

Transport and Environment Committee

1000hrs, Tuesday, 13 January 2015

SEStran Regional Transport Strategy Refresh: Response to Consultation Draft, October 2014

Item number	7.6
Report number	
Executive	
Wards	All

Executive summary

The South East Scotland Transport Partnership (SEStran) has submitted a Regional Transport Strategy Refresh Consultation Draft, dated October 2014, for member Councils.

It is recommended that the Council's response to the Regional Transport Strategy Refresh Consultation Draft October 2014 be endorsed.

Links

Coalition pledges	P19 , P50
Council outcomes	CO18 , CO22 , CO26
Single Outcome Agreement	SO1 , SO2

SEStran Regional Transport Strategy Refresh: Response to Consultation Draft, October 2014

Recommendations

- 1.1 It is recommended that Committee approves the SEStran Regional Transport Strategy Refresh, Consultation Draft, dated October 2014, subject to the changes set out in paragraphs 3.2 and 3.3.

Background

- 2.1 The City of Edinburgh Council is a member of the South East Scotland Transport Partnership (SEStran), established under the Transport (Scotland) Act 2005. It is a requirement of this Act that SEStran develops a statutory Regional Transport Strategy.
- 2.2 The SEStran Regional Transport Strategy 2008–2023 was originally approved by the Scottish Government in 2008, but is now being updated. The refresh takes into account new policy from central government and changing economic conditions. It also updates projects which have been completed and takes cognisance of member Councils' Local Transport Strategies.
- 2.3 SEStran released a draft Regional Transport Strategy on 5 August 2014 and sought comments from the partner authorities. The draft refreshed Regional Transport Strategy contains policies, at a regional level, that are similar to those in the Council's own Local Transport Strategy. They include regional policies to improve public transport, achieve local air quality targets, reduce road traffic accidents and support "soft" measures, such as travel plans and marketing.
- 2.4 The City of Edinburgh Council provided informal feedback on the detail of this draft document and some, but not all, of our comments were taken on board. The document was then approved for consultation purposes by the SEStran Board, on 26 September 2014.
- 2.5 SEStran is now seeking approval of the document from member Councils.

Main report

- 3.1 The four main objectives of the existing SEStran Regional Transport Strategy 2008-2023 are:
- 3.1.1 '**Economy**' – to ensure transport facilities encourage economic growth, regional prosperity and vitality in a sustainable manner:
- widening labour markets;
 - improving connectivity;
 - supporting other strategies; and
 - tackling congestion.
- 3.1.2 '**Accessibility**' – to improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas:
- targeting improvements in access to employment, health and other services/opportunities; and
 - addressing barriers to the use of public transport, including cost.
- 3.1.3 '**Environment**' – to ensure that development is achieved in an environmentally sustainable manner:
- reducing greenhouse gas emissions and other pollutants; and
 - enabling sustainable travel/reducing car dependency.
- 3.1.4 '**Safety and Health**' – to promote a healthier and more active SEStran area population:
- reducing transport related injuries and deaths;
 - improving the health of the population; and
 - tackling local air quality and transport related noise.
- 3.2 These objectives are retained in the Regional Transport Strategy Refresh. The regional policies that support these objectives are similar to those in the Council's own Local Transport Strategy 2014-2019. They include regional policies to improve public transport, achieve local air quality targets, reduce road traffic accidents and support "soft" measures, such as travel plans and marketing.
- 3.3 As part of the refresh process, SEStran has identified the principal changes it proposes to make to the Regional Transport Strategy. Its table of proposed changes is shown in Appendix 1.
- 3.4 Informal comments have previously been submitted, by transport officers, on an initial draft Regional Transport Strategy refresh, directly to SEStran. Most of these were minor in nature and have been accommodated.

- 3.5 One outstanding issue in the version now circulated for approval is the wording of paragraphs 6.11.2 and 6.11.3. This understates the issues associated with achieving service integration in a UK context, especially bus-rail and integration between different operators. This wording on Edinburgh's cross-city bus services requires to be changed. Bus to bus interchange in Edinburgh is lower than might be expected. This is due to a large number of cross-city services which is a positive benefit to city public transport users, rather than a negative as implied by the draft paragraph 6.11.2.
- 3.6 In light of the above, revised wording has been discussed with SEStran and agreed at officer level. It is recommended that SEStran is asked to incorporate this revised wording, shown in Appendix 2, in the final RTS.

Measures of success

- 4.1 The RTS is updated and supports the planning and delivery of regional transport developments.
- 4.2 Expansion of Real Time Passenger Information provision throughout the SEStran area.

Financial impact

- 5.1 None.

Risk, policy, compliance and governance impact

- 6.1 Under the Transport (Scotland) Act 2005 it is a statutory requirement that the SEStran Partnership produces a Regional Transport Strategy, keeps it under review and modifies it or draws up a new one as required.

Equalities impact

- 7.1 SEStran have carried out an Equalities Audit on the Regional Transport Strategy refresh.
- 7.2 If authorised, responding to this consultation will neither enhance nor infringe rights.
- 7.3 If authorised, responding to this consultation will have no equalities impacts.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.
- 8.2 The proposals in this report will reduce carbon emissions because they support cross-city bus links in Edinburgh and support sustainable transport in the SEStran area.
- 8.3 The proposals in this report will increase the city's resilience to climate change impacts because they support public transport in Edinburgh and the SEStran area.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because they support cross-city bus links in Edinburgh and support sustainable transport in the SEStran area.
- 8.5 The proposals in this report will help achieve a sustainable Edinburgh because they support public transport access to centres of employment.

Consultation and engagement

- 9.1 This report is responding to a consultation by SEStran.

Background reading/external references

[SEStran Regional Transport Strategy 2008-2023](#)

[SEStran Regional Transport Strategy Refresh, Consultation Draft, dated October 2014.](#)

[Climate Change Framework](#)

[Sustainable Edinburgh 2020:](#)

[Transport 2030 Vision:](#)

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Links

Coalition pledges	P19 - Keep Lothian Buses in public hands and encourage the improvement of routes and times. P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO18 – Green – We reduce the local environmental impact of our consumption and production. CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	SO1 - Edinburgh's economy delivers increased investment, jobs, and opportunities for all. SO2 – Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.
Appendices	Appendix 1 – Proposed revised wording for RTS paragraphs 6.11.2 and 6.11.3

APPENDIX 1: Proposed changes to the SEStran Regional Transport Strategy.

Chapter	Changes in this RTS refresh
2: Key Trends and Issues	Base information updated to reflect the impacts of the recession and some results from the 2011 Census. Marked divergence in travel choice trends between Edinburgh and the rest of the SEStran area identified.
3: Objectives and Policies	Greater tie in with National Objectives and more emphasis on international connectivity.
4: Targets and Monitoring	Targets and indicators remain the same except for road accidents, adjusted to reflect new national targets. Monitoring results for the first 5 year period set out reflecting the monitoring carried out on an annual basis.
5: External Connectivity (formerly “National and other Transport Schemes”)	Expanded to include national and international connectivity by all modes and to update the status of national projects.
6: Region Wide Measures	Topics remain unchanged but SEStran’s role in implementation re-evaluated.
7: Initiatives for Specific Areas and Groups	Initiatives unchanged but text reflects progress to date.
8: Regional Transport Corridors	Chapter refocused on the potential implications of the SESplan Strategic Development Plan. Interventions (previously identified in the existing RTS) are focused on specific travel corridors which have been identified with potential future travel problems.
9: Strategy Development	New Chapter setting out the strategies and initiatives developed by SEStran since the publication of the RTS2008
10: Delivery and Funding	Replaces Chapters 9 Delivery and 10 Funding in the RTS 2008. Very much simplified reflecting SEStran’s current role in facilitation and co-ordination rather than direct implementation.

Source: SEStran Regional Transport Strategy Refresh Consultation Draft, October 2014.

APPENDIX 2: Proposed revised wording for RTS paragraphs 6.11.2 and 6.11.3

PROPOSED REVISED WORDING

- 6.11.2 Cities and regions in many European countries have enjoyed significant increases in public transport patronage over the last 10-15 years. Freiburg, Strasbourg, Basel and Stockholm are examples. In part, this has been due to the integration of services: buses, trains and trams are timetabled, and networks structured so that passengers can take advantage of interchange opportunities. In the UK, this type of integration is more difficult to achieve due to the regulatory environment. In spite of this, Edinburgh has seen increased public transport patronage over this period.
- 6.11.3 SEStran needs to work within the current framework to support practical measures that can overcome barriers to customer convenience in using the public transport system caused by lack of integration. The extension of the real time passenger information system - RTPI (see Topic 27) - from Edinburgh to the wider SEStran area in 2011-14 is an example, which also helps operators in keeping services operating to time. 'One-ticket' (see Topic 6) is another example of a scheme that promotes integration and ease of interchange between services.

PREVIOUS WORDING FOR REFERENCE (SECTIONS PROPOSED FOR REVISION SHOWN IN ITALICS)

- 6.11.2 Cities and regions such as Madrid, Freiburg, Strasbourg, Basel and Stockholm have enjoyed significant increases in public transport patronage over the last 10-15 years. In part, this has been due to the integration of services: buses, trains and trams are timetabled, and networks structured so that passengers can take advantage of interchange opportunities. *Surveys for the SEStran Integrated Corridor Studies showed that the amount of bus to rail and bus to bus interchange in the SEStran area is currently low - this may be in part due to a lack of timed connections, poor interchange facilities and opportunities and the high level of cross-city bus routes. Not helping this situation is the current lack of fare integration between routes and operators.*
- 6.11.3 *In all areas, service integration to even out headways between different bus services on common parts of the route at times of day when services are less frequent would be welcomed by the travelling public, and this could be the first element of such an intervention, although current competition legislation is an impediment to its achievement. SEStran has looked at the quality of bus infrastructure throughout the Region. The real time information system not only helps passengers but helps operators monitor headways and frequencies and allows adjustment to services where required.*