

**1. INTRODUCTION**

1.1 The purpose of this report is to provide the Board with a draft copy of the text proposed to provide the basis of SEStran’s Annual Report 2016/17.

**2. ANNUAL REPORT**

2.1 Last year, SEStran Officers reviewed the structure and contents of the Annual Report. The general view was that the format was lengthy and outdated, and that, therefore, it would be beneficial to produce a shorter document that clearly outlined and highlighted SEStran’s work. The streamlined format continues this year.

2.2 The Annual Report is currently in the process of being redesigned and will be finalised by the end of September. Continuing last year’s precedence, the 2016/17 report will only be available online with copies available on request.

**3. RECOMMENDATION**

3.1 The Board is asked to approve the contents of the draft Annual Report 16/17 for publication.

Sophie Pugh  
**Undergraduate Technical Officer**  
16<sup>th</sup> June 2016

**Appendix 1 – Draft Annual Report 16/17**

Policy Implications	None
Financial Implications	Design costs can be met from within existing budget.
Equalities Implications	Annual Report details SEStran’s Equality Mainstreaming work over 2016/17.
Climate Change Implications	The Annual report highlights our Climate Change reporting publications and work on reducing the environmental impact of transport in the South East of Scotland.

*SEStran*

# Annual Report

2016 - 17



*SEStran*

South East of Scotland Transport Partnership

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# Foreword

# Introduction

## About Us

SEStran is the statutory Regional Transport Partnership for the south east of Scotland. We are one of seven Regional Transport Partnerships in Scotland established under the Transport (Scotland) Act 2005. SEStran encompasses eight local authorities.

## Local Authority Partners

City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.



## Headquarters

SEStran's operational and administrative premises are based in Edinburgh.

## SEStran Team

SEStran has a core staff of 10, as of April 2017:

- Business Support Assistant - Nikki Boath
- Business Manager - Angela Chambers
- Partnership Director - George Eckton
- Marketing Officer – Keith Fiskien
- Strategy Liaison Officer – Lisa Freeman
- Head of Programmes - Jim Grieve
- Regional Cycle Training & Development Officer- Peter Jackson
- Projects Officer- Catriona Macdonald
- Active Travel Strategic Development Officer - Moira Nelson
- Business Support Officer - Emily Whitters

## Partnership Board

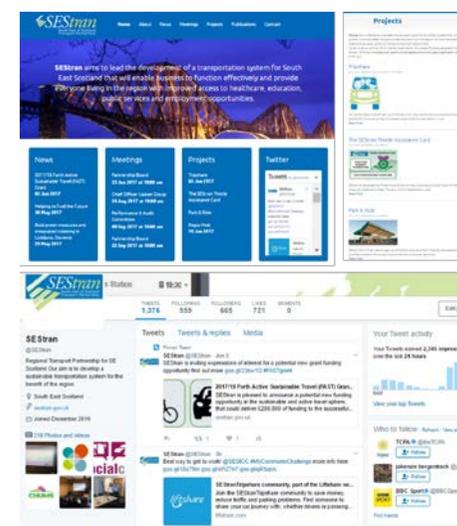
The board consists of 20 elected members from the partnership local authorities and eight appointed members. The Partnership Board meet quarterly.

## Equalities

In April 2015 SEStran published a Mainstreaming report in line with our Public Duties requirements. The 2013-17 outcomes sought to ensure that equality issues were fully addressed in the exercising of our functions and working environment and how we will achieve them. 2016/17 has seen SEStran work on mainstreaming equality and diversity practices throughout our functions, and commence the process of drafting and consulting with user groups on a new set of outcomes for 2017-2021. The new outcomes were agreed by the Board in March 2017.

## Website

The ambition was to create a website that was much more of a communication hub which allowed SEStran to promote key activities and projects and engage with our community and invite feedback. SEStran wanted to provide a new platform that was clean in appearance, easy to navigate and had clearly defined function areas. This not only assisted website users but aided our compliance in terms of governance and records management. We also wanted to use it to promote key pieces of work and SEStran in general. Staff have attended training which allowed them to contribute to the content and editing and use it as a tool to raise the profile of the organisation.



# Partnership Board

Cllr Chair, Council – Ward

Cllr Vice Chair, Council - Ward



**Cllr Phil Fairlie**  
Clackmannanshire - SNP



**Cllr Darren Lee**  
Clackmannanshire - Conservative



**Cllr Lesley Macinnes**  
City of Edinburgh- SNP



**Cllr David Key**  
City of Edinburgh- SNP



**Cllr Karen Doran**  
City of Edinburgh - Labour



**Cllr Chas Booth**  
City of Edinburgh – Scottish Green  
Party



**Cllr Norman Hampshire**  
East Lothian – Labour



**Cllr Brian Small**  
East Lothian - Conservative



**Cllr Laura Murtagh**  
Falkirk – SNP



**Cllr Fiona Collie**  
Falkirk- SNP



**Cllr Ian Ferguson**  
Fife- SNP



**Cllr Colin Davidson**  
Fife - Labour



**Cllr Dave Dempsey**  
Fife - Conservative



**Cllr Russell Imrie**  
Midlothian- Labour



**Cllr Peter Smail**  
Midlothian - Conservative



**Cllr Gordon Edgar**  
Scottish Borders – Independent



**Cllr James Fullarton**  
Scottish Borders – Conservative



**Cllr Cathy Muldoon**  
West Lothian – Labour



**Cllr Chris Horne**  
West Lothian – Conservative

## Non - Elected Board Members

Mr Charles Anderson

Mr Phil Flanders

Mr John Jack

Mr John Martin

Mr Neil Renilson

Mr Sandy Scotland

Mr Brain Sharkie

Dr Doreen Steele

Mr Barry Turner

\*As of August 2017

# SEStran's Vision

*"A regional transport system that provides all citizens of South East Scotland with a genuine choice of transport which fulfils their needs and provides travel opportunities for work and leisure on a sustainable basis."*

## Aims

- Allow all groups in society to share in the region's success through high quality **access to services and opportunities** including healthcare, education, public services and employment opportunities
- Reducing the number of commuter journeys by single occupancy vehicles within South East Scotland
- Maximising public transport provision and achieving public transport integration and intermodality
- Improving **safety** for all road and transport users
- Enhancing community life and social **inclusion**
- Maintaining existing infrastructure to a standard that ensures that it can be fully utilised
- Enhancing movement of freight, especially by rail and other non-road modes



## Target

*"By 2022, to reduce the percentage of people commuting to Edinburgh by single occupant car from each local authority area in South East Scotland by 10% compared to a 2001 base. For Edinburgh residents working out with the City Council area, to reduce their reliance on the single occupant car for commuting by 10% also over the same period."*

# SEStran: What we do

SEStran contributes to a varied range of transport projects and events. This year we have been involved in partnerships with Young Scot, provided funding to organisations such as Lothians Greenspace Trust sponsored a range of active travel events and participated in three European projects.

## European Projects

SEStran has been involved in various European projects over a number of years and this has been no different in 2016/17. SEStran is pleased to continue to be involved in working closely with European partners on innovative and progressive transport projects. Contributing and sharing ideas to help benefit our own regional transport network. We have been unsuccessful this year with 2 project bids and await news on a further two bids.

### SHARE North: Shared Mobility Solutions for a Liveable and Low-Carbon North Sea Region

#### Interreg North Sea Region

The SHARE North project includes activities for developing, implementing, promoting and assessing car sharing, bike sharing, car clubs and other forms of shared mobility in urban and rural areas and employment clusters.

This year, SEStran has focussed on promoting SEStran Tripshare during National Liftshare Week 2016 and partnered with Forth 1 for 'Liftshare Lip Sync' in October. "Home Run" presenters Mark Martin, Lynsey Gibson and SEStran Chair Lesley Hinds took part in the challenge. As part of the event, listeners were asked to identify the songs during their car pool for their chance to win gift vouchers. A link to the video can be found here <https://youtu.be/q6uQydgbcW0>.

As part of the prospect, a series of public webinars held in 2016/17, dealt with an introduction to the 'Sharing Economy', 'Sustainable Urban Mobility Plans and Shared Mobility'. For more information please see: [www.share-north.eu](http://www.share-north.eu). SEStran is also part of a working group coordinating the 'Shared Mobility Manual' for local governments and municipalities across Europe.



Figure 1:SEStran Liftshare Lip Sync

The REGIO MOB project involves seven European partners with the main objective to ensure sustainable growth in Europe by promoting sustainable mobility and improving the relevant policy documents.



Figure 2: REGIO MOB Workshop held in January

This year, REGIO MOB project partners have been sharing their 'best practice' examples of sustainable transport. In January 2017, SEStran held a Stakeholders' Workshop in Edinburgh which was attended by 30 REGIO MOB partners accompanied by their invited experts from Italy, Spain, Slovenia, Poland and Romania, to learn from SEStran's experience. SEStran presented Park and Rides and the A90 Queue Management System in partnership with representatives from City of Edinburgh Council and Stagecoach East Scotland. In turn, SEStran was represented at presentations given by the other partners on their best practices.

SEStran has also held regular meetings for local stakeholders interested in the REGIO MOB project to share knowledge relating to the 'best practice' examples.

**Social Car**  
Horizon 2020

Funded by the Horizon 2020 programme, SocialCar aims to integrate public transport information, car-pooling and crowd sourced data in order to provide a single source of information for the traveller to compare multiple options/ services.

This will be achieved through the development of algorithms and the integration of 'big data' related to public transport, carpooling and crowd sourcing in order to provide the final user with a simplified travel experience. Allowing comparison and choice between multiple options/services,

The project aims to capitalise on a pan European team with a background in social, psychological and economic sciences. The involvement of 10 European urban sites will prove the concept, validity and business case. In 2016/17 SEStran established the Edinburgh SocialCar Stakeholder group to guide the three test phases of the SocialCar App. Representatives from Transport Scotland, Universities, Transport Agencies, Consultancies and Liftshare UK now participate in these quarterly stakeholder meetings.



## Surflogh

### Sustainable Urban Logistics Hubs

The original SURFLOGH project bid, aimed at improving the role of logistic hubs in the network of urban logistics in the North Sea Region, submitted in 2015, was unsuccessful. However, led by the Province of Drenthe in the Netherlands, the partnership and bid was re-cast with SEStran remaining as a full partner along with Napier University's Transport Research Institute (TRI). The updated bid was successful.

## Instinct

### Integrated Sustainable Transport Infrastructures, Networks and City Development Policies

INSTINCT A further bid in partnership with Napier's TRI which was to address the long-standing problem of integration of transport infrastructure and urban development policies was submitted. It was to focus on the development and take-up of practical measures by municipal, regional and national governments, and public transport companies and organisations, to improve this integration and so deliver more sustainable transport and spatial development on the ground. This in turn would increase the attractiveness and convenience of sustainable modes of transport (public transport, cycling and walking) and at the same time reduce transport-related energy use and greenhouse gas emissions. This was a bid into the Horizon 2020 programme but, unfortunately, was unsuccessful.

## I-MasS

### Inclusive Mobility As a Service

In partnership with Leeds University Institute for Transport Studies and CENIT in Spain, SEStran submitted a project application to Horizon 2020 in February 2017. The I-MasS project partnership include 8 academic/research institutes, 5 cities/regions and approximately 10 demonstration projects in total. SEStran's role in this project would be a demonstration project in partnership with Young Scot, called yTravel. yTravel aimed to develop and deliver innovative ways to provide inclusive mobility and accessibility solutions to all young people aged 16-25 years living in the South East of Scotland, based on co-produced identification of needs and innovative solutions. The bid was submitted in January 2017 but SEStran were informed it had not been successful in May 2017.

## SCRIPT

### Sustainable Carbon Reduction in Port Transport

It is well understood that transport, in general, is a major contributor to carbon emissions totals and freight transport's contribution is significant; with a concentration around ports and their hinterland as a result of the necessary traffic required to transfer goods to and from the ports.

The objective of SEStran and partners was to engage with ports and freight transport operators and their supply chains in selected estuarine and inland waterway locations within the North-West Europe area to reduce transport related Greenhouse Gas emissions. The focus mainly on port hinterlands and in main routes to and from ports. A series of pilot studies proposed (e.g. using intelligent transport systems (ITS) to improve flows at congested junctions and mode transfer from road to sea) to test options with a view to sharing knowledge and effecting long-term improvements. The Netherlands, Germany, Belgium all represented in the project, in addition to SEStran and Peel Ports, bringing a variety of inland and estuarine ports located in different environments. Stage one of a two stage process was submitted on 18th May, the project is still in stage one and awaiting a response. Included in the proposal is that SEStran will take on the role of lead partner.

# Changing Travel Behaviour

## Tripshare

Life's more fun when you share! "Car Share is not just for Peter Kay". TripshareSEStran has continued to grow in popularity since its launch in 2006, with current membership at over 8800 people it is the region's fastest growing car share scheme. Encouraging people to share the cost of a journey and reduce the amount of single-occupancy cars on the road.

In 2016, the Forth Valley College applied to SEStran to support the costs of introducing a Tripshare scheme for both staff and students. The location of the College means that it is spread across two Regional Transport Partnership areas, and therefore a joint application to the 'Tactran Travel Plan Grant Scheme' was also utilised. Due to the strong partnership between the College and both RTPs, the scheme was successfully launched in March 2017.

Tripshare can offer those who do not have access to a car a low-cost alternative to access services and resources that may not have been attainable otherwise. As well as reducing the harmful effects of vehicle emissions on the environment and the congestion on our roads.

Reducing the number of cars on the region's roads remains a high priority for SEStran. However, when leaving the car behind is not an option, Tripshare could provide those driving on their own a more sustainable, economic and a more social way of getting from A to B. For businesses, it can improve accessibility of employment centres, especially in areas with poorer public transport provision.

## Thistle Card

The SEStran Thistle Assistance Card was acknowledged in the Transport Scotland "Going Further: Scotland's Accessible Travel Framework" for being at the forefront of providing 'good assistance' by recognising and supporting the needs of disabled people and ensuring transport staff understand those needs. It also sets an example to encourage other organisations to roll-out a similar project and associated awareness training throughout the rest of Scotland.

It was shortlisted for a Scottish Transport Award in 2016, as an aid for those with disabilities or illness or who may require assistance or more time when using public transport. It quickly alerts the driver of this, making the travelling experience that bit easier. With thanks to the input of the Equalities Forum who have supported and advised on the Thistle Card.

Taking the Thistle Card forward, in late 2016, the Thistle Card app was released for both Android (Google Play Store) and Apple (App Store). In partnership with other RTPs, SEStran will be looking at future opportunities to develop the app further. This may include 'push notifications' and links to the aforementioned Bustracker SEStran.



Figure 3: SEStran's Thistle Card

## RTPI

The main focus of SEStran's Real Time Passenger Information (RTPI) project in 16/17 has been to bring a number of the region's smaller bus operators into the bustrackerSEStran system. Improved technology in ticket machines, with GPS capability, proved to be the catalyst in making this feasible. SEStran succeeded in issuing an ERDF, smart ticketing award to supplement their own funds to purchase new GPS enabled machines for five operators; A1 Coaches, Blue Bus, Edinburgh Coach Lines, Eves Coaches and Waverley Travel, at a total cost of £80,000. A number of other operators had independently invested in similar technology adding to the numbers, all of which is assisting SEStran in achieving their aim of ultimately having all services in the region broadcasting RTPI. Ineo Systrans, the French system provider, is currently developing the software necessary to integrate 'Ticketer' into the system. The other facility that expands the availability of RTPI is SEStran's digital display screens which use web software to produce RTPI along with promotional images and information added by organisations hosting the screens. This facility was supported by Transport Scotland and has enabled the purchase of TV screens and small-form computers. In order to complete the distribution of the screens, SEStran employed a Marketing Officer in January 2017 and this work is ongoing in tandem with more effective promotion of SEStran's other initiatives.

## SEStran Sustainable and Active Travel Grant Scheme (SATGS)

In 2016/17 the SEStran Sustainable and Active Travel Grant Scheme was opened to support and encourage Travel Planning and Active Travel measures. The Grant Scheme was used to support a variety of measures implemented as part of the applicants Travel Plan or provided support for organisations actively developing a Travel Plan. The grant scheme was administered on a match funded basis. Therefore, applicants had to secure their 50% contribution. In 2015/16 SEStran provided match funding for a number of organisations and Local Authorities including: Midlothian Council, Forth Valley College, Edinburgh College, Queen Margaret University, Scottish Enterprise and Edinburgh University. As well as helping to develop Travel Plans, Electric Vehicles and Local Authority Smarter Choices, Smarter Places projects were also supported by the scheme. The grant has funded several projects including Midlothian Council Smart Choices, Smarter Places programme, the set-up of the Forth Valley College Tripshare Scheme – in partnership with Tactran, Queen Margaret University Travel Plan work, Scottish Enterprise in partnership with Edinburgh Bio Quarter and Edinburgh University - Creation of a Travel Plan and Travel Plan survey work and Edinburgh College Electric Vehicle Project.

## Regional Cycle Network Grant Scheme 2016/17

The Regional Cycle Network Grant Scheme (RCNGS) is a Sustrans funded grant operated by SEStran to aid the improvement of cycling infrastructure throughout the region, with a focus on cross-boundary links.

The grant is administered on a match funded basis to local authorities and organisations to fund a variety of projects including feasibility studies and design work. In 2015, SEStran published the *Strategic Cross Boundary Cycle Development* study which identified strategic 'missing links' and improvements to the cycle network in the region. Daiches Braes, part of the Brunstane Burn path and a key commuter link between East Lothian and Edinburgh, was identified as a cross-boundary scheme which required improvement. A highlight of the 2016/17 grant was awarding Edinburgh & the Lothians Greenspace Trust a grant, with SEStran providing match-funding with Sustrans Scotland, under the Regional Cycle Network Grant Scheme, to upgrade the surface at Daiches Braes.



Figure 4: Daiches Braes

# What Else Have We Been Doing?

## X-Route

In 2015/2016 SEStran commissioned Young Scot, through the RCNGS, to deliver a study focusing on young people and active travel. The report, [X-Route](#), encouraged groups of young people throughout the region to focus on reasons why they did not use active travel as a means of transport and to come up with solutions to make active travel a more attractive choice. Following on from the success of the study, SEStran invited the youth group, 'The Vennie' from West Lothian, to the December Board meeting to discuss their experience of working on the project. The young people spoke candidly to the Board about their involvement with shaping the project and what they would like to see happen as a result of the study. Following on from X-Route, SEStran applied to the Scottish Road Research Board (SRRB) for funding to implement a trial of a glow in the dark path in West Lothian as recommended by The Vennie. The funding was awarded at the end of 2016 and was also shortlisted for SAQP 2017. The 'star paths' trial will take place throughout 2017/18.



Figure 5: SEStran Chair Lesley Hinds with young people from The Vennie Youth Club

## Model 3 Process

Currently SEStran is a 'Model' 1 RTP, with a primary duty to produce a regional transport strategy. A Model 3 is an enhanced method of partnership delivery, similar to that provided by Passenger Transport Authorities (or Combined Authorities in England) which would encompass activities such as regional policy and strategies, bus route planning and funding, quality partnerships, information and ticketing schemes, managed on a regional basis. In the light of the City Region Deal proposals relating to transport and infrastructure, active consideration by Chief Officials was being given to utilising the provisions in the Transport (Scotland) Act 2005 for the Regional Transport Authority to become a Model 3 Partnership. Any change in powers will require agreement between member authorities and consent from Scottish Ministers through a Parliamentary Order process. Whilst there is a reasonable level of clarity on the legislative and legal implications of moving to a Model 3 authority, it was recognised that further discussions could benefit from specific research into the strategic and any specific high-level implications for SEStran and therefore research was commissioned from Professor Tom Rye which was presented to the Board in September and December 2016. This issue was considered by the Partnership Board and by SEStran's partnership authorities but not yet concluded. Some authorities rejected the proposal, however the majority have sought further information and discussions in early 2017.

## Updating the SEStran Park and Ride Website Page

In 2016, SEStran reviewed and revised the Park and Ride website page. The site aims to be a comprehensive guide to Park and Ride services available through the South East of Scotland. The site is kept updated by Systra under a 3-year contract and has a page for each local authority area within SEStran. The aim is to easily show options for multi-modal trips in and around the South East of Scotland region. This information will be useful in future projects such as trip-sharing apps. SEStran's original park and ride strategy foresaw using this data and incorporating mixed-mode options more formally within journey planner type websites.

## South Tay Park and Ride Update

SEStran partnered up with Tactran, Fife Council, Dundee City Council and Transport Scotland to put in place Dundee's first park and ride site. It had been identified previously that improvements to air pollution and congestion were essential to the future of travel in the area. The project has continued in a positive direction and work has progressed to acquire the necessary land. SEStran and Tactran together, have acquired the necessary funding to acquire the land under a lease arrangement. Future progress of the park and ride site will be dependent on funds.

## City Region Deal Update

A City Region Deal is a mechanism for accelerating growth by pulling in significant government investment. Six of the SEStran partner local authorities that make up the Edinburgh and South East Scotland City region are working collectively on a bid to the UK and Scottish Governments for a City Region Deal. Their ambition is to secure £1bn - £2bn of funding and it is estimated that an additional £3.2bn worth of private sector investment could be leveraged if the bid is successful.

SEStran is represented on the Infrastructure group and is joint chair of the Transport Appraisal Group, the main role of which is to work with Transport Scotland to secure their support for the proposed transport interventions.

A substantial amount of preparatory work, contributed to by SEStran, was carried out within the 16/17 financial year. The process was paused until after the local government elections in May. An Edinburgh and East of Scotland City Deal was awarded in July 2017 with commitments from both governments of £300 million each.

## RTP Funding for Bus Users Scotland Survey

In 2014, the first Bus Passenger Survey (BPS) was carried out in some of the main areas of Scotland. However, there were very few participants (First Bus for Glasgow, Aberdeen and Scotland East) for the survey until 2016, when it was extended to the six major transport areas (Highlands, North East, South East, South West, Strathclyde, Tayside and Central). Transport Scotland, the Regional Transport Partnerships, First UK Bus, National Express and Stagecoach paid for the survey to help identify what is working well and where improvements are needed. The key results from the survey were based on 'Overall Satisfaction', 'Value for Money', 'Punctuality' and 'Journey Time' and were 93%, 74%, 84% and 85% respectively. The survey was very detailed in its approach and helped to pinpoint areas for improvement. The full report can be found here: <https://www.transportfocus.org.uk/research-publications/publications/bus-passenger-survey-full-report-autumn-2016/>

## Travelknowhow

Travelknowhow is a unique online resource which offers organisations across Scotland easy access to a wide variety of travel planning solutions, to develop and implement workplace Travel Plans and to engage with employees in order to start changing travel behaviour within organisations. The website is funded and supported by Scotland's 7 Regional Transport Partnerships and Transport Scotland. Travelknowhow Scotland supports and contributes directly to the Scottish Government's Low Carbon Scotland ambition for decarbonising transport, and to the specific goal of having effective Travel Plans in all workplaces with more than 30 employees by 2020. The specific aims for the service are:

- Fast, easy access to a wealth of travel planning information and links to local resources.
- Specialist travel planning advice.
- Specialist marketing advice to aid employee engagement.
- Practical hints and tips.

## A Day, in the Life of a RCTDO

SEStran's Regional Cycle Training and Development Officer, Peter took up the role this year and has been busy meeting with Bikeability Local Authority Co-ordinators to establish the challenges and shared best practices throughout the region, as well as attending several networking events promoting Bikeability and other programmes from SEStran and Cycling Scotland. The role involved designing and organising a pilot training programme for job seekers and school leavers focussing on access to bikes, cycle training and immediate employability skills. It ran in partnership with RUTS, with six participants, three of whom completed the whole course and have moved onto further training opportunities. One participant has continued to cycle to each training placement they have while others have predominantly been cycling for short journeys or leisure. With the programme being such a success it is due to run again towards the end of Summer 2017. In partnership with Cycling Scotland Colleagues, a conference for Bikeability volunteers in the East of Scotland was organised, which offered CPD in a variety of different training settings to support their delivery, and a networking opportunity between trainers. Further work was done in supporting the Cycling Scotland Cycle Friendly programmes, assessing and awarding seven secondary schools and four primary schools across the region.



# Events

SEStran continues to support sustainable, non-competitive, active travel and transport events throughout the region.

## Commuter Challenge

In 2016/17, SEStran ran the 'SEStran Commuter Challenge' to coincide with Edinburgh Festival of Cycling (EDFOC). The aim was to publicise the different ways in which people can get to Central Edinburgh and the relative times they took – demonstrating that the private car is rarely the best option.

Participants set off from four departure points around Edinburgh by car, bus, train, tram, bicycle, jogging/walking and headed for St Andrews Square for 8.15am, to see which mode was the fastest. There were four departure points – Ocean Terminal, Ingliston, Straiton and Newcraighall. Each one had a recognised start time. Some of the public came to the finish line before work to see which mode came first on each route!

Electric and hybrid cars and drivers were kindly supplied by the Enterprise Car Club and Edinburgh College. City of Edinburgh Council were also supporting the event by providing Dr Bike at the finish line as part of their Smarter Choices, Smarter Places programme.

## Journey Challenge

SEStran took part in The Scottish Workplace Journey Challenge from 1 - 31 March 2017. The aim of the challenge was to get as many people as possible commuting to work by walking, cycling, public transport and lift-sharing and to reduce the number of car journeys per month. The journey challenge website also included links to travel planning tools and regional transport partnership services and therefore was good corporately, encouraging healthy working lives for SEStran employees and the wider area. SEStran were successful in their category [small organisation 3-19 employees], logging 399 journeys, collectively burning over 41,000 calories or 163 doughnuts depending on which measurement you prefer and saved 665kg of carbon emissions over the month. This effort gave us first place winning a £100 donation to the charity of our choice. The staff decided to donate this money to Marie Curie Scotland in memory of Andrew Dougal who had sadly died early in the year after a courageous battle against illness. Given Andrew had promoted many similar challenges over his decade long service at SEStran it was seemed a small, but fitting tribute to his work and a much missed colleague.

## The Pedal from The Meadows

In 2016/2017, SEStran ran the 'Pedal from the Meadows' to help raise money for the charity Kingdom Kids. The cycle ride was aimed at being family-friendly and suitable for all abilities. It stretched from Lochore Meadows to South Queensferry and included volunteers from MukyRiderz which totalled up to over seventy participants giving the route a go! The event raised more money for Kingdom Kids than any other cycling event that the charity had been involved in previously and there are plans for another cycle ride next year that is expected to be even bigger!



## TweedLove Bike Festival

In May 2016, SEStran supported the 'TweedLove Bike Festival' and in particular the Family Ride, which has become a local legend in the area after running for yet another year. The event which involved hundreds of cyclists, started at Peebles High Street and continued as a fun route free from any motorised transport - making it a more relaxed environment for people of all ages and abilities. It showed how accessible cycling can be, as well as promoting active travel and enhancing community spirit!

## STAR Conference

In May 2017, SEStran was asked to present at the Scottish Transport Applications and Research (STAR) Conference in Glasgow, highlighting the development and benefits of the Real-Time Passenger Information (RTPI) that was developed and implemented by SEStran.

BustrackerSEStran is a regional fleet management and live bus information system covering South-East Scotland. The availability of RTPI plays a significant role in increasing bus patronage in both urban and rural areas, improving social inclusion, and improving accessibility to employment opportunities and healthcare. The BustrackerSEStran network has delivered an increase in satisfaction with public transport; the public spend less time waiting for transit, have increased feelings of personal safety when using transit, and reduced levels of stress due to the provision of RTPI. These outcomes are all positive when delivering a strategy aimed at increasing the use of public transport to reduce traffic congestion, reducing the overall environmental impact of transportation, and encouraging the development of sustainable livable communities. The key to that success has been close partnership working between public and private sector agencies, adaptability in the face of changing landscapes and a willingness to think 'outside of the box' to overcome obstacles. The BustrackerSEStran project has also helped SEStran's partners reduce the costs of the network whilst increasing the network's efficiency. Ultimately this has resulted in delivering a better service to the travelling public and working towards reversing the recent national trend of declining bus patronage.

## Scottish Cities Knowledge Centre (SCKC)

SEStran spoke at and contributed to a Scottish Cities Knowledge Centre seminars in April/May 2017. The seminars were based on the theme of 'creating inclusive, prosperous places to live' with the focus being on quality of life and understanding what the terms 'good quality of life and a 'good place to live' meant. As well as identifying the main challenges in ensuring quality of life in Scottish cities. For example, how it can be improved and if it links in with the growth and inclusive/equality agenda. The effect of transportation in conveying the social, economic and environmental initiatives and on growth in city-regions was highlighted by SEStran. Inadequate transportation can lead to inequality in social mobility and lots of citizens are disadvantaged down to the lack of mobility in labour market. To alleviate these issues, it was encouraged that the use of sustainable transport and collaboration was the way forward in which it could create inclusive growth for everyone. The report on the findings of these seminars is due for publication shortly.



## Society of Chief Officers of Transportation in Scotland 20th Anniversary Conference

In 2016, at the 20<sup>th</sup> anniversary conference of the society. SEStran's then Senior Vice-Chair, Cllr Imrie was their keynote conference speaker. The seminar looked at the differences made in the last two decades and showed that the organisation focussed on people's future, not just roads and how time is such an important factor in a successful future. Cllr Imrie, highlighted the need to address the issue of transport inequality across Scotland, alongside the need to invest in transport infrastructure and share services at a regional level more. He highlighted the opportunities offered by existing RTP structures as vehicles for efficient aggregation of local services at a time of constrained budgets. He also spoke about the impact transport can have on the labour market and inclusion – themes which have been reiterated in recent months in NTS, Planning and Enterprise and [Skills Reviews](#).

## East Coast Mainline Authorities (ECMA) Parliamentary Receptions

SEStran partnered with ECMA (a consortium of local and combined authorities and Scottish Regional Transport Partnerships) and attended parliamentary sessions at both Westminster and Holyrood to show interest in the rail route. It provided the opportunity to discuss the importance of the line and how funding would improve and further the project as well as increasing the economy. SEStran contributed to the research and findings which showed that the East Coast corridor covers nearly half of Britain's economic output, although complicatedly connected, with investment it has potential to bring benefits to surrounding areas such as creating a direct passenger service route for those locations that currently have none, electrification of the rail network to Aberdeen and Inverness, improved tracks between Perth and Inverness, Aberdeen and the central belt and Edinburgh and the border. The investment in long distance high speed train paths for an hourly service, would create over £0.3bn GDP per year but if coupled in with HS2 proposals could increase to £0.5bn for the UK's economy.



## Updates

### Equality and Diversity

SEStran sought and continues to seek to improve processes, policies and projects to address the need to eliminate discrimination, foster good relations and enhance opportunity. The Equality Outcomes set, are an important way to meet the statutory duties for Equality Action, public sector equality and Scotland specific equality

duties. They are mainstreamed into the Business Plan for 2017-18 as it is good for the delivery of objectives as well as statutory Equality Duties. Through the SEStran Equality Forum, an engagement process with staff and stakeholders, along with public consultation has informed the Equality Outcomes but enabled a better understanding of all stakeholders needs and assisted in the development of policy and delivery of projects.

Mainstreaming led to two new outcomes of **'An Equitable, Diverse and Representative Organisation'** and **'A Safe, Accessible and Equitable Regional Transport Network'** which helped to make lasting connections with organisations involved in equality and diversity.

### Our progress so far...

#### Board Diversity Plan

In March 2017, SEStran supported a series of actions to promote gender balance and wider boardroom diversity. The Board backed the ambition and intent of the new Scottish Government bill which aimed to ensure gender balance on public boards in Scotland. SEStran's Board Diversity Succession Plan puts into place actions to promote diversity of skills and representation of Board members from next year onwards and contribute to the continuous improvement of our public-sector equality duties. The overall aim is to make public bodies and their boards better able to reflect the public they serve.

#### Changing the Chemistry

The Board agreed in December 2016 to appoint Observers, a new position to the SEStran Board, to improve developmental opportunities for all currently underrepresented groups and increase their experience of board meetings. This led to a partnership with Changing the Chemistry a Scottish Charity which seeks to influence organisational governance and enable boards to function better through the introduction of broader diversity. They provided SEStran with advice and support in terms of making our Board appointment packs more inclusive to all applicants in terms of style and language. SEStran has in return provided opportunities for a Board Observer position which was filled by Kerra McKinnie in March 2017. The other Board Observer is Gordon Mungall a long-time member of the SEStran equalities and Healthcare forum.

#### 50/50 by 2020 pledge

Whilst awaiting recognition within the forthcoming legislation, the Board agreed to sign up to the Scottish Government's 50/50 by 2020 pledge, joining over 185 public bodies, third sector organisations and private companies who have already pledged to improve gender balance on boards. This positive action was agreed in March as part of SEStran's equality outcomes 2017-2021 and consideration of the mainstreaming report for 2015-2017. Alongside agreeing to sign the Pledge, the Board also agreed to set up a Succession Planning Committee to meet at least annually to oversee all the issues relating to Board Diversity.

#### Equate Scotland – Careerwise and Positive Action Project

In Summer 2016, SEStran worked with Equate Scotland to establish how to take positive action and support women in engineering and STEM through successful placements for women studying those areas. Providing benefits for both student and organisation by encouraging participation from undergraduates and recognition as a progressive employer, therefore improving diversity in the workplace. In March 2017, Sophie Pugh a second-year undergraduate from Napier University was appointed to the placement role for Summer 2017 and will be working on a number of projects principally evaluating SEStran's RTS Monitoring framework and Risk

Register. SEStran undertook the language review with Equate Scotland which informed the new website and review of the recruitment practices, general communications and policies and therefore made sure the content produced was more inclusive to a wider audience.

## Disability Confident

SEStran signed up to the Government's Disability Confident scheme in February 2017. The scheme not only helped SEStran better perform Equalities duties but to successfully employ and retain disabled people and those with health conditions. There were three levels to the scheme and each level had to be completed before moving to the next. SEStran are currently Level One Disability Confident – Committed and have agreed to undertake the following actions to meet the requirements of this status:



- Ensure the recruitment process is inclusive and accessible.
- Communicate and promote vacancies through a range of channels.
- Anticipate and provide reasonable adjustments to ensure disabled workers are not disadvantaged when applying for and doing their jobs.

SEStran also committed to undertaking at least one activity that makes a difference for disabled people, including offering work experience, work trials and paid internships. SEStran are progressing this commitment and report developments to the Board in due course.

## CIHT Charter

In September 2016, SEStran was one of the first public bodies to sign up to the Chartered Institution of Highways and Transport (CIHT), Equality and Diversity Charter; committed to achieving best practice in recruitment, retention and career progression as employers, supporting the development of good diversity and inclusion practice, working together to develop and adopt future protocols that support the aims of the Charter and recognise, respect, capitalise and celebrate contributions from different people to strengthen team performance.



## Stonewall Scotland

SEStran signed up to the Stonewall Scotland Diversity Champions Programme. So far, our programme membership has provided valuable advice on the formulation of our statutory equality outcomes alongside commentary on our existing policies. Stonewall Scotland are also seeking to increase involvement of users/groups within the LGBTI communities, as well as proactively working with them to reduce hate crime on transport and to seek their help to further increase board diversity across several protected characteristic groups.



# RTS Monitoring

The purpose of monitoring the RTS is to identify trends and indicators relating to the objectives set out in the RTS thus setting out conclusions in terms of the need for action.

Some key points to note are:

(\*information not available until end of August\*):

The full monitoring report is available on our [website](#).

## Appendix

### Annual Accounts

SEStran's Annual Accounts can be accessed online here: <http://www.sestran.gov.uk/publications/sestran-unaudited-annual-accounts/>

### Climate Change Report

The Climate Change (Scotland) Act 2009. Part 4 of the act places duties on public bodies to act in the way best calculated to contribute to the delivery of emissions reduction targets, to help deliver any statutory climate change adaptation programme, and in a way, that it considers is most sustainable.

All 151 public bodies that appear on the “Major Player” list to submit an annual report to the Sustainable Scotland Network (SSN), detailing their compliance with the climate change duties. SEStran submit the first annual report for 2015/16 by 30<sup>th</sup> November 2016.

### Public Services Reform Act

Sections 31 and 32 of the Public Services Reform (Scotland) Act 2010 (“the Act”) impose duties on Scottish public bodies to publish information and certain other matters as soon as is reasonably practicable after the end of each financial year. This statement is produced annually by the South East of Scotland Transport Partnership (SEStran) to ensure compliance with the requirements of the Act. It can be accessed online here: <http://www.sestran.gov.uk/publications-category/public-services-reform-scotland-act-2010/>

### Community Empowerment Act

We are a listed public authority under the Community Empowerment Act and one of our duties under the Act is to consider requests from the community. Participation Requests can help groups from the local community (a community controlled body) to liaise with us and other listed authorities, on improving issues in the area. We welcome requests from groups that can aid SEStran in delivering its strategy functions in the South East Scotland. To gain more information on how to place a request, please follow the link: <http://www.sestran.gov.uk/corporate/participation-requests/>

### Public Records Act

SEStran is required under the terms of Section 1 of the Public Records (Scotland) Act 2011 to produce a Records Management Plan, setting out proper arrangements for the management of its records and to submit this to The Keeper of the Records for approval. We submitted our RMP in January 2011 and it is available here: <http://www.sestran.gov.uk/wp-content/uploads/2017/06/SEStran-Records-Management-Plan-v2.0.pdf>



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**3D Bridge  
Victoria Quay  
Edinburgh  
EH6 6QQ**

 **0131 524 5150**

 **enquiries@sestran.gov.uk**

 **@SEStran**

 **SEStran**  
*Notes for STAND*

*We require images for the annual report either independently or as a watermark which relate to our 8 Local Authorities;*

- *City of Edinburgh – trams going past Edinburgh Castle*
- *Clackmannanshire – Andy Scott 'Stride' sculpture*
- *East Lothian – East Coast Buses/Bass Rock*
- *Falkirk – the Kelpies/Falkirk Wheel/Port of Grangemouth*
- *Fife – the bridges*

- *Midlothian – Sherrifhall Roundabout/Rosslyn Chapel*
- *Scottish Borders – Leaderfoot Viaduct/cycling/Train Station (Borders Rail)*
- *West Lothian – Linlithgow Palace*