vital role to play in connecting people to jobs, education, healthcare and opportunities. During 2025/26, we reached a major milestone in delivering our ambition for a better bus network by completing and launching the Regional Bus Strategy, setting out a long-term vision for a high-quality, affordable, accessible and integrated bus system across the region.

RTS objectives: 1, 3 and 4

RTS actions:

- Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor, as a means to promoting new routes and connectivity (in partnership with other policies).
- Undertake a Regional Bus Priority study which will identify regional, cross-boundary, quality bus corridors and key bus priority interventions to reduce bus journey times and improve bus journey time reliability where Edinburgh is likely to be a focus.
- Deliver the bus priority interventions funded by Transport Scotland's Bus Partnership Fund and subsequently identified by the Regional Bus Priority study.
- 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 within an integrated strategy to enhance the bus network.

The year was defined by partnership and engagement. Working closely with local authorities, bus operators, community transport providers, passengers and other stakeholders, we brought together a wide range of perspectives to help shape the future of bus travel. This ensured that the strategy reflected both local priorities and regional ambitions, while recognising the role buses play in tackling inequality, supporting economic growth and responding to the climate emergency.

A key achievement was one of the largest public transport consultations we've ever carried out. Over 5,000 people shared their experiences, challenges and aspirations for bus services. Alongside extensive stakeholder engagement, this provided a rich evidence base for the final strategy.

The feedback helped shape policies on three areas that matter most to passengers: improving levels of service, making bus travel more affordable and enhancing the quality of the customer experience. The strategy includes ambitious proposals to improve connectivity between communities, simplify fares and ticketing, strengthen accessibility and ensure that bus travel becomes a more attractive and reliable alternative to private car use.

The Regional Bus Strategy was approved by our Board and launched at our Transport Summit in December 2025. By the end of the financial year, attention had already turned to delivery, with work commencing on a Regional Bus Action Plan to translate the strategy's vision into practical interventions.



Supporting projects

SCOT-ZED

Enabling regional research on freight employment

As part of the transition to net zero, we have been looking at ways to increase the resilience of the road freight sector as the industry moves to zero emission solutions.

At the beginning of 2025/26, we successfully secured funding from the Transport Scotland Zero Emissions (ZE) Heavy Duty Vehicle (HDV) Skills Challenge Fund for a project called Supporting Careers and Opportunity in Transport for Zero Emission Diversity (SCOT ZED).

Delivered in partnership with the University of Glasgow and led by the University of the West of England, the project identified the key workforce challenges facing the ZE HDV sector and developed a practical roadmap to help build a more resilient, diverse and sustainable workforce. The research highlighted barriers affecting recruitment, retention and progression, particularly for underrepresented groups, at a time when the industry will require significant workforce growth to support a just transition to net zero.

With partners, we worked with employers, training providers, and current and prospective workers to identify practical ways to improve access, retention and progression for underrepresented groups. This work identified a clear set of interventions that could improve workforce resilience and help ensure the transition to zero emission freight is fair and inclusive.

The findings showed that stronger recruitment practices, clearer entry pathways, improved working conditions and greater visibility of career opportunities could significantly widen access to the sector and support long-term staff retention. The resulting roadmap provides a clear evidence base for future action and has been shared with Transport Scotland to inform regional and national workforce planning. The project has established a foundation for continued collaboration in 2026/27 to help deliver the changes needed to support Scotland's transition to zero emission freight.

RTS objectives: 1 and 4

RTS actions:
- Identify opportunities to implement innovation and automation in the freight and logistics industry in the region, including the delivery of relevant pilot projects.



SEStran at 20

In 2025/26, it was twenty years since the legislation establishing Scotland's statutory Regional Transport Partnerships came into force. This milestone provided a valuable opportunity not only to celebrate two decades of regional transport planning and partnership working across the South East of Scotland, but also to reflect on the progress made and engage stakeholders on the opportunities and challenges ahead.

To mark this anniversary, we:

- Published a blog launching the anniversary year
- Developed a commemorative 20th anniversary logo
- Produced an animated version of the SEStran vision
- Organised and delivered the South East of Scotland Transport Summit

Held in Edinburgh on 4 December 2025, the Transport Summit brought together more than 130 leaders and practitioners from across Scottish Government, Transport Scotland, local authorities, NHS partners, the third sector, academia and the transport industry. The event provided a unique opportunity to showcase the impact of regional collaboration over the previous twenty years and to set out an ambitious vision for the future of transport in South East Scotland.

A particular highlight was the keynote speech by the Cabinet Secretary for Transport, who reinforced the importance of partnership working to deliver Scotland's transport ambitions. The summit also served as the launch platform for several significant pieces of work, including our new animated vision, our Scottish Parliament election asks and our South East of Scotland Regional Bus Strategy.

Through keynote presentations, panel discussions and networking opportunities, delegates explored shared priorities around public transport, active travel, accessibility, economic growth, health outcomes, decarbonisation and regional connectivity. The breadth of organisations represented created valuable opportunities to strengthen existing partnerships, develop new relationships and share learning across sectors.

The event was widely regarded as a major success and represented one of the most significant stakeholder engagement exercises we've undertaken in recent years. It celebrated the achievements delivered through regional partnership working since 2005, raised our profile nationally and generated positive momentum around key strategic priorities. Most importantly, it brought together decision-makers and delivery partners around a shared vision for the future, creating renewed enthusiasm and commitment to delivering sustainable, accessible and connected transport networks for the region.

RTS objectives: 1, 2, 3 and 4

RTS actions: All actions

Thistle Assistance

Thistle Assistance is an initiative to help people feel safer and more comfortable when using public transport. The free Thistle Assistance card and app are recognised by public transport operators across Scotland, and the initiative allows people, in an easy and subtle way, to request the extra support they would like. We manage and operate Thistle Assistance for the whole of Scotland on behalf of the other regional transport partnerships.

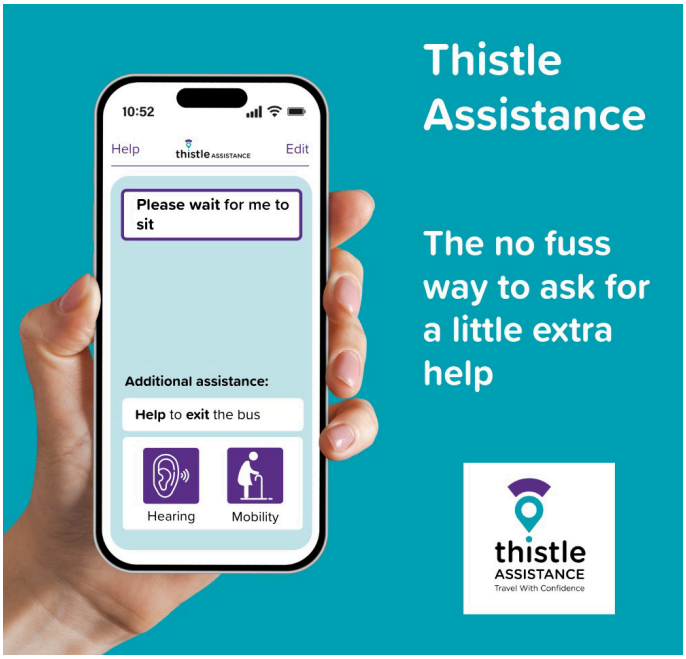
RTS objectives: 1, 3 and 4

RTS actions:

- Deliver improved public transport information in a variety of formats, supported by appropriate wayfinding infrastructure on the transport network.

In April 2025, we completed a Scotland-wide digital advertising campaign for Thistle Assistance. The campaign was hugely successful and saw card request rise by **2,477%** and app downloads rise by **5,147%**. We were then delighted to be highly commended for Campaign of the Year at the National Transport Awards.

Building on this momentum, we improved the systems used to manage the scheme, strengthened engagement with transport operators and regional partners, and gathered new evidence to better understand users' needs. These improvements have helped establish a stronger foundation for the future development of Thistle Assistance, supporting more accessible and inclusive public transport across Scotland. This strong platform will allow us to undertake for the first time a comprehensive evaluation of the project in 2026/27, allowing us to further enhance the schemes effectiveness for its users.



"I used mine and the bus drivers were all very good and gave me time to sit down etc, which they didn't do before."

"It's a very useful idea for all of us with limited mobility."

"Applied for a card. It will be a great help for me. Thank you."

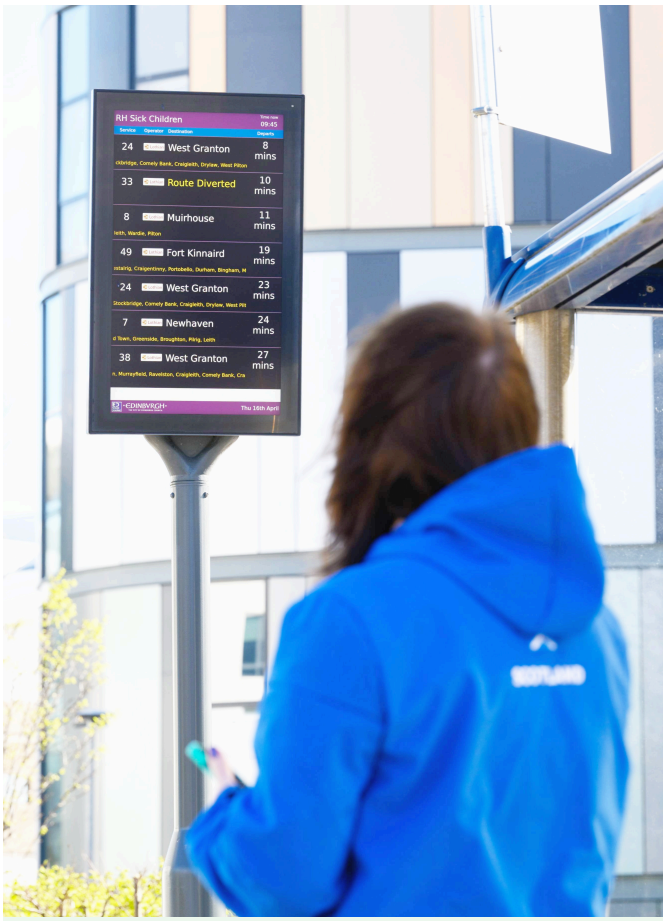
Real time passenger information

During 2025/26, we continued to improve the quality and reliability of Real Time Passenger Information (RTPI) across South East Scotland, helping people make informed public transport choices and supporting a shift towards more sustainable travel. Working closely with local authorities, operators and technology providers, we progressed regional screen procurement, addressed data quality issues and supported the maintenance of the region's RTPI network.

A key achievement was strengthening regional collaboration through regular RTPI forum meetings, creating a shared approach to resolving issues, improving service performance and sharing best practice. We also continued to support a network of around 160 information screens in public locations and advanced work on regional procurement and asset management, helping to ensure passengers have access to more accurate and reliable live travel information across the region.

"The real time passenger information in our region is vital to supporting people to access public transport. As a region, we are working to ensure screens are installed and maintained to enable customers to see live journey times."

Rebecca Smith, Project Officer, SEStran



RTS objectives: 1, 3 and 4

RTS actions:

- Deliver improved public transport information in a variety of formats, supported by appropriate wayfinding infrastructure on the transport network.
- Introduce real time passenger information for public transport services through mobile applications, stations and stops and across all parts of the region.

Regional bike share

During 2025/26, our Go e-Bike programme continued to expand access to active and sustainable travel across South East Scotland, helping more people experience the benefits of e-bikes for everyday journeys. By supporting community bike share schemes, providing training and maintaining regional e-bike fleets, the programme increased opportunities for people of all ages and abilities to access low-carbon transport.

RTS objectives: 1, 2 and 4

RTS actions:

- Expand the provision of bike-sharing initiatives across the region.
- Identify locations where the implementation of shared mobility solutions could be beneficial and reduce the level of 'forced' car ownership.



A major achievement during the year was the successful employer e-bike trial at St John's Hospital in Livingston, where more than 20 staff members used e-bikes to commute to and from work. The trial demonstrated the role e-bikes can play in reducing reliance on private cars, supporting healthier travel choices and overcoming barriers to sustainable commuting.

To ensure bikes were available where they were most needed, we redistributed e-bike stock across the region in response to demand and supported servicing programmes that kept fleets operational and accessible. We also invested in building local capability by delivering cycle ride leader training and Velotech bike maintenance training in West Lothian, Edinburgh and the Scottish Borders, helping community organisations and volunteers develop the skills needed to support long-term, sustainable delivery.

Thorough our Go e-Bike programme, we support the West Lothian Bike Library.

A family recently shared their experience of borrowing e-bikes from them. With family members aged from 14 to late 50s, they cycled along the Union Canal.

They described the experience as inclusive, accessible and enjoyable for everyone, regardless of age or cycling ability. They even said that two members of the group are now considering buying e-bikes of their own.

Rail

The rail network has an important role to play in helping people travel sustainably around South East Scotland. Our work includes exploring how improvements to the rail network can help people travel in a more sustainable way, and how it can support multi modal journeys with stations as key mobility hubs across the region.

RTS objectives: 1, 3 and 4

RTS actions:

- Work with key stakeholders (Transport Scotland & Network Rail) to develop new rail infrastructure supported by appropriate appraisal and business case development.
- Opportunities should be explored with partners to introduce new services, including more direct links across the region, national boundaries and cross-city connections.

Newburgh

We have continued to provide support to the Newburgh train station campaign as we await feedback on the work done to date from Transport Scotland. This work, alongside the efforts of the local community, saw the station included in the Scottish Government's transport infrastructure delivery pipeline.

Winchburgh

We have continued to work with partners on the development of a train station at Winchburgh. In October 2025, West Lothian Council granted planning permission for the station and followed this with a funding request to the Scottish Government. As with Newburgh, the work of the project partners has also resulted in the station being named in the Scottish Government's transport infrastructure delivery pipeline.



Looking ahead

In the year ahead, we will focus on delivering transport improvements that make a real difference to people's lives. As South East Scotland continues to grow, our priority is to help more people access employment, healthcare, education and other opportunities through a transport network that is accessible, inclusive and sustainable.

A key focus will be the delivery of our new Transport to Employment programme, reducing child poverty by helping people overcome transport barriers that can limit access to jobs, training and education. We will also expand our Transport to Health work, supporting partners to improve access to healthcare and reduce transport inequalities across the region.

We will progress the development of SEStransit, taking forward the strategic business case for a transformed public transport network that better connects communities across the region and supports economic growth.

We will also begin implementing our Regional Bus Action Plan, working with partners to improve the reliability, affordability and accessibility of bus services. Alongside this, we will continue investing in behaviour change and sustainable travel through our People and Place programme, helping more people choose active and sustainable travel for everyday journeys.

By working closely with local authorities, government, transport operators and communities, we will continue to deliver practical improvements that support a fairer, greener and more connected South East Scotland.

Over the coming year, we will focus on turning ambition into action.





SEStran
South East of Scotland Transport Partnership

South East of Scotland Transport Partnership
Area 3D (Bridge)
Victoria Quay
Edinburgh
EH6 6QQ