

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**29 APRIL 2008****RTS SUB-STRATEGIES PROGRESS UPDATE****REPORT BY DIRECTOR**

This report updates the Partnership on progress made with development of the RTS sub-strategies for – Buses; Travel Information; Park and Ride and Walking and Cycling.

1 RECOMMENDATIONS

1.1 That the Partnership:-

- (i) notes progress on developing the four RTS sub-strategies as outlined in the report;
- (ii) agrees to receive a further report on the completed sub-strategies at its meeting on 24 June 2008; and
- (iii) notes the contents of a letter received from Stewart Stevenson, Minister for Transport, Infrastructure and Climate Change, regarding the Key Outcomes of a High Level Bus Forum and attached at Appendix A

2 BACKGROUND

- 2.1 At its meeting on 18 December 2007 the Partnership endorsed the appointment of consultants to develop four RTS sub-strategies - Bus Strategy and CT/DRT Action Plan; Travel Information Strategy; Park and Ride Strategy; Walking and Cycling Strategy (Report RTP/07/38 refers).
- 2.2 At the 30 January 2008 meeting it was reported to the Partnership (Report RTP/08/02 refers) that inception meetings had been held with all 4 consultants during December and January with the intention that the Draft Final sub-strategies be published by the end of March 2008, for consideration by the Partnership at its meeting on 29 April 2008.
- 2.3 It is now intended to have the final draft sub-strategies completed for consideration by the Partnership at its meeting on 24 June 2008. The slippage in programme is due to a number of circumstances, including the need to develop the RTS and its sub-strategies having regard to how these can assist in achieving Councils' Single Outcome Agreements (SOAs), within the evolving relationship between Central, Regional and Local Government.
- 2.4 This report gives details of progress made to date for each of the sub-strategies. A short presentation giving the latest position and anticipated outcomes of each sub-strategy will be given at the Board meeting.

3. DISCUSSION

- 3.1 There is overlap between all of the sub-strategies. However, in particular, three of the strategies have a public transport focus and opportunities have been taken throughout the process to combine work and consultation where possible e.g. workshops/forums on 6th February and 8th April involved all three consultants working on Buses and CT/DRT, Travel Information and Park and Ride strategies.

Buses Strategy and Community and Demand Responsive Transport Action Plan

- 3.2 The consultant commissioned for this sub-strategy is Steer Davies Gleave. There are a number of key deliverables throughout the process before arriving at a final Regional Buses Strategy and CT/DRT Action Plan.
- 3.3 An initial Audit Report was produced to identify existing service provision, including registered Local Bus services, Community Transport and Demand Responsive Transport, and where gaps in provision exist. The report also audited bus stop infrastructure and ancillary features (interchanges, etc) and provided information on potential Best Practice.
- 3.4 From this work and extensive stakeholder consultation undertaken throughout the process by e-mail, face to face meetings and presentation at the first meeting of the Buses Forum on 6th February, a draft Buses Strategy and CT/DRT Action Plan was produced and has been subject to a wide ranging stakeholder e-mail consultation.
- 3.5 The outputs from this consultation will be incorporated into a final draft Buses Strategy and CT/DRT Strategy that includes an optimum Action Plan. The current draft Strategy identifies key areas to be addressed:
- (i) provision of high quality and accessible infrastructure and vehicles;
 - (ii) improving actual and perceived safety;
 - (iii) ensuring network coverage meets the needs of the local economy;
 - (iv) improving journey times and reliability;
 - (v) fares and ticketing;
 - (vi) partnership and funding.

- 3.6 A short presentation giving an update on progress and outcomes will be given at the Board meeting.

Travel Information Strategy

- 3.7 The consultant commissioned for this sub-strategy is MVA. There are a number of key deliverables throughout the process and two final draft sub-strategies – (i) an overarching Regional Travel Information Strategy that considers all modes of transport and (ii) a Regional Bus Information Strategy intended to provide a consistent regional framework for constituent Councils in meeting the Bus Information requirements of the Transport (Scotland) Act 2001 throughout the TACTRAN area.

- 3.8 An initial Audit Report was produced to identify the current provision of travel information in the area, where there is best practice and where gaps in provision exist. A review of Best Practice from elsewhere in UK and overseas was undertaken to identify where improvements could be made and this also identified a number of good practices within the TACTRAN area.
- 3.9 Review of the Partner Councils existing Bus Information Strategies was also undertaken to provide a benchmark of how bus information is currently provided within the area and to identify areas of common practice and, just as importantly, where there are differences.
- 3.10 From this work and extensive stakeholder consultation undertaken throughout the process by e-mail, face to face meetings and/or seminar presentations a draft Regional Travel Information Strategy was produced and has been subject to a wide ranging stakeholder e-mail consultation.
- 3.11 The outputs from this consultation will be incorporated into a final draft Regional Travel Information Strategy that includes an optimum Action Plan. The draft Regional Travel Information Strategy identifies three key areas to be addressed:
- (i) the infrastructure required to provide a comprehensive and consistent level of information in the format required;
 - (ii) the needs of different types of travellers: regular, occasional and vulnerable in both rural and urban areas; and
 - (iii) what information is required at different stages of the journey – before, during and after the journey.
- 3.12 A first draft of the Regional Bus Information Strategy has been produced and comments received from the relevant Council officers. The Regional Bus Information Strategy will set out agreed minimum standards for bus information to be provided, as well as setting out more aspirational standards to aim for where minimum standards have been achieved.
- 3.13 A short presentation giving an update on progress and anticipated outcomes will be given at the Board meeting.

Park and Ride Strategy

- 3.14 The consultant commissioned for this sub-strategy is Colin Buchanan. There are a number of key deliverables throughout the process before arriving at a final Regional Park and Ride Strategy.
- 3.15 An initial Audit Report of existing Park and Ride services was undertaken for both bus and rail to identify the current sites and practices within the TACTRAN area.
- 3.16 A review of Best Practice from elsewhere in UK has been carried out to identify good practice that could be incorporated into existing Park and Ride provision in the TACTRAN area and to ensure any new provision would be implemented in line with the best practice identified.
- 3.17 An initial consultation process with appropriate stakeholders, including Planning, Economic Development and Transportation officers of the constituent Councils, City Centre Managers, Bus Operators, Transport Scotland and Network Rail.

This identified a significant number of locations of sites for potential Park and Ride services, including strategic long distance Park and Ride sites and local Park and Ride sites around Dundee, Perth and Stirling.

- 3.18 Following on from this, demand forecasting modelling was carried out to identify the potential usage of each site. This in addition to a STAG type appraisal against agreed objectives for Park and Ride was used to identify the sites with the greatest potential.
- 3.19 From the work carried out above, and a further targeted consultation process with key stakeholders, a final strategy has been developed that makes recommendations to be taken forward that will:-
- (i) Promote new Park and Ride Sites
 - (ii) Enhance existing Park and Ride Provision
 - (iii) Ensure existing and new Park and Ride sites incorporate best practice, including Park and Choose for multi-modal usage.
- 3.20 A short presentation giving an update on progress and anticipated outcomes will be given at the Board meeting.

Walking and Cycling Strategy

- 3.21 The consultant commissioned for this sub-strategy is Atkins. There are a number of key deliverables throughout the process before arriving at a final Regional Walking and Cycling Strategy.
- 3.22 An initial Audit Report was produced covering both physical facilities and softer measures, such as information, training and promotion. This has enabled significant gaps in the existing infrastructure and provision of softer measures to be identified.
- 3.23 A best practice review of walking and cycling provision including infrastructure, information and publicity was undertaken. This covered best practice in the TACTRAN area as well as reviewing approaches taken in areas with above average levels of walking and cycling elsewhere in Scotland and the rest of the United Kingdom.
- 3.24 From this work, and extensive stakeholder consultation undertaken throughout the process by e-mail, face to face meetings and presentation at the first meeting of the Walking and Cycling Forum, a draft Walking and Cycling Strategy was produced and this was then subject to further consultation with the relevant Council officers.
- 3.25 The outputs from this consultation will be incorporated into a final draft Walking and Cycling Strategy that includes an optimum Action Plan. The draft Strategy identifies key areas to be addressed:
- (i) integration with other policies;
 - (ii) provision of high quality infrastructure;
 - (iii) making better use of the existing transport system;
 - (iv) developing technical excellence within the TACTRAN area;

- (v) influencing travel, behaviour; and
- (vi) measuring success.

3.26 A short presentation giving an update on progress and anticipated outcomes will be given at the Board meeting.

High Level Bus Forum: Key Objectives letter from the Minister for Transport, Infrastructure and Climate Change

- 3.27 The work being taken forward on TACTRAN's own Buses and CT/DRT, Travel Information, and Park & Ride sub-strategies links with the development of National policy on Buses and related transport delivery, through the Buses Action Plan, which is a "daughter document" to the National Transport Strategy. This work is being taken forward through the Buses Action Plan Steering Group, which included representation from the bus industry, user interest groups and professional officer input from local authorities and RTPs. The Director sits as one of two RTP representatives on this group.
- 3.28 On 11th March 2008 Ministers hosted a High Level Bus Forum, to consider progress with the National Buses Action Plan. A letter from Stewart Stevenson, the Minister for Transport, Infrastructure and Climate Change, setting out Key Outcomes from this Forum is attached at Appendix A. This confirms Scottish Government's wish to see improvements to bus services and measures such as Park & Ride, being included as essential elements within Councils' SOAs and Regional Transport Strategies. The work undertaken to date on the four sub-strategies will help inform TACTRAN and its constituent Councils' consideration of progressing implementation of the buses measures outlined in the Minister's letter. Finalisation of the sub-strategies will have regard to the priorities outlined in Minister's letter.

4 CONSULTATIONS

- 4.1 The relevant Council officers have been consulted throughout the development of the four sub-strategies. The report has been prepared in consultation with the Chief Officers Liaison Group.

5 RESOURCE IMPLICATIONS

- 5.1 The cost of developing the four sub-strategies has been met from Scottish Executive Revenue Grant allocations in 2007/08 for RTS development work and augmented by a contribution of £25,000 from Dundee City Council towards the Buses Strategy incorporating CT/DRT Action Plan. The cost of each strategy is as follows: Buses Strategy and CT/DRT Action Plan £83,575; Travel Information Strategy £47,361; Park and Ride Strategy £28,995; Walking and Cycling Strategy £33,765.
- 5.2 A 15% retention sum has been retained on each of the sub-strategies until final approval by the TACTRAN Board, which is now programmed to be at the 24 June 2008 Board meeting.

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NOTE

Background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) which were relied on to a material extent in preparing the above Report :-

TACTRAN Regional Transport Strategy

TACTRAN Indicative Delivery Plan

Reports to Partnership on 19 June 2007, 21 August 2007, 23 October 2007 and 18 December 2007 and 30 January 2008 on Regional Transport Strategy: Progress Update.