THIS PAPER RELATES TO ITEM **07**

ON THE AGENDA

CLACKMANNANSHIRE COUNCIL

Report to Enterprise and Environment Committee

Date of Meeting: 6th November 2014

Subject: SEStran Regional Transport Strategy

Report by: Head of Development & Environment

1.0 Purpose

1.1. SEStran produced its current Regional Transport Strategy in 2008 and there is now a need to update and refresh this strategy. This report updates Committee that the refreshed draft SEStran Regional Transport Strategy is out for consultation.

2.0 Recommendations

2.1 It is recommended that Committee notes the consultative draft SEStran Regional Transport Strategy that is currently out for consultation and, in particular, the Clackmannanshire related proposals summarised at paragraph 3.5.

3.0 Considerations

3.1. The South East Scotland Transport Partnership (SEStran) is one of seven Regional Transport Partnerships. The role of SEStran is to provide a regional perspective on transport in Scotland. The partnership is made up of eight local authorities including Clackmannanshire and has a duty to produce a Regional Transport Strategy.

3.2. The purpose of the Regional Transport Strategy is to set out a framework for the next 10 - 15 years outlining the direction of transport investment, development and management. The Strategy sets a programme of policies and actions to deliver the Strategy to accommodate economic and traffic growth, whilst promoting accessible and sustainable travel for all.

3.3. The current Strategy was produced in 2008 and has made considerable progress in the last 6 years. Within Clackmannanshire the Regional Transport Strategy and associated funding has supported the further development of cycling, and the promotion of sustainable travel including the Council's own travel plan.

3.4. SEStran have now published a draft SEStran Regional Transport Strategy Refreshed for consultation. This revised Strategy takes into consideration the key changes in Scottish Government policy since 2008, the change in the economic climate and the completion of a number of projects within the current Strategy. The Refreshed Strategy is an update of the current Strategy rather than a new strategy. The vision, objectives and policy framework of the Strategy remain unchanged.

3.5. Clackmannanshire Council were fully involved in the refreshing of the Regional Transport Strategy issued for consultation and have ensured the following key proposals are contained within it, which will benefit Clackmannanshire:

- Extend Alloa railway line and passenger trains to Dunfermline and Edinburgh
- Minor adjustments to new road layouts, associated with Kincardine and Clackmannanshire Bridges
- New rail halt at Cambus
- Promotion of Active Travel, including travel planning and car sharing database TripshareClacks
- Promotion of 'OneTicket' a zone style travel pass and other similar initiatives
- Support regional freight partnerships
- Develop regional parking management policy
- Support development of urban and regional active travel/cycle networks
- Promote and seek funding for implementation of Real Time Passenger Information (RTPI)
- Promote the establishment of regional coordination centre for community and accessible transport services, including Demand Responsive Transport (DRT)

4.0 Sustainability Implications

4.1. Sustainability is a key component of the Refreshed Strategy. The Strategy supports measures to improve public transport, influence travel behaviour through 'Smarter Choices', increase walking and cycling, integrate transport and land use planning and reduce greenhouse gases.

5.0 Resource Implications

5.1. Financial Details

5.2. There are no new financial implications for the Council emanating from the recommendations of this report.

5.3. Finance have been consulted. No ☑

5.4. There are no staffing implications emanating from the recommendations of this report.

6.0 Exempt Reports

6.1. Is this report exempt? Yes ☐ (please detail the reasons for exemption below) No ☑

7.0 Declarations

The recommendations contained within this report support or implement our Corporate Priorities and Council Policies.

(1) **Our Priorities** (Please double click on the check box ☑)

The area has a positive image and attracts people and businesses	☑
Our communities are more cohesive and inclusive	☑
People are better skilled, trained and ready for learning and employment	☐
Our communities are safer	☑
Vulnerable people and families are supported	☑
Substance misuse and its effects are reduced	☐
Health is improving and health inequalities are reducing	☑
The environment is protected and enhanced for all	☑
The Council is effective, efficient and recognised for excellence	☑

(2) **Council Policies** (Please detail)

Local Transport Strategy

8.0 Equalities Impact

8.1 Have you undertaken the required equalities impact assessment to ensure that no groups are adversely affected by the recommendations?

Yes ☑ Equality Statement has been undertaken as part the Refreshed Strategy No ☐

9.0 Legality

9.1 It has been confirmed that in adopting the recommendations contained in this report, the Council is acting within its legal powers. Yes ☑

10.0 Appendices

10.1 SEStran Regional Transport Strategy Refreshed Consultation Draft, October 2014

11.0 Background Papers

11.1 Have you used other documents to compile your report? (All documents must be kept available by the author for public inspection for four years from the date of meeting at which the report is considered)

Yes ☑ (please list the documents below) No ☐

Draft SEStran Regional Transport Strategy Refreshed

Author(s)

NAME	DESIGNATION	TEL NO / EXTENSION
Lesley Deans	Principal Transportation Planner	2597

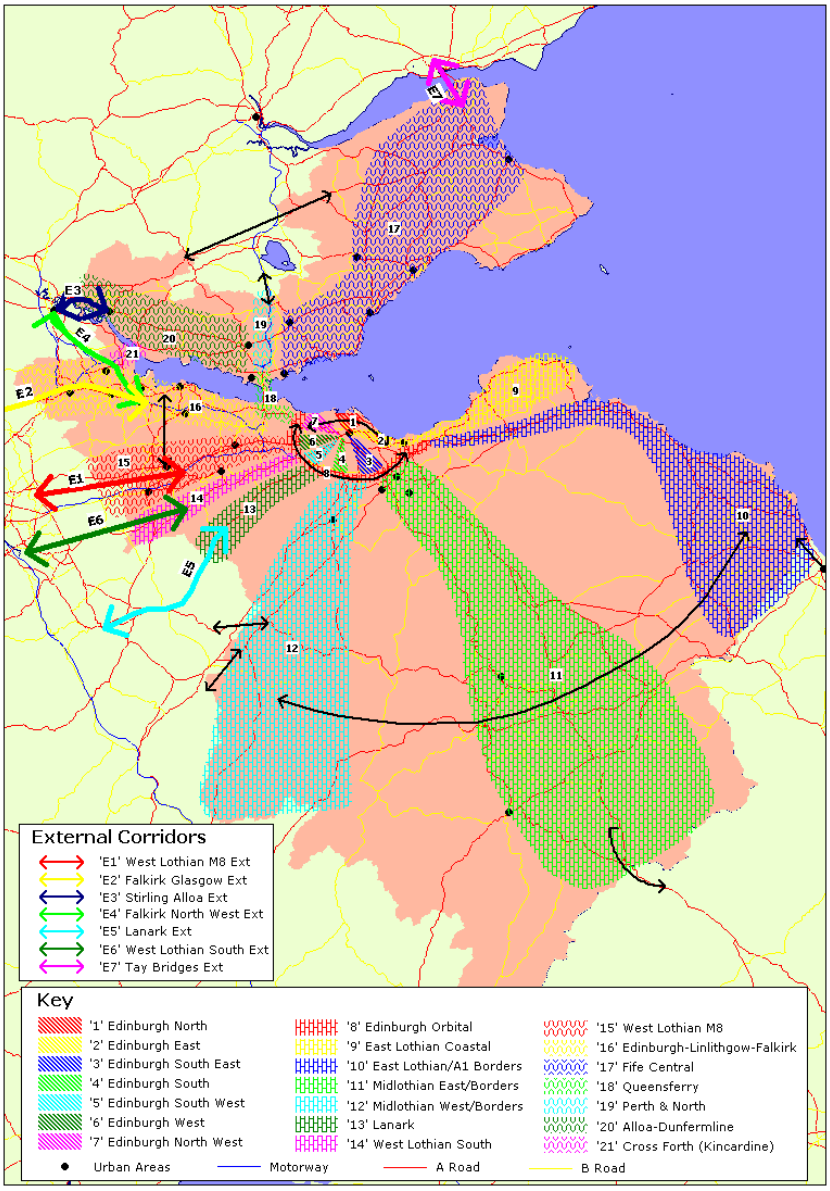
Approved by

NAME	DESIGNATION	SIGNATURE
Gordon McNeil	Head of Development & Environment	Signed: G McNeil
Garry Dallas	Executive Director	Signed: G Dallas

APPENDIX A. Transport Corridor Analysis

A.1 Much of the analysis undertaken for the Regional Transport Strategy (RTS) and the Strategic Development plans used the defined set of 'corridors' as shown below. Table 1 shows the extent of these RTS corridors. The results of recent analysis given in Figure 4 shows AM Peak hour traffic levels in these RTS corridors for 2007, 2024 (March 2012) and 2024 (SG). **Note that internal Edinburgh corridors are not included in the graphics which follow.**

Figure 1 Regional Transport Corridors

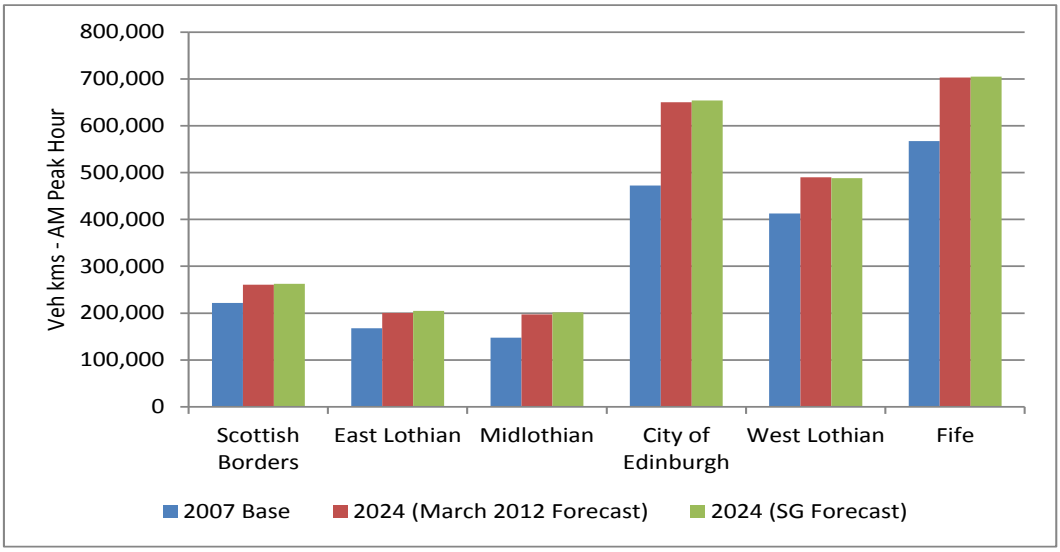


A.2 The Strategic Development Plans have come forward with proposed new development sites in the SEStran area which will have an impact on certain corridors.

Local Authority Level

A.3 Figure 2 below shows the absolute traffic volumes (AM peak) for each local authority for 2007, 2024 (March 2012) and 2024 (SG).

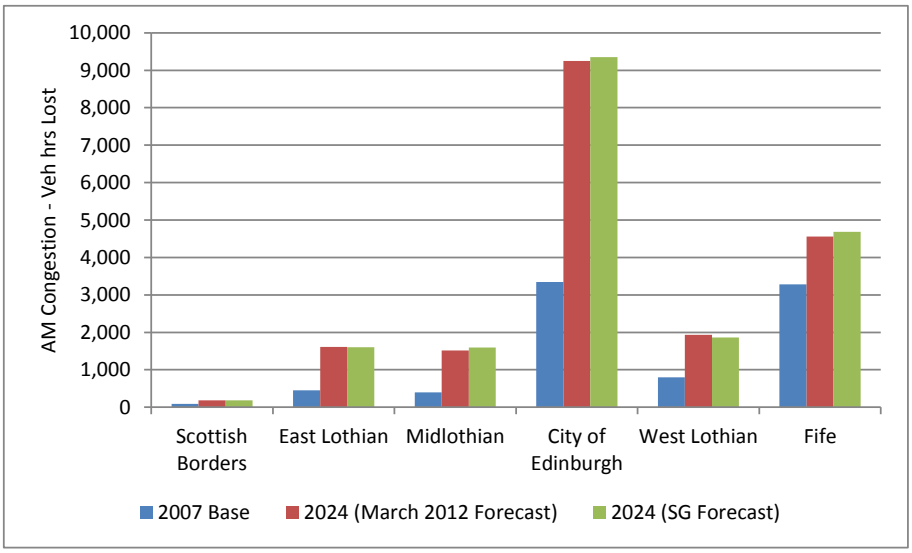
Figure 2 AM Peak Vehicle kms (2007, 2024 (March 2012) & 2024 (SG))



A.4 At the local authority level, the largest increases over time are forecast in Edinburgh and Midlothian. Scottish Borders is forecast to see the lowest increase at 19%.

A.5 The changes in traffic between the two 2024 forecasts generally reflect the changes in population distribution between the two forecasts, eg population and traffic both go down slightly in West Lothian, and both go up slightly in Scottish Borders, East Lothian and Midlothian. All changes in traffic at the local authority level are between -2.5% and +2.5% though.

Figure 3 AM Peak Hrs Lost to Congestion (2007, 2024 (March 2012) & 2024 (SG))



A.6 Figure 3 now shows congestion indicators (total time lost due to congestion) in the same way. This underlines how the majority of the congestion in the area is found in the City of Edinburgh where population density is highest. Although the City of Edinburgh is forecast to see the largest absolute increase in congestion between 2007 and 2024, the percentage increases in East Lothian and Midlothian are actually higher.

A.7 The changes to congestion between the two 2024 forecasts are greater than the impacts on traffic volumes – ie small increases in traffic on congested networks lead to greater increases in congestion. The biggest percentage increase is in Midlothian and West Lothian sees a reduction in congestion compared to 2024 (March 2012 forecast). East Lothian sees a slight reduction in congestion, despite an increase in traffic overall. This will be the result of a change in traffic patterns where the higher volumes are seen in less congested parts of the network.

Regional Transport Strategy Corridor Level

A.8 Between 2007 and 2024, the corridors which are forecast to see the largest increases in absolute terms over time are M9 / E&G, Fife Central and M8 / Bathgate Line. In percentage terms Queensferry (+46%) and the Edinburgh City Bypass corridors (+40%) are amongst the biggest increases. This would be anticipated as they are two of the most congested routes in the area at present and any additional traffic will create disproportional increases in congestion. In addition, the definition of these corridors is narrow compared to some other corridors (ie the corridors as defined contain few uncongested links). Figure 6 below shows the time lost due to congestion per kilometre travelled for all three scenarios in the AM Peak. This reflects the level of congestion experienced by individual vehicle occupants (ie as opposed to total congestion which can reflect higher traffic levels).

Figure 4 RTS Corridor – AM Peak Traffic (veh kms)

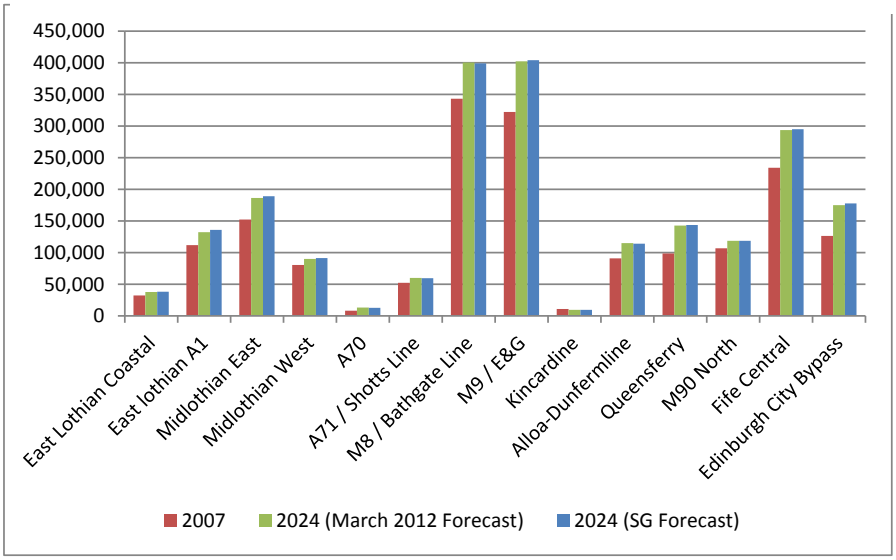


Figure 5 RTS Corridor – AM Peak Congestion (mins/km lost)

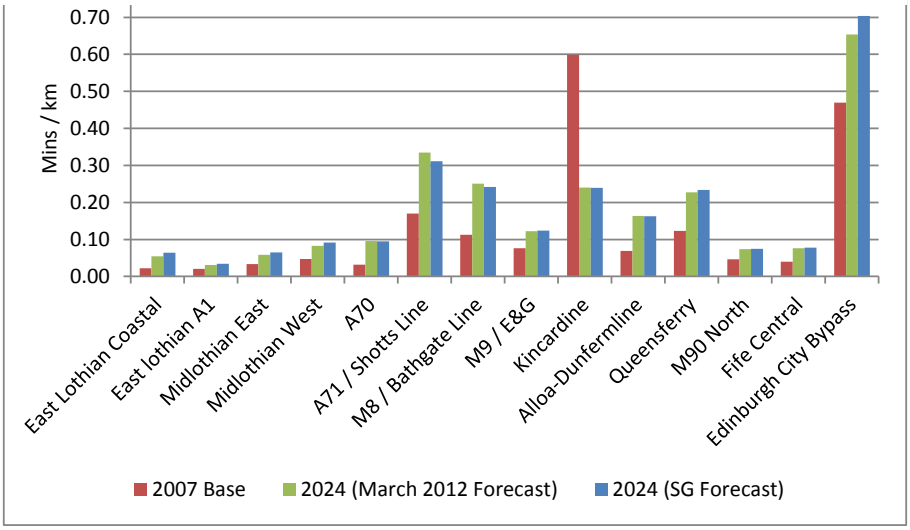


Table 1 RTS Corridors

Corridor	Description
1 - Edinburgh North	Leith Walk, Crewe Road, Inverleith Row
2 - Edinburgh East	Links from Musselburgh, Newcraighall
3 - Edinburgh South East	Liberton Road / Old Dalkeith Road / Gilmerton Road
4 - Edinburgh South	Morningside Road
5 - Edinburgh South West	Lanark Road
6 - Edinburgh West	Corstorphine Road, Calder Road
7 - Edinburgh North West	Queensferry Road
8 - Edinburgh Orbital	Inner and Outer (inc A720)
9 - East Lothian Coastal	A199, North Berwick line
10 - East Lothian A1 / Borders	A1, East Coast Main Line
11 - Midlothian East / Borders	A68, A7, A772, inc Waverley Line
12 - Midlothian WestBorders	A701, A702, A703
13 – Lanark	A70
14 - West Lothian south	A71, Shotts Line
15 - West Lothian M8	M8, A89, A899, Bathgate Line
16 - Edinburgh-Linlithgow-Falkirk	M9, A904, Edinburgh – Falkirk Line
17 - Fife central	A92, A921, East Coast Main Line, Fife Circle
18 – Queensferry	A90, A8000, Forth Road Bridge, Inverkeithing Line
19 - Perth & North	M90
20 - Alloa – Dunfermline	A985, A907 inc Stirling-Alloa Line
21 - Cross Forth (Kincardine)	Kincardine Bridge
E1 – West Lothian M8 Ext	M8, A89, Airdrie Bathgate Line
E2 – Falkirk Glasgow Ext	M876, A803, Glasgow Line
E3 – Stirling Alloa Ext	A907, A91, Stirling Alloa Line
E4 – Falkirk North West Ext	M9, A9 Stirling Line
E5 – Lanark Ext	A70
E6 – West Lothian South Ext	A71, Shotts Line
E7 – Tay Bridges Ext	Tay Road and Rail Bridges

A.9 When viewed in these terms, the Edinburgh City Bypass corridor sees the largest increase by some margin between 2007 and 2024. The West Lothian corridors of A71 / Shotts and M8 / Bathgate also see significant increases over time. Congestion in the Kincardine corridor reduces as a consequence of the opening of the Clackmannanshire Bridge and its associated road / junction improvements.

A.10 Comparing the two 2024 forecasts, the City Bypass corridor is forecast to see a small increase in congestion with 2024 (SG), and congestion is also forecast to increase slightly in the Queensferry and Midlothian West corridors. The A71 / Shotts and M8 / Bathgate Line corridors are forecast to see slight reductions in congestion as a result of this change.

A.11 There is a mixture of traffic increases and reductions relative to 2024 (March 2012) which broadly reflect the population changes. These figures will reflect traffic originating / destined for these areas and also through traffic, so a direct relationship between overall traffic and population changes would not be anticipated. In absolute terms, the biggest increases are seen in Dalkeith / Gorebridge area and Musselburgh / Tranent. Central Borders and Glenrothes / Kirkcaldy also see significant increases in line with population increases. The West Lothian and M8 Corridor SAAs see reduction in traffic, mirroring the reduced population there. In terms of percentage change, traffic in Edinburgh Waterfront reduces by 9% whilst the Dalkeith / Gorebridge areas sees a 4% increase. All other changes are within these bounds.

Network Level Results

A.12 The network level reporting of results has focussed on junction and link based delays and how these change over time.

A.13 In line with this, the following graphics have been produced here which show:

Figure 7 – AM Peak hour link delays, 2007
Figure 8 – AM Peak hour link delays, 2024 (SG)
Figure 9 – AM Peak hour junction delays, 2007
Figure 10 – AM Peak hour junction delays, 2024 (SG)

A.14 These graphics therefore show the impact of increased traffic levels on link and junction delays between 2007 and 2024; and the impact of the change in housing data on flows and delays on the network, based on the underlying assumptions and the approach taken here

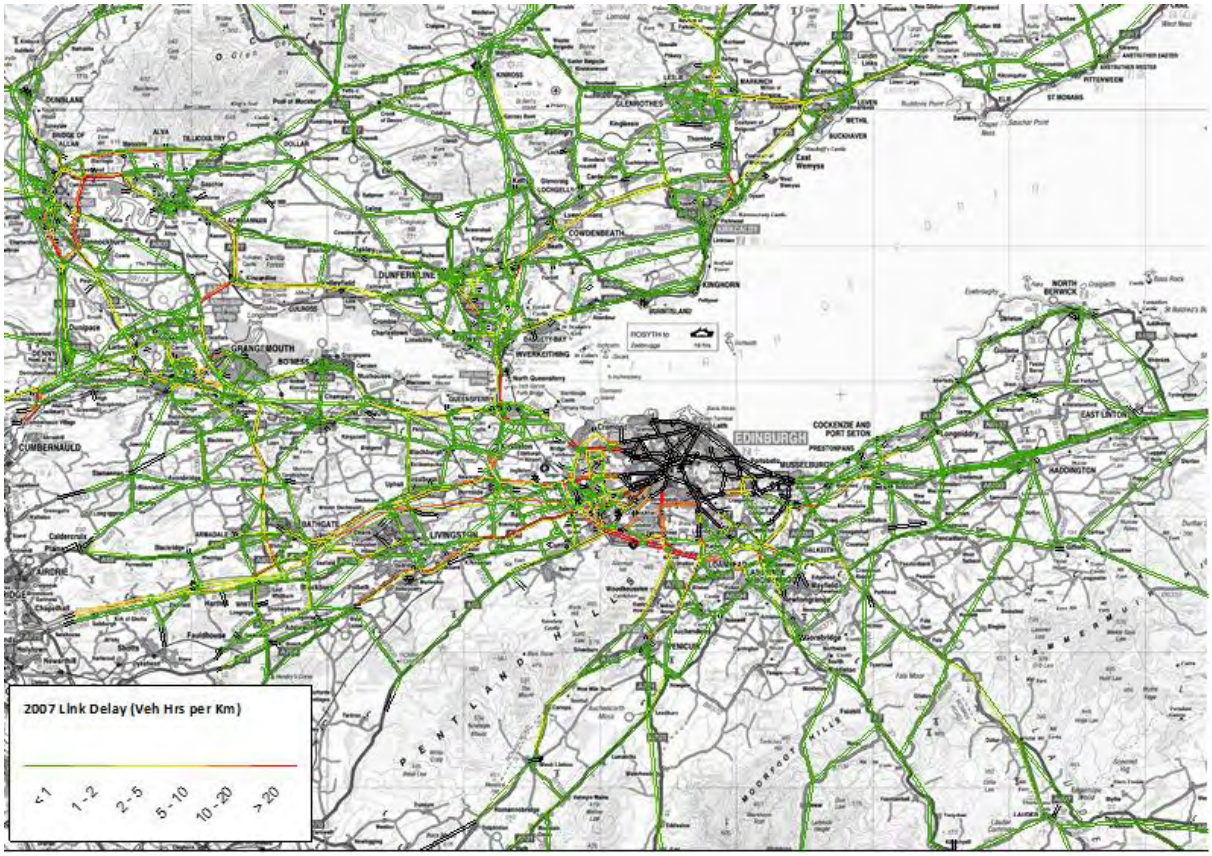

2007 Link Delay (Veh Hrs per Km)
<1
1-2
2-5
5-10
10-20
>20
EDINBURGH

Fig 7

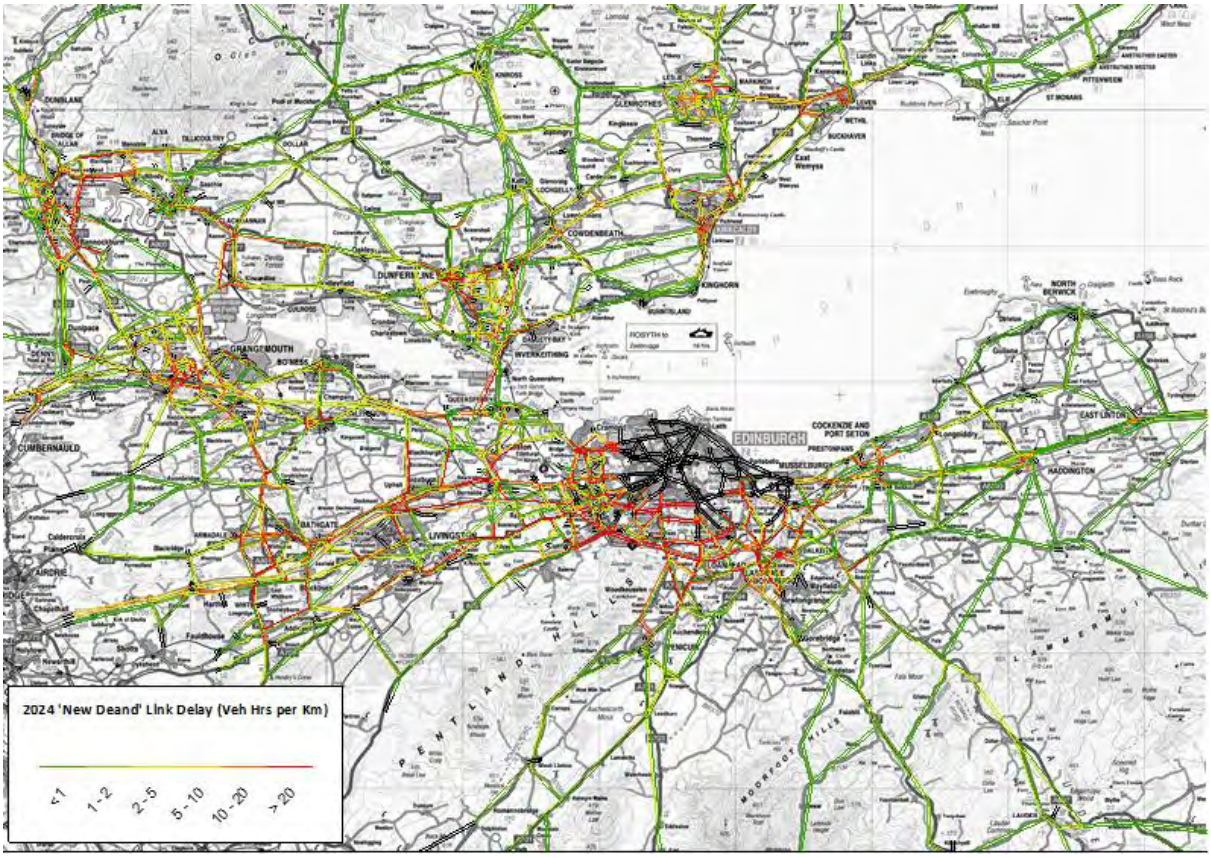

2024 'New Deand' Link Delay (Veh Hrs per Km)
<1
1-2
2-5
5-10
10-20
>20
EDINBURGH

Fig 8

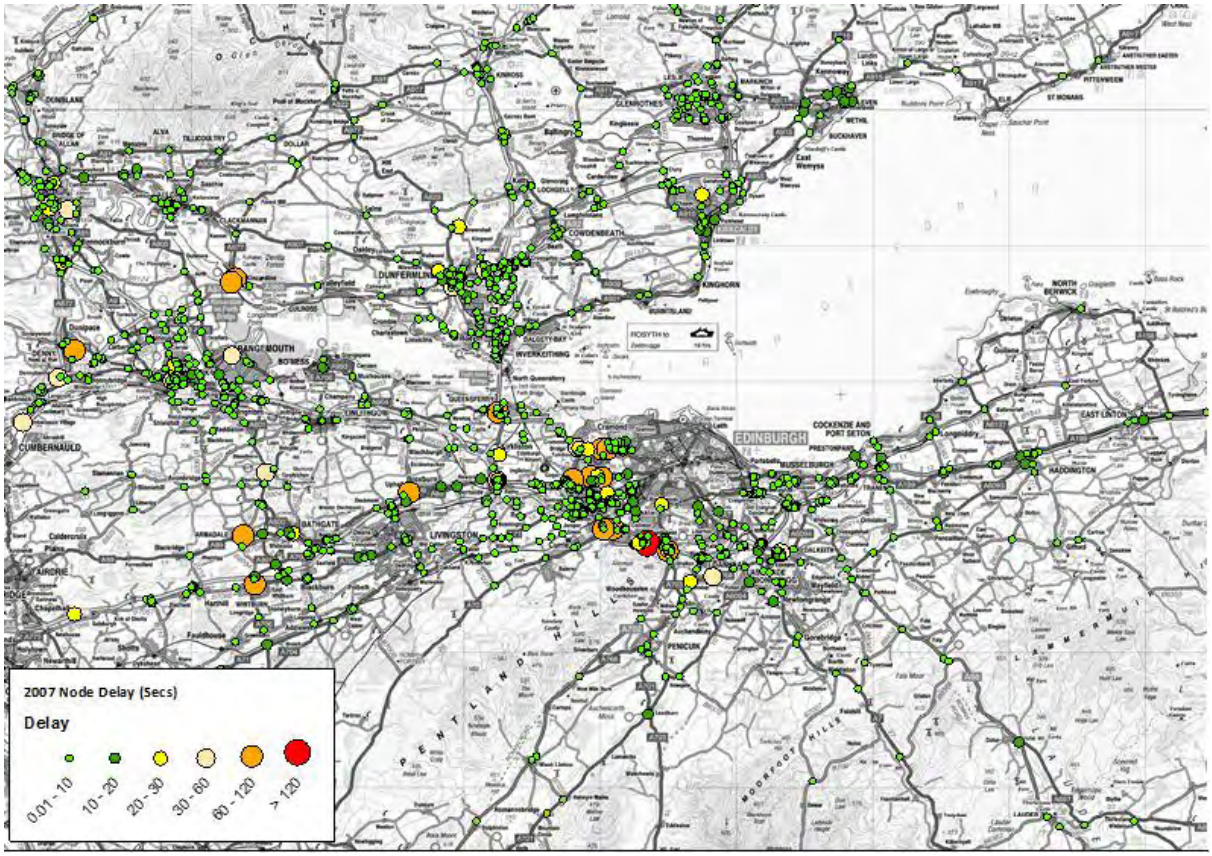

2007 Node Delay (Secs)
Delay
0.01 - 10
10 - 20
20 - 30
30 - 60
60 - 120
> 120
EDINBURGH

Fig 9

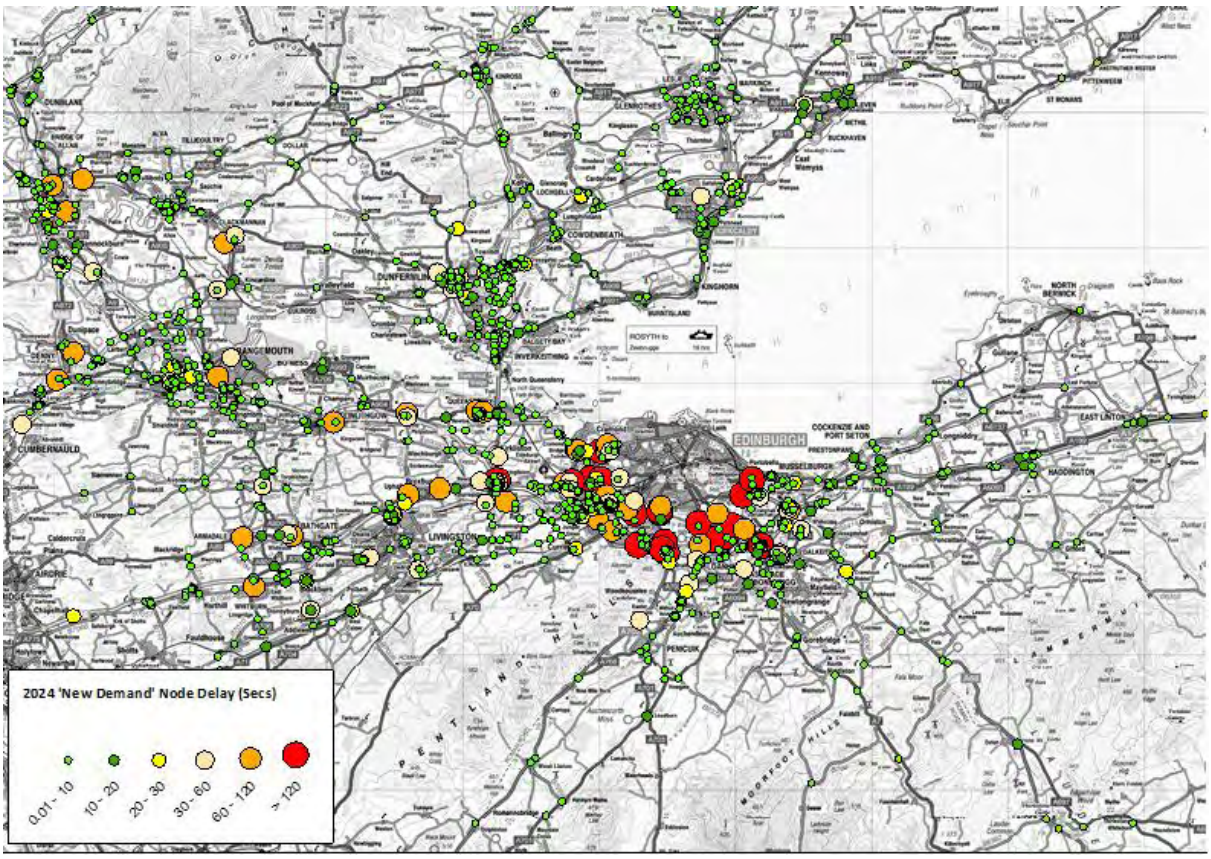

2024 'New Demand' Node Delay (Secs)
0.01 - 10
10 - 20
20 - 30
30 - 60
60 - 120
> 120
EDINBURGH

Fig 10

APPENDIX B. Indicators and Targets

B.1 This Appendix supplements the information in Chapter 4 of the main RTS document.

Targets for Economy

B.2 The **economy** targets are particularly aimed at reducing congestion, widening labour markets and ensuring key economic transport links are maintained and developed.

B.3 In the RTS mode share targets are set for particular movements of people along corridors within the region. Mode share is used here as a proxy for congestion, the implication being that as the mode share for car falls, congestion should also fall. These mode share targets will measure progress against Objective 1.4 'to reduce the negative impacts of congestion, in particular, to improve journey time reliability for passengers and freight'.

B.4 Each RTS objective is now considered in turn.

Objective 1.1 - to maintain and improve labour market accessibility to key business / employment locations

B.5 Access to key business and employment locations can be assessed in terms of the number of potential employees with a given travel time by public transport. This can be thought of as the labour market catchment for key, currently identified, employment centres. Improvements in public transport will increase this catchment, which can be defined in two bands – under 30 minutes and under 60 minutes.

Target: Relative to 2007, achieve a 10% increase in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations within the following key regional employment centres, ,

- Edinburgh city centre;
- Gyle, Edinburgh Park, Edinburgh Airport;
- Livingston;
- Glenrothes;
- Leith Waterfront - Victoria Quay;
- Edinburgh Royal Infirmary / Medipark; and
- Bush Estate/Science Park.

Progress

B.6 An initial target of an increase in accessibility of 3% over the first five years was partially met with changes in accessibility within 30mins travel time catchment varying between +1% and -2% and a general increase in accessibility within 60mins catchment from +8% to -3%. The reasons for the changes in accessibility in some areas could be associated with bus rescheduling and improvements to rail infrastructure e.g. the Airdrie –Bathgate line

B.7 A further set of key secondary employment centres may also be defined in the context of this target, to provide greater geographical coverage.

Monitoring: Annual accessibility mapping exercise using standard software and bus and rail timetable and Census information measures this.

Objective 1.2 - to maintain and improve connectivity to the rest of Scotland, the UK and beyond

B.8 Key economic 'gateways' to the rest of Scotland, the UK and the rest of the World include the motorway network, major railway stations, Edinburgh Airport, and Rosyth, Grangemouth and Leith ports. This objective seeks to ensure links to these gateways and beyond are maintained and improved.

B.9 Improved 'connectivity' here implies improved transport links in the shape of e.g. shorter travel times, more reliable journey times, more frequent services, new or more direct services.

Target: To improve 'connectivity' to a range of key internal and external destinations – mainly indirectly via influencing other bodies such as bus and train operators, airport operators, other RTPs and Transport Scotland. SEStran has been working with Edinburgh Airport in developing its Airport Surface Access Strategy to ensure good quality public and sustainable transport is built into their strategy.

Progress

B.10 As monitored in 2012, increases in connectivity to international destinations i.e. no of flights from Edinburgh Airport are as follows, -4 for local flights for less than 30mins travel time and +29 for longer distance flights. Coach and Rail services within the SEStran area and to the rest of Scotland varied significantly with the number of local SEStran coach services reducing by 53 and increases of 309 in longer distance coach services and all train services

Monitoring: Annual count of the number of direct rail and coach /bus services per day to:

- Between main SEStran settlements;
- To major Scottish settlements;
- To major non-Scottish settlements;

Also the number of domestic and international flight destinations are monitored.

Objective 1.3 - to support other strategies, particularly land-use planning, and economic development

B.11 No quantitative target possible – only demonstrable synergies with other strategies, through new working relationships and structures.

Target: Demonstrable progress in collaborative working between SEStran, SESplan, planning authorities, economic development agencies and other appropriate stakeholders. For example, SEStran has become a Key agency in the planning process in relation to Strategic and Local Development Plans. In the longer term, an RTS target (10 year) is to identify the transport infrastructure and services required to meet the relevant development plan requirements.

Progress

B.12 Statutory consultee in all Local Authority Development Plans and have worked closely with SESplan in developing their Strategic Development Plan.

Monitoring: qualitative – demonstrable progress in collaborative working.

Objective 1.4 - to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight

B.13 Commute-based mode share targets have been developed for the RTS. Achievement of these targets will reduce congestion in key corridors and improve journey time reliability. 'Time lost to congestion' is regularly monitored on the busier parts of the trunk road network by the Scottish Government, and reported annually. At present, congestion is not measured in a consistent, quantitative way in the wider SEStran area. However, new technology in the near future may dramatically improve the potential to measure congestion consistently. SEStran will seek to make use of these new data as and when it becomes available, and will update its target accordingly.

Target: (i) Reduce 'car driver' share for travel-to-work by six percentage points over the period of the RTS (see Chapter 8 for details),; (ii) Over the period of the strategy, reduce (after 15 years) time lost due to congestion across the SEStran trunk road network; (iii) From the Scottish Household Survey (Travel Diary), reduce the proportion of car driver journeys made by SEStran residents which are reportedly affected by congestion between 0700 and 0900.

Progress

B.14 Monitoring in 2012 indicated a general reduction in congestion since 2007 varying from 9 hr/annum reduction at the Kincardine Bridge to an increase of 2 hr/annum at the Forth Bridge, Car driver/ passenger mode share for travel to work has reduced by 1% and the proportion of car drivers affected by congestion has reduced by 19%. The level of concern about traffic growth has reduced by 7%.

Monitoring: (i) Use of Census data once every 10 years, use of Scottish Household Survey Travel Diary reporting on car availability, car driver/passenger mode share, frequency of driving in congestion, car trips reportedly affected by congestion and the level of concern about traffic growth.(ii) Scottish Government's Trunk Road Local Congestion Monitoring at the key key locations:

- Forth Bridge approaches
- Kincardine Bridge approaches
- A1- Macmerry
- A720 – City Bypass
- M9 – Claylands
- M8 – Baillieston to Hermiston Gait

Targets for Accessibility

B.15 The overarching objective for **accessibility** is 'to improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas'. Targets for each sub-objective are proposed below.

Objective 2.1 - to improve access to employment

B.16 Through accessibility modelling, the RTS has established a measure for residential access to employment for all areas of SEStran, at a detailed spatial level. Modelling can be used to measure the impact of public transport improvements on this accessibility measure.

Target: For communities defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment (using the above measure) by an average of at least 10% after 15 years).

Progress

B.17 From the 2012 monitoring results accessibility has been improved from the selected areas to employment by 5.7% which exceeds the initial 5yr target of 3%

Monitoring: Annual accessibility mapping exercise using standard software and bus and rail timetable and Census information will be able to measure this. A 'Hansen' access to employment indicator will be the key measure.

Objective 2.2 - to improve access to health facilities

B.18 The accessibility modelling undertaken in the RTS also allows an accurate picture to be built of communities with long travel times, using public transport (defined here as greater than 60 minutes), to hospital services, where there are a significant number of zero-car households (see Chapter 6).

Target: Reduce the proportion of zero-car households with poor access (>60 minutes travel by public transport) during various time periods and to defined key hospitals by 50% over the period of the RTS (15% after five years).

Progress

B.19 The 2012 monitoring results indicate the number of households in this category 9I>e access hospital <60 mins) has changed by +1.6% and -5.9%

Monitoring: Annual accessibility mapping exercise using standard software and bus and rail timetable and Census information measures this. The hospitals monitored are:

Borders General Hospital

Dunfermline Queen Margaret

Victoria Hospital Kirkcaldy

Edinburgh Western General

St Johns Hospital Livingston

(Falkirk and District Royal Infirmary)

(Stirling Royal Infirmary)

Dumfries and Galloway Infirmary

Perth Royal Infirmary

Dundee Ninewells Hospital

Falkirk and District Royal Infirmary and Stirling Royal Infirmary have now been replaced by the Forth Valley Royal Infirmary.

B.20 Also monitoring looks at the frequency of use of a car to visit GPs and ease of access to GPs without a car.

Objective 2.3 - to improve access to other services, such as retailing, leisure and education

Target: Reduce the proportion of zero-car households with poor access (>45 minutes travel by public transport) to defined further education colleges, job centres and regional shopping centres by 20% over the period of the RTS (7% after five years).

B.21 Note that improvements to public transport targeted at those >60 minutes from key services will in many cases also benefit those living closer.

Progress

B.22 The 2012 monitoring indicated that the change in percentage of households with poor access varied from +2.2% to -7.5%

Monitoring: Annual accessibility mapping exercise using standard software and bus and rail timetable and Census information will be able to measure this. For monitoring purposes accesss to the following is being measured

- Colleges (7-10am)
- Universities (7-10am)
- Leisure centres (swimming Pools) (10am-4pm)
- Job centres (10am – 4pm)
- Retail Centres (10am – 4pm) for the following groups of locations
- Primary centres
- Major centres
- Regional towns
- Urban centres
- Local centres
- Rural Centres
- Factory outlet centres
- Retail parks, Supermarkets

B.23 Also monitored is the ease of use of public transport, walking and cycling to access small shops, supermarkets, town shopping, evening leisure, friends, GPs and library

Objective 2.4 - to make public transport more affordable and socially inclusive

B.24 There are a range of barriers to the use of public transport which the RTS is setting out to address.

Targets: (i) By, or before the end of the RTS, seek to monitor the implementation of all DDA requirements regarding accessible buses and all public transport complies with the requirements of the Equalities Act2010. (ii) Identify high fare 'anomalies' in the SEStran area by the end of the RTS period, relative to 2007 (iii) Seek to influence national policy in relation to the procurement of bus services, if necessary to meet other RTS targets.

Progress

B.25 The percentage of people of people who consider bus fares good value has reduced by 8% to a value of 61%

Monitoring: Information from bus and rail operators on DDA compliant routes. Monitor the % of people who consider bus/train fares are good value and the use of concessionary fares in the Scottish Household Survey.

Targets for Environment

Objective 3.1 - to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions

B.26 Reducing the level of road traffic is central to the goal of cutting greenhouse gas emissions.

Target: Progress should be made at the SEStran level towards the Scottish Government's aspirational national traffic reduction target of a return to 2001 traffic levels by 2021, and the Scottish Government's emissions targets.

Progress

B.27 2012 monitoring results indicate a 2.9% reduction in traffic levels and a 4% reduction in petrol and diesel consumption.

Monitoring: Scottish Government published statistics on traffic levels in the SEStran area. . Also monitored is the change in petrol and diesel consumption in the SEStran area.

Objective 3.2 - to minimise the negative impacts of transport on natural and cultural resources

Target: To minimise significant effects on areas designated for, or acknowledged for, their biodiversity interests (including protected species), landscape and / or cultural heritage importance, from interventions in the RTS.

Monitoring: No practical monitoring available.

Objective 3.3 - to promote more sustainable travel

B.28 The achievement of more sustainable travel choices will be evidenced through changes in mode share, and in particular a reduction in the share of 'car driver'.

Target: Targets for mode share (see objective 1.4).

Progress

B.29 The monitoring to 2012 indicates very little change to the mode share figures but with significant membership of TripshareSEStran, nearly 7,000 members and large increases in the number of people entering and exiting SEStran stations (5,644,728)

Monitoring: Through the Scottish household survey monitor modal share of various journeys and information . Also monitor the use of Liftshare and car clubs. Also monitor the number of passengers entering and leaving stations in the SEStran area. SEStran has its own TripshareSEStran Scheme

covering the SEStran area, to increase travel choices and reduce the need to own a car. This is monitored on a regular basis

Objective 3.4 - to reduce the need to travel

B.30 Advances in technology are creating opportunities for reducing the amount of travel undertaken, eg home working, tele-conferencing, internet shopping etc.

Target: To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS.

Progress

B.31 No discernable change.

Monitoring: Scottish Household Survey and Travel Diary on the numbers of adults working from home and the number of trips using motorised transport

Objective 3.5 - to increase transport choices, reducing dependency on the private car

Target: Targets for mode share (see objective 1.4).

Progress

B.32 General increase in all indicators with a slight drop (2%) in the public's perception of the convenience of public transport.

Monitoring: Scottish Household Survey on the frequency of driving, proximity to public transport, perceptions of public transport and use of public transport

Targets for Safety and Health

Objective 4.1 - to improve safety (reducing accidents) and personal security

Targets: (i) By 2020, to cut the number of killed by 40% and seriously injured casualties by 55% and child killed by 50% and seriously injured by 65%from a 2004 -2008 base. There is also a target to reduce the slight casualty rate by 10%(ii) Over the period of the strategy, a 20% reduction (7% after five years) in pedestrian and cyclist KSIs per trip made (using SHS data for trip making). (iii) Over the period of the strategy, a five percentage point improvement in the perception of the safety of travel by bus in SEStran (currently around 85%), using Scottish Government Bus Satisfaction monitoring data (two percentage points after five years).

Progress

B.33 For the 10 yr period up to 2010, on a national basis there has been a 41% reduction in KSIs, 65% reduction in child KSIs and 38% reduction in slight casualties. On a SEStran basis reductions are well within targets. Passenger perception of safety dropped by approx 3% but train passengers perception of safety rose by 3%

Monitoring: National Road Casualty Statistics. and SHS survey into perception of safety on public transport.

Objective 4.2 - to increase the proportion of trips by walk/ cycle

Targets: Targets for mode share (see objective 1.4); in addition, over the period of the strategy, a 5% point increase in walking and cycling mode share for all trips, SEStran wide. Cycling Action Plan for Scotland has a vision of 10% of all journeys will be by bike by 2020.

Progress

B.34 The 2012 monitoring indicated changes between -1% and +8% in walking and cycling

Monitoring: Scottish household survey data on number of bikes/household and number of trips by bike and foot.

Objective 4.3 - to meet or better all statutory air quality requirements

Target: To contribute to meeting the national targets for air quality. **Progress**

B.35 A general increase in the number of AQMAs

Monitoring: The Number of Air Quality Management Areas in the SEStran area.

Objective 4.4 - to reduce the impacts of transport noise

B.36 The Scottish Government undertook a 'noise mapping' exercise which, based on 2005 traffic levels, identified 'hot spots' of transport related noise. No further action has been taken on this subject.

Target: No quantitative target possible

APPENDIX C. Audits

Equalities Audit (Policy 25)

C.1 SEStran, as a Regional Transport Partnership, has a statutory requirement to comply with requirements associated with Equality legislation and also tackle discrimination on age, religious and sexuality grounds.

C.2 An Equality Scheme for SEStran has been published on the website. The scheme provides clear cross referencing to other approved and published SEStran documents so that anyone wishing to establish our position on equity issues can find it. A key element of the scheme is the establishment of an Equalities Forum which meets on a three monthly basis, involving local equalities groups, to discuss the work that SEStran is doing and how it operates, to get feedback and suggestions on how we can usefully improve on equalities issues.

C.3 The implementation of equalities policies is an ongoing process rather than simply the requirement to publish a specific scheme. Equal Opportunities is at the heart of the SEStran ethos and we intend to meet our statutory duties in this regard.

C.4 The Regional transport Strategy is at the core of the Equalities Scheme and the review was carried out, taking on board the actions identified in the Outcome Report.

Strategic Environmental Assessment (SEA)

C.5 The South East Regional Transport Partnership (SEStran) produced a Regional Transport Strategy (RTS) in 2007 which covered the years 2008 - 2023. In accordance with the Environmental Assessment (Scotland) Act 2005 the strategy was subject to a strategic environmental assessment (SEA) which was presented as an Environmental Report and published along with the strategy. Both reports are currently available on our web site.

C.6 The review has not significantly changed the strategies objectives or policy, with most changes related to SEStran's reduced ability to directly influence or implement the measures identified in the strategy.

C.7 Therefore it is proposed under the Environmental Assessment (Scotland) Act that the reviewed plan has no modification to the SEA that is likely to have significant environmental effects as prescribed in Section 8(1) of the Act.

Access to Healthcare Audit

C.8 In line with policies 24 and 25 and the actions outlined in 7.25 SEStran has been developing an audit of Access to Healthcare through its Access to Healthcare Working Group.

C.9 One of the key elements in auditing Healthcare access was a report by the Scottish Government on Healthcare Transport Short Life Working Group which gave general outlines of where progress needed to be made to address this issue. SEStran subsequently arranged a meeting of Health Board, Scottish Ambulance and Community transport managers to agree a way forward. The outcomes of this workshop are given below and will form the basis of an agreed strategy.

- The group agreed that the workshop would be the beginning of an inter-agency process to improve access to health and social care which would aid learning from shared experience, co-ordination of action and development of appropriate solutions and appropriately inform service users.
- The group agreed to develop a region-wide inter-agency action plan to improve access to health and social care, identifying where joint working will add value over and above activities that would otherwise occur. SEStran will arrange a meeting to develop this action plan set objectives and timescales.
- In advance of that, a visit will be held to NHS Lothian's transport hub, and maybe also NHSFV's booking system and East Lothian Council's integrated transport service, in order to share lessons about these examples of good practice.

C.10 Other identified actions are:

- For NHS Boards to complete their Health and Social Care Transport Toolkit responses.
- Collate information from Boards regarding spend on HTCS to evaluate patients' awareness of the scheme.
- Gain a more comprehensive understanding of problems affecting people accessing health/social care.
- Obtain further information on the GG & Clyde Health Board transport booking system and the impact therein of providing service users with public transport travel arrangements.
- Assess the potential of trialling within the SEStran area the opportunity to provide service users with public transport and travel arrangements when being booked for health and social care appointments.
- Obtain further information on how health and social care systems are promoting changes to patient transport arrangements and how they are effectively keeping the public informed

THIS PAPER RELATES TO ITEM 08

ON THE AGENDA

CLACKMANNANSHIRE COUNCIL

Report to Enterprise and Environment Committee

Date of Meeting: 6 November 2014

Subject: District Heating Feasibility Study: Owens-Illinois Glassworks, Alloa and surrounding area of Alloa

Report by: Head of Development & Environment

1.0 Purpose

1.1. The purpose of this report is to advise the Committee that a study is being carried out to look at the feasibility of recovering waste heat from the Owens-Illinois glassworks in Alloa into a local district heating scheme.

2.0 Recommendations

2.1. It is recommended that Committee notes that a feasibility study into the capture of heat generated by the Owens-Illinois glassworks into a district heating system is being conducted on behalf of the Scottish Government, and the Council is actively participating in, and supporting, the study.

3.0 Considerations

3.1. The Scottish Government has a target to reduce Scotland's greenhouse gas emissions by 42% by 2020, and by 80% by 2050. Under the Climate Change (Scotland) Act, Clackmannanshire Council has a duty to contribute to meeting these targets.

3.2. To assist with meeting the targets, and in recognition of the fact that heat is estimated to account for over half of all the energy consumed in Scotland, the Scottish Government produced a draft Heat Generation Policy Statement (HGPS) for Scotland.

3.3. The draft HGPS sets out measures to reduce the need for heat; to supply heat efficiently at least cost to consumers; and to use renewable and low-carbon resources to produce heat. One of the proposed measures is district heating, the supply of heat by hot water to a number of buildings through a heat network of underground pipes. The Scottish Government's ambition is for 40,000 homes to be connected to district heating by 2020.

3.4. The Scottish Government, through Resource Efficient Scotland, is funding consultants to carry out a study into the feasibility of heat recovery from the Owens-Illinois glassworks in Alloa. The study considers the amount of heat

produced by the furnaces; the opportunities to capture the heat and transmit it through a district heating network; and the potential users of the heat in the area around the glassworks. The glassworks had the 16th highest direct emissions of carbon dioxide in Scotland in 2012, suggesting that it is a significant user of energy.

3.5. Clackmannanshire Council has participated in this study, supplying information on energy demand for a number of its buildings in the vicinity of the glassworks, including Kilncraigs, Alloa Academy, Park Primary, Park Nursery, Alloa Family Centre and the Bowmar Centre. Other potential users of heat include existing and planned housing and businesses.

3.6. If the study shows that there is potential for a district heating system, then the Council would have the potential to save on its fuel bills and reduce its greenhouse gas emissions through more efficient use of energy: heat is typically sold at lower cost than gas or electricity (typically 5%-20% lower). Extending a district heat network to social housing would have the potential to help alleviate fuel poverty by reducing household energy bills, while extending it to business sites and providing lower-cost heat could help attract new business investment to the area. If a district heating system was taken forward, it could have the potential to generate revenue for the Council through the sale of heat.

3.7. The findings of the study are due to be published in November 2014, and the outcome will be considered, along with proposals for taking any recommendations in the study forward.

3.8. If the study shows that there is potential for a heat network in Clackmannanshire, then there will be the opportunity to apply for EU funding under the Horizon 2020 grant scheme. This includes stream EE18 (New technologies for the utilization of heat recovery in large industrial systems) and EE14 (Removing market barriers to the uptake of efficient heating and cooling solutions). These schemes each have €3-4million (approximately £3million) each available for up to 100% of project costs.

3.9. The Scottish Government, through Resource Efficient Scotland, has indicated that it would strongly support the Council applying for such a grant as the lead partner in a district heating project, and would provide assistance in making the application. This is one of only two industrial heat to district heating projects currently being looked at by the Scottish Government.

3.10. Funding of up to £400,000 would also be available from the Scottish Government's District Heating Loan Fund, to support capital infrastructure to establish a district heating system. The District Heating loan Fund has a total of £8million available.

3.11. There is scope for the Council to take the lead role in developing a district heating network and setting up an Energy Service Company (ESCO). The EU funding described above can be used to cover capital costs, and there is scope for income generation from the sale of energy to others. A similar project in Dundee (using excess heat from a tyre factory) is expected to have a short payback period.

4.0 Sustainability Implications

4.1. There are no direct sustainability implications arising from this report; however, the construction of a district heating network in Alloa would significantly contribute to reducing the council and the area's greenhouse gas emissions, could support the wider cost efficiency of the Alloa Glassworks and could contribute to reducing the number of people in fuel poverty.

5.0 Resource Implications

5.1. Financial Details

5.2. The full financial implications of the recommendations are set out in the report. This includes a reference to full life cycle costs where appropriate. Yes ☑

5.3. Finance have been consulted and have agreed the financial implications as set out in the report. Yes ☐

5.4. Staffing

5.5. There are no staffing implications arising from this report at this stage.

6.0 Exempt Reports

6.1. Is this report exempt? Yes ☐ (please detail the reasons for exemption below) No ☑

7.0 Declarations

The recommendations contained within this report support or implement our Corporate Priorities and Council Policies.

(1) **Our Priorities** (Please double click on the check box ☑)

The area has a positive image and attracts people and businesses	☑
Our communities are more cohesive and inclusive	☐
People are better skilled, trained and ready for learning and employment	☐
Our communities are safer	☐
Vulnerable people and families are supported	☑
Substance misuse and its effects are reduced	☐
Health is improving and health inequalities are reducing	☑
The environment is protected and enhanced for all	☑
The Council is effective, efficient and recognised for excellence	☑

(2) **Council Policies** (Please detail)

8.0 Equalities Impact

8.1 Have you undertaken the required equalities impact assessment to ensure that no groups are adversely affected by the recommendations?
Yes ☐ No ☑

9.0 Legality

9.1 It has been confirmed that in adopting the recommendations contained in this report, the Council is acting within its legal powers. Yes ☐

10.0 Appendices

10.1 Please list any appendices attached to this report. If there are no appendices, please state "none".

None

11.0 Background Papers

11.1 Have you used other documents to compile your report? (All documents must be kept available by the author for public inspection for four years from the date of meeting at which the report is considered)
Yes ☐ (please list the documents below) No ☑

Author(s)

NAME	DESIGNATION	TEL NO / EXTENSION
Rebecca Bell	Sustainability Officer	2582

Approved by

NAME	DESIGNATION	SIGNATURE
Gordon McNeil	Head of Development and Environment	Signed: G McNeil
Garry Dallas	Executive Director	Signed: G Dallas