



Multimodal transport: SEStran & Cycling

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Active Travel Officer

SEStran (South East Scotland Transport Partnership)

June 15th 2015

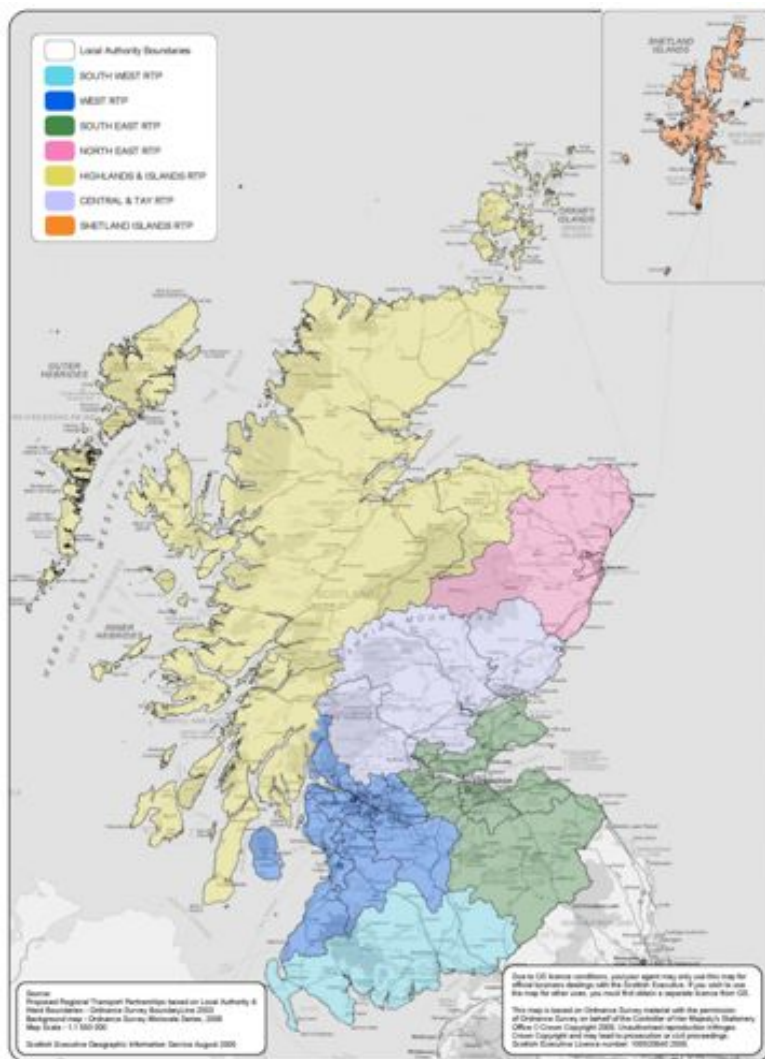
Overview



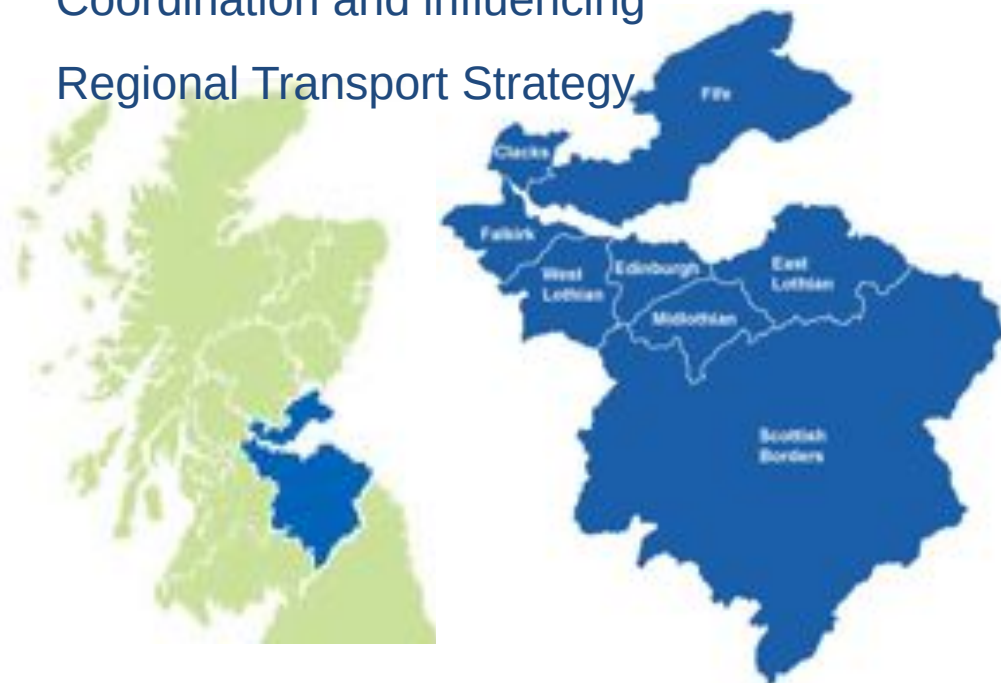
- Introduction to SEStran
- My role as an Active Travel Officer
- Regional Transport Strategy
- Cycling & SEStran
- Rail & SEStran
- Looking forward: Integrated Travel and a Partnership Approach
- Questions



Introduction to SEStran



- One of 7 Regional Transport Partnerships in Scotland
- Made up of 8 Local Authorities
- Statutory as of 2005
- Coordination and influencing
- Regional Transport Strategy



Introduction to SEStran



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Walk



Bike



Taxi



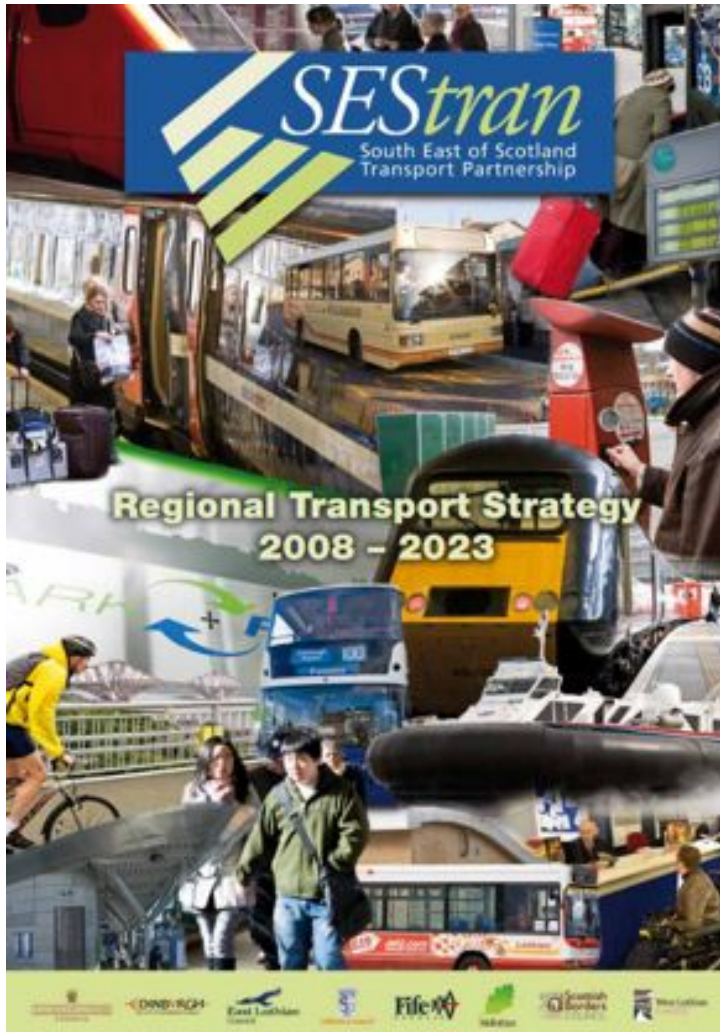
Car

My role as an Active Travel Officer



- Point of contact for any cycling/walking related enquiries
- Overseeing the development of the new SEStran Strategic Cross Boundary Cycle Development study
- Administrating the Regional Cycle Network Grant Scheme
- Assisting with European Sustainable Travel Projects e.g. 'CHUMS'

Regional Transport Strategy



Vision Statement:

'South East Scotland is a dynamic and growing area which aspires to become one of northern Europe's leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to better health.'

Objectives

- 1. Economy** – to ensure transport facilities encourage economic growth, regional prosperity and vitality in a sustainable manner
- 2. Accessibility** – to improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas
- 3. Environment** – to ensure that development is achieved in an environmentally sustainable manner
- 4. Safety and Health** – to promote a healthier and more active SEStran area population

Cycling & SEStran RTS Objectives, Policies & Actions



Objectives

1.1 maintain and improve labour market accessibility to key business/employment locations, from all localities and communities.

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

3.3 promote more sustainable travel.

3.5 increase transport choices, reducing dependency on the private car

4.2 increase the proportion of trips by walk/cycle.

Actions (RTS Refresh)

Topic 16 - Urban cycle networks, including integration and parking

Action: Support the development of urban cycle networks as identified in our 2010 study [high priority]

Topic 17 - Regional Active Travel network, including integration and parking

Action: Work closely in partnership with Sustrans on the development of these networks [high priority]

Policies

Sustainable Modes

Policy 23 – Schemes that improve the accessibility by public transport, walking and cycling of key development areas will be afforded higher priority for implementation.

Policy 24 – The RTS will prioritise interventions that promote the use of more sustainable modes of transport, in particular non-motorised modes

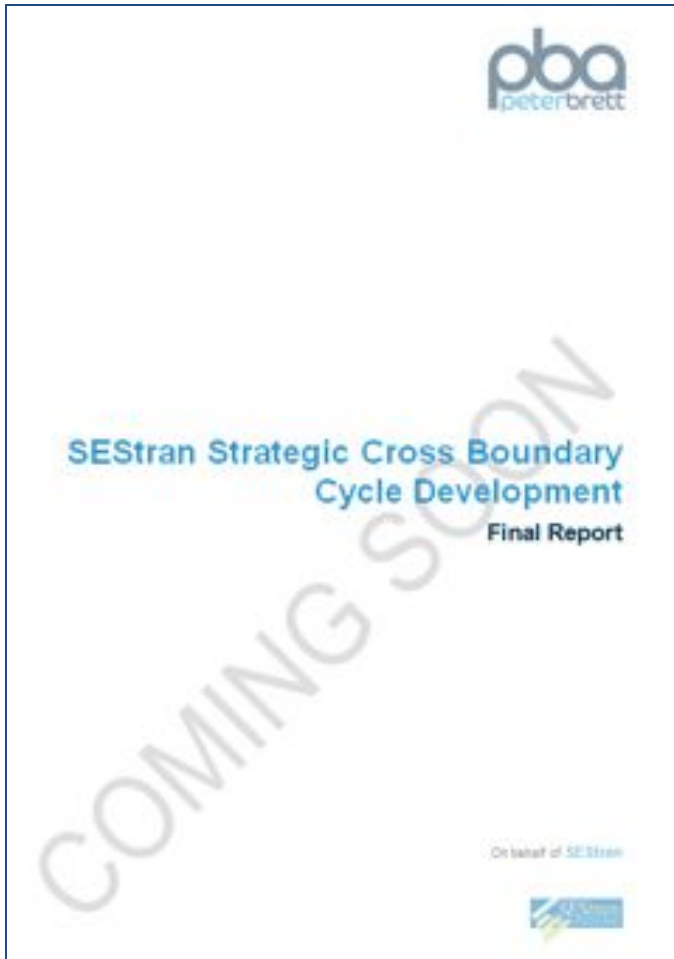
Health Promotion

Policy 35 – There will be a presumption in favour of schemes that lead to greater physical activity, and that facilitate independent travel especially by children.



Cycling & SEStran

SEStran Strategic Cross Boundary Cycle Development





Cycling & SEStran Other projects/events



All abilities cycle rides:



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Rail & SEStran RTS Objectives & Policies



Objectives

1.1 maintain and improve labour market accessibility to key business/employment locations, from all localities and communities.

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

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

3.3 promote more sustainable travel.

3.5 increase transport choices, reducing dependency on the private car

Policies

Improvements to Public Transport (Rail)

Policy 3 – Encouragement will be given by SEStran to Transport Scotland for cost-effective investment and service support that builds an integrated rail-based regional transport network, including trams, fully integrated with existing and planned development.

Policy 4 – There will be a presumption in favour of supporting the targeting of rail investment to enhance the public transport capacity (including, where appropriate, station capacity) of existing heavily-used and congested rail corridors for passengers and/or freight.



Rail & SEStran Network Map



Office: Riverside 2/2000, 4000 Stirling Road, 2000 Stirling, Scotland FK9 7LQ
 01896 322000
 www.mvaconsultancy.com

Looking Forward: Integrated Travel and a Partnership Approach

RTS Objectives, Policies & Actions



Objectives

- 1.1 maintain and improve labour market accessibility to key business/employment locations, from all localities and communities.
- 1.2 maintain and improve connectivity to the rest of Scotland, the UK and beyond

Policies

Strategy & Policy Integration

Policy 40 – All projects and interventions will be subject of a Quality Audit to ensure they maximise opportunities to meet all RTS objectives and policies. In particular schemes designed to encourage public transport use and/or reduce congestion should be audited to ensure they maximise their potential to also encourage walking and cycling. The Quality Audit will ensure that the needs of all groups are given due consideration in the assessment and design of RTS measures.



Thank you for listening!

Any questions?

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