

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**23 OCTOBER 2007****DIRECTOR'S REPORT**

This report updates the Partnership on various matters of interest and relevance to the work of TACTRAN and seeks the Partnership's agreement to commissioning a regional study into the potential for expanding Demand Responsive Transport.

1 RECOMMENDATIONS

1.1 That the Partnership:-

- (i) approves the commissioning of a regional study into the potential for expanding Demand Responsive Transport, subject to Scottish Government approval of using funding from Dundee City Council's Urban DRT grant for this purpose; and
- (ii) notes the progress updates and other information provided in this report.

2 DISCUSSION**Forum of Chairs of Regional Transport Partnerships**

2.1 The last meeting of the RTP Chairs Forum was held in Glasgow on 27 September 2007. The Draft Minute of the meeting is attached at Appendix A, for information. A number of matters are discussed below.

RTP Chairs Meeting with Cabinet Secretary

2.2 As is indicated in Branch 1 of Appendix A, the Chairs Forum met with senior officials from Scottish Government. It was indicated that approval of Regional Transport Strategies had been delayed, pending clarification of the outcomes of the Comprehensive Spending Review. There was also discussion on the future role of RTPs. Arising from this the RTP Chairs have written jointly to John Swinney, Cabinet Secretary for Finance and Sustainable Growth, requesting a meeting with him and Ministerial colleagues to discuss how RTPs can engage with Government on delivery of their Programme for Government in Scotland. A paper, which was submitted along with the request for a meeting with the Cabinet Secretary, is attached at Appendix B for information.

Proposed RTP's Conference

2.3 At its meeting on 21 August the Partnership agreed to contribute a sum of £2,500 towards the costs of a proposed Regional Transport Partnerships conference, to be held in spring 2008 (Report RTP 07/26 refers). Detailed arrangements for this are being progressed on behalf of all RTPs by SEStran.

- 2.4 "Position Papers" on various matters of shared interest are being prepared by officers on issues including High Speed Rail; Investment in Major Rail Schemes; Ferry Services; Demand Management; New Forth Crossing; and Revenue Consequences of Capital Investment by RTPs. A number of these papers are likely to form the focus for presentations and debate at the proposed RTPs Conference. Further progress on the Conference and related "Position Papers" will be reported to future meetings.

National Transport Strategy Bus Action Plan

- 2.5 The Chairs Forum had requested a paper updating them on progress with the Bus Action Plan. A copy of the paper, noted by the Chairs Forum, is included at Appendix C, for the Partnership Board's information.

Demand Responsive Transport

- 2.6 At its meeting on 21 August 2007 the Partnership agreed principles for the operation of the proposed Enhanced DRT Initiative, funding for which is to be allocated to RTPs from 1 April 2008 (Report RTP 07/28 refers). The Partnership also noted that proposals for allocating additional Enhanced DRT funding arising from the Comprehensive Spending Review, would be considered by the Joint RTP Chairs Forum on 27 September, and then discussed with Scottish Government officials at a meeting on 18 October.
- 2.7 A copy of a paper which was considered and approved by the Chairs Forum is included at Appendix D. The Chairs agreed to support a formula which is designed to preserve current funding to Councils and Community Transport/DRT groups through the existing Rural Public Passenger Transport (RPPT); Rural Community Transport Initiative (RCTI) and Urban and Rural DRT funds, with any additional funding to be allocated using a formula similar to that which applies currently for RPPT, but based on a higher rural settlement population threshold, as described in the attached paper (Column 6 option refers). This proposed formula would apply for 2008/09 only, with future RTP funding allocations being the subject of further review and agreement during 2008. These proposals are to be discussed at the meeting with Scottish Government officials on 18 October and further developments will be reported orally.
- 2.8 Arising from internal discussion on future DRT funding and operation with constituent Councils, Dundee City Council has advised that approximately £25,000 of their 2007/08 Urban DRT funding allocation of £103,000 remains uncommitted. It had been the Council's intention to use this funding to undertake a study of the scope for expanding DRT within Dundee City. However, in light of the proposed allocation of DRT funding to RTPs from next financial year, and the approved Regional Transport Strategy commitment to investigate the potential for expanding DRT provision across the TACTRAN area, coupled with development of a regional framework for DRT service provision (RTS Intervention IV_H2 refers), it is proposed that this funding is used to contribute towards the cost of undertaking a region-wide study.
- 2.9 This proposed alternative use of the Urban DRT funding allocated to Dundee City Council is to be raised with Scottish Government officials at the DRT meeting on 18 October. Subject to their agreement to using the funding in this way, the intention would be to procure consultancy support to enable a

region-wide study to be completed by the end of the current financial year. Further developments on this will also be reported orally.

Role and Remit of RTP Chairs Forum

- 2.10 At the meeting on 27 September it was agreed that there would be merit in reviewing the role and remit of the Chairs Forum. The Memorandum of Understanding for the group was approved by the Partnership at its meeting on 19 December 2006 (Report RTP 06/41 refers) and was noted by the new Partnership Board at its inaugural meeting on 19 June 2007 (Report RTP07/24 refers). Further developments on this will be reported after the next Chairs Forum meeting on 7 December 2007.

Strategic Transport Projects Review

- 2.11 A progress report on the STPR was provided in the Director's Report of 21 August 2007 (Report RTP 07/24 refers). At that time an oral update was also given on a meeting with Transport Scotland officials on 16 August. The agreed Note of that meeting, is now included at Appendix E for information.
- 2.12 As is indicated in the attached Note, officials have "scored" the 30 RTS Interventions and Actions which are considered relevant for consideration as part of the STPR, in terms of their fit with the National Transport Strategy's Key Strategic Outcomes. There is to be a further meeting with Transport Scotland and their consultants to discuss the outcome of the Options Generation and Sifting work element of STPR later in the year.

Sustrans/Scottish Executive National Cycling Network and Associated Projects Programme

- 2.13 At the meeting on 21 August the Partnership approved the submission of 3 bids to the above funding programme for cycle network enhancements in 2008/09 and 2009/10 (Report RTP 07/29 refers). At the time of the last meeting work on potential submissions was ongoing and officials were authorised to progress development and submission of bids.
- 2.14 Sustrans required multiple bids to be prioritised by submitting bodies. Following consultation with the Transportation Officers Liaison Group, the bids were prioritised on the basis of anticipated ease of deliverability, as follows:-
1. Upgrading of Eastern Section of Dundee Green Circular/Seven Arches Route into Angus - £100,000
 2. Link to Dundee Green Circular and West End Greenways: Coupar Angus Road South Footway Upgrade (Dundee/Angus) - £90,000
 3. Completion of National Cycle Network missing link on route NCN76 between Doune and Callander - £350,000
- 2.15 Members can obtain further information on the individual submissions at the Members area of the Partnership's website, or from Merry Scott, Travel Plan Officer.

Staffing Update

- 2.16 Interviews for the posts of Projects Manager and Strategy Manager were held on 12 and 13 September. The interview panel consisted of the Director; Eric Lowson, Director of Infrastructure Services, Angus Council; and Jim Valentine, Depute Director, Environment Service, Perth & Kinross Council. Following interview Niall Gardiner, currently Team Leader; Transportation, with Dundee City Council has been appointed to the post of Projects Manager and Michael Cairns, currently Transport Policy and Studies Team leader with Cheshire County Council, has been appointed to the post of Strategy Manager. Niall takes up post on 29 October and Michael on 19 November.

3 RESOURCE IMPLICATIONS

- 3.1 This report has no direct financial or other resource implications.

Eric Guthrie
Director

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NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report.

Meeting of Chairs of the Regional Transport Partnerships

Consort House, Glasgow
27 September 2007

DRAFT Note of Meeting

Present:	Cllr Alistair Watson	Chair, SPT (Chair)
	Rodney Mortimer	SPT
	Cllr Duncan MacIntyre	Chair, HITRANS
	Dave Duthie	HITRANS
	Cllr Kevin Stewart	Chair, Nestrans
	Derick Murray	Nestrans
	Ben Kerfoot	Nestrans (Secretariat)
	Cllr Russell Imrie	Chair, SEStran
	Alex Macaulay	SEStran
	Cllr Brian Collins	Chair, SWESTRANS
	Alistair Speedie	SWESTRANS
	Cllr Fraser Macpherson	Chair, Tactran
	Eric Guthrie	Tactran
	Cllr Iris Hawkins	Deputy Chair, ZetTrans
	Michael Craigie	ZetTrans
Item 1 only:	John Ewing	Director of Transport, Scottish Government
	Alastair Mitchell	Team Leader, Partnership and Local Authority Liaison, Scottish Government
Apologies:	Cllr Allan Wishart	Chair, ZetTrans

As SPT was hosting the meeting Cllr Watson took the Chair and welcomed everyone to Glasgow, in particular John Ewing and Alastair Mitchell from the Scottish Government.

It was agreed to take Items 1, 2(h), 3 and 7 first while John Ewing and Alastair Mitchell were present.

1. Discussion with John Ewing and Alastair Mitchell, Scottish Government

❖ Item 1 - Regional Transport Strategies – Approval arrangements

Cllr Watson invited John Ewing to provide an update on the expected approval of the Regional Transport Strategies (RTSs). Mr Ewing advised the Chairs that Ministers were broadly content with the RTSs but that they wanted to wait until the outcome of the spending review was clearer before formally signing them off. He was keen however that RTPs pressed on with the development and implementation of their strategies. Mr Ewing advised that any specific issues arising from the strategies would be discussed in detail with the individual RTPs. He felt that in some cases the strategies did not demonstrate sufficient prioritisation and that this would be a subject for discussion with the individual RTPs.

Cllr Watson welcomed these comments and stressed that the RTPs were all keen to move forward and where appropriate to work together to deliver projects. Rodney Mortimer raised the issue of the letter regarding the Strategic Transport Projects Review that was sent to the Minister following the last Chairs meeting and to which no response had yet been received. Mr Ewing undertook to look into this.

Cllr Imrie raised a general issue regarding consultation between the Government and RTPs and noted that RTPs were not included in the regular consultation that took place with Cosla. Cllr Watson added that this was a similar issue for PTEs in England and noted the importance of transport to economic development and land use planning. In particular Cllr Watson requested that RTPs have an opportunity to the forthcoming recasting of Scottish rail timetables.

❖ **Item 2 (h) - RTP members training event**

John Ewing apologised to the Chairs for the cancellation of the RTP members' training event, which had been scheduled to take place that day. He advised that he would be happy to support a rearranged event, but that if RTPs wanted a presentation on the Spending Review, then the date would need to be mid-November at the earliest to fit in with the expected timing of the Ministerial announcement.

❖ **Item 3 – Role and Future of RTPs**

John Ewing described the Government's intention to 'de-clutter' the institutional landscape and that it believed in empowering local government and working across boundaries. However he also believed that there was a need for planning at a regional level in transport as with land use planning. He suggested that if RTPs didn't exist then there would be a case for creating them in one form or another. He wanted to see RTPs working more consistently providing quicker, easier and clearer delivery with improved partnership between local authorities and RTPs.

Mr Ewing advised that the RTPs needed to articulate how they add value and welcomed the paper being considered by the RTP Chairs at the meeting in relation to the role and future of RTPs. He suggested that this should be presented to the Cabinet Secretary for Finance and Sustainable Growth and Minister for Transport as soon as possible highlighting the good work that the RTPs could do to assist in achieving the Government's agenda. There was some discussion about whether Model 1 RTPs were considering moving to Model 3 and Mr Ewing said that it would be helpful for the Government to have a steer on the views of RTPs and their constituent councils with regard to transfer of functions.

Cllr Imrie noted that geographies being proposed for the enterprise network and land use planning differed from those of the RTPs. Mr Ewing acknowledged that different geographies are appropriate for different contexts. Alex Macaulay requested that Government give a clear view of its intentions for the future development of RTPs as this would influence decisions to be taken by the individual partnerships. Cllr Watson argued that RTPs required greater influence in land use planning to ensure joined up decision-making between planning and transport. It was also noted that RTPs did not have a formal influencing role through Cosla and that direct dialogue between the Government and RTPs was

important. Cllr MacIntyre noted that RTPs had only been established for a short period and needed time to demonstrate what they could achieve.

The Chairs undertook to send their paper on the role and future of RTPs to the Cabinet Secretary as soon as possible and to seek a meeting with him to discuss further.

❖ **Item 7 – Meeting with the Minister for Transport**

John Ewing reported that the meeting between the Chairs and the Minister for Transport in July had been helpful and was supportive of a further meeting taking place in the near future. Alastair Mitchell undertook to speak to the Minister's office about this.

John Ewing and Alastair Mitchell left the meeting at this point. The Chairs thanked them for coming along and for a useful discussion.

2. Note of Last Meeting, 28 June 2007

The note of the meeting was agreed. Matters arising:

- ❖ **Item 1 - Network Rail Real Estate issues** – It was noted that since this matter was last discussed the Office of Rail Regulation had launched a consultation that related to the use of rail real estate. It was agreed that SPT should raise the issue of Network Rail charges in their response to the consultation.
- ❖ **Item 9 - Trunk Roads Management and RTPs** – Alex Macaulay reminded the Chairs that at the last meeting they had remitted him to discuss the potential for a wide-ranging review of roads responsibilities further with Transport Scotland and the Scottish Government. This followed a previous discussion with Jim Barton of Transport Scotland, who had raised the prospect of a review. However Alex Macaulay reported that Dianne McLafferty of the Scottish Government had now confirmed that the Government did not intend embarking on a review of roads responsibilities at the present time. Cllr Watson expressed his disagreement with the Government's view that the 'time was not right' and proposed writing to the Minister, pointing out that under the Transport (Scotland) Act 2005, the RTPs could initiate discussion on transfer of functions from central government. Cllr Stewart said that this position went beyond that agreed by his Board and advised that Nestrans could not support a letter voiced in such terms. Cllr Macpherson supported this view. Cllr Imrie suggested that a letter be sent to clarify the situation and to make clear that the RTPs were keen to participate in a review initiated by the Government. It was agreed that SPT would draft a letter for circulation to the lead officers. If agreement could be reached among the Chairs of the RTPs, then it was agreed the letter would be sent jointly. Otherwise SPT would write in its own capacity.
- ❖ **Item 10 - Proposed RTPs Conference** – Alex Macaulay noted that at the last meeting the Chairs had agreed that the conference should be deferred until the spring and that SEStran undertake further work to develop the proposal. Alex Macaulay referred to a paper which set out more detailed information about the purpose and format of the conference, as well as an indicative programme. He advised that Holyrood would carry the financial risk

of running the conference and would be responsible for generating interest and attendance. There was discussion regarding the need to demonstrate value for money to RTPs, but it was generally agreed that the conference should serve to raise the profile of RTPs. The draft programme was generally supported, although health and freight were suggested as possible additional topics. The Chairs agreed the proposal in principle and agreed that SEStran should progress detailed discussions with Holyrood.

3. Role and Future of RTPs

Eric Guthrie introduced the paper, referring to the earlier discussion with John Ewing on the joint paper and suggested that it be amended to emphasise the contribution that the RTPs were making to the Government's vision for more efficient delivery and the linkages to the proposed Strategic Development Planning authorities and the reformed enterprise networks. It was also agreed that the paper discuss the potential for RTPs to further develop their role. It was agreed that the Chairs would agree the paper by email circulation along with a covering letter and that these be submitted to the Cabinet Secretary for Finance and Sustainable Growth as soon as possible.

4. Joint RTPs Position Papers

a) High Speed Rail – Rodney Mortimer tabled a revised version of the joint position paper for agreement, following the discussion at the previous meeting. Cllr Watson expressed concern at approach adopted by the Department for Transport and Cllr Imrie advised that SEStran had written to the Scottish Government and Department for Transport on this issue. Cllr Stewart advised that he would not be able to endorse the paper without putting it back to the Nestrans Board for approval. Cllr Watson pointed out that the paper was written in the name of the Chairs of the RTPs rather than the RTP Boards, however Cllr Stewart felt that this distinction was too subtle. Cllr Watson proposed that if an RTP Chair was unable to endorse a joint paper, then it would still be issued in the name of the other RTPs. The revised paper was agreed by the majority.

b) Ferry Services – Dave Duthie presented a paper setting out the current situation and relevant issues in relation to ferry services in Scotland. Alex Macaulay welcomed the paper but suggested strengthening it in relation to international ferry services and the importance of good surface connections, for instance at Rosyth. Cllr Hawkins reported that ZetTrans was looking at sub-sea tunnels as an alternative to inter-island ferries and suggested this be referred to in the paper. Derick Murray noted that there was also an international ferry between Norway and Aberdeen that operated on a weekly basis. Eric Guthrie suggested reference be made to opportunities for short sea shipping from other east coast Ports/Harbours and the importance of freight. The amendments to the paper were agreed, however Derick Murray noted that he would need to put the paper to the Nestrans Board for approval. Cllr Watson said that he thought the Chairs should be able to endorse the paper without going back to their Boards, however Cllr Stewart emphasised that the Nestrans Board had made clear that they wished to agree the joint papers. Following further discussion on this point, Cllr Stewart said that he felt unable to remain.

Cllr Stewart left the meeting at this point.

c) Demand Management – Alex Macaulay introduced a paper which gave an overview of the current situation and issues relating to demand management by road pricing. He recognised that it was a contentious issue and that any scheme in Scotland would need to be a national one, in contrast to the situation in England where local schemes are being pursued. Dave Duthie suggested that any scheme would need to be revenue neutral. It was agreed that was a longer term issue, but warranted discussion with the Minister at an appropriate meeting.

d) New Forth Crossing - Alex Macaulay introduced a paper which set out the current options for a Forth Replacement Crossing and included a discussion of the issues, based on the SEStran view. In particular, it expressed concern at not making allowance for the future provision of Light Rapid Transit infrastructure on the new crossing. The national significance of the Forth Crossing was recognised and in particular its importance to freight. The Chairs agreed the paper and it was suggested that the paper be submitted to the Government as a joint response to the consultation on Forth crossing options. Cllr Collins requested that Cllr Stewart be given the opportunity to approve this paper.

e) Major Rail Schemes in Scotland – Cllr Watson noted that the Minister was making a statement on rail investment and it was agreed to hold back consideration of this paper pending developments at a national level. Cllr Watson suggested that the paper needed to consider the role of the Glasgow and South West route, which he considered to be in need of significant investment as a cross-Border railway.

f) Revenue Consequences of Capital Investment by RTPs – This paper had not yet been produced and it was agreed to defer consideration to a future meeting.

5. DRT/RPPT/RCTI Funding Arrangements

Eric Guthrie introduced a paper on potential funding distribution options for the proposed enhanced DRT budget. He noted that the Chairs had discussed this issue in June and agreed general principles, but remitted to officers to undertake further work on how the budget should be allocated by the Government. He advised that the formula proposed by Government officials was not acceptable to all RTPs, but that the Government was open to the RTPs suggesting an alternative. The lead officers had discussed this issue in detail on 3 September and agreed that for 2007-08, the existing breakdown of funding should be maintained, with the Government's formula being applied only to any additional budget arising out of the spending review. This enabled all existing services to be protected.

Cllr Imrie asked whether there had been further communication from the Government on whether the transfer of funding to RTPs would definitely happen. Eric Guthrie advised that there had been no further information since June but that he would seek confirmation in advance of the officers meeting with the Government on 18 October.

The Chairs agreed the importance of coming to a common view on this to put to the Government. It was also suggested that RTPs gain the support of their Councils. The Chairs agreed the proposal that all existing funding allocations

be maintained with the Government's formula being applied to any additional funding. Eric Guthrie undertook to communicate this view to the Government.

6. National Transport Strategy – Bus Action Plan

Eric Guthrie introduced a briefing paper on the progress of the Bus Action Plan Steering Group and noted that a seminar was taking place on 12 October, following which he expected to have more information on the way forward. He also referred to a briefing note which had been produced by CPT following their conference and this was noted by the Chairs.

7. Meeting with Minister for Transport

Already discussed at Item 1.

8. 2008/09 Financial Arrangements

Eric Guthrie advised that there was a need for RTPs to clarify the financial settlement for RTPs from the Government for 2008/09 as Councils were currently working on their 2008/09 budgets. He noted the RTP Finance officers were meeting with the Scottish Government on 13 November and proposed that lead officers also attend this meeting. This was endorsed by the Chairs.

9. Consultation on Strategic Development Planning Authorities

Eric Guthrie noted that the Government was currently consulting on the establishment of Strategic Development Planning Authorities in the city regions and this gave rise to issues about common boundaries and liaison with RTPs. The Chairs noted the position and agreed that RTPs should be given a formal role as a statutory consultee in development planning.

10. Equalities Duties

Derick Murray outlined the recent correspondence between RTPs and the Equal Opportunities Commission regarding the requirement for RTPs to produce a gender equality scheme. He noted that RTPs had only found out about this recently and had therefore missed the June deadline, however agreed that it was necessary to take immediate action to produce schemes to meet the gender, disability and race equality duties. To assist the RTPs in this process it was noted that SPT had arranged a workshop to share expertise and experience. Rodney Mortimer advised that SPT had been assisted by a specialist consultant and offered to share information produced for the SPT schemes.

In relation to a letter sent by the Equal Opportunities Commission on 21 September which sought information on their timetable for producing a scheme, it was agreed that RTPs should respond individually. It was further agreed that Nestrans should send a letter on behalf of all RTPs to the Commission following this meeting.

11. Secretariat

Derick Murray reported that Nestrans had volunteered at the lead officers' meeting to continue with the secretariat role for the Forum until spring 2008. This was agreed by the Chairs.

12. Date of Next Meeting

Cllr Collins repeated the invitation to meet in Dumfries and this was agreed. The date of the next meeting was agreed as Friday 7 December.

It was also agreed that the next liaison meeting with CPT would take place on that date.

Cllr MacIntyre suggested consideration of having Chairs' meetings on a more frequent basis at the present time and it was agreed that a meeting every two months would be appropriate.

13. AOCB

- **Role of RTP Chairs' Forum** – It was agreed that officers clarify with their Chairs their role and responsibilities at the RTP Chairs' Forum. A parallel was drawn with the role of the Cosla Leaders Meetings in terms of reporting responsibilities.
- **Papers** – Alastair Speedie requested that those papers that late or tabled papers be circulated with the note of the meeting.

ANNEX

ACTIONS ARISING FROM RTP CHAIRS' MEETING – 27 SEPTEMBER 2007

Agenda Item	Action	Responsibility
1 (1)	Scottish Government to investigate non-reply to STPR letter.	Alastair Mitchell
1 (7)	Alastair Mitchell to speak to Minister for Transport's office regarding meeting with Chairs.	Alastair Mitchell
2 (1)	SPT to raise real estate charges in consultation response	Rodney Mortimer
2 (9)	SPT to draft letter on trunk roads review and circulate to RTPs for endorsement if possible.	Rodney Mortimer
2 (10)	SEStran to continue discussions with Holyrood on RTPs conference.	Alex Macaulay
3	Role of RTPs paper to be amended and circulated for approval by Chairs and then submitted to John Swinney.	Eric Guthrie / All
4(d)	Forth Crossing paper to be submitted to Forth Replacement Crossing consultation. Cllr Stewart to be given opportunity to endorse.	Alex Macaulay
5	Chairs' decision on DRT/RPPT/RCTI funding to be communicated to Scottish Government.	Eric Guthrie
10	RTPs to respond individually to Equal Opportunities Commission.	All
	Nestrans to also write to EOC on RTPs' behalf on the general issue.	Ben Kerfoot
12	Arrangements for hosting next Chairs meeting to be put in place.	Alistair Speedie
	CPT to be advised of date of next Chairs/CPT liaison meeting.	Ben Kerfoot

REGIONAL TRANSPORT PARTNERSHIPS: EFFECTIVE PARTNERSHIPS FOR DELIVERY

The 7 statutory Regional Transport Partnerships (RTPs) have provided a positive new delivery focus, bringing together constituent Councils, Health, Enterprise and other public and private sector interests, to address Scotland's strategic transport needs and priorities.

The Regional Transport Strategies (RTSs) submitted in March 2007 were developed in collaboration with, and have the full support and agreement, of all 32 constituent Councils to the Partnerships. The Strategies set out clear visions for enhancing the regional and national transport system, over a 10 – 15 year horizon, whilst also reflecting and supporting the strategic aims and outcomes of the National Transport Strategy.

Support for a more regionally consistent approach to transport policy and delivery has been received from a wide range of key stakeholders, including:-

Health Boards – who view RTPs as more able to address and work with themselves on issues related to health access and the wider agenda of improving the nation's health;

Transport Providers and Operators – including major bus companies, CPT, rail operators, freight hauliers, ferry operators, airlines and related industry bodies, who see statutory RTPs as being ideally placed to develop more effective Passenger and Freight Quality Partnerships;

Economic Regeneration agencies – the Enterprise Network, Chambers of Commerce, and other Business and Economic Development agencies, who recognise the importance of coordinating transport and economic development at a regional level;

Environmental groups – who see RTPs as being able to take a more regionally coherent approach to implementing measures aimed at reducing the environmental and other impacts of increasing transport use and associated emissions;

Walking & Cycling bodies – who also see RTPs as being better placed to promote more sustainable approaches to local and longer distance travel, including better integration of walking and cycling with public transport and other modes;

Community Transport groups – who see the RTPs as providing a welcome new focus for developing the role of Community Transport and Demand Responsive Transport on a more consistent regional basis, including via the proposed allocation of an Enhanced DRT budget to RTPs from April 2008;

Transport User and other Interest Groups – who support the development of regionally consistent policies and approaches to delivering accessible and inclusive transport services and facilities.

In addition to providing a statutory focus for partnership delivery with Councils, RTPs benefit from direct involvement of other public and private sector stakeholders, including Health Boards, enterprise companies, passenger and freight transport providers, transport interest groups and the business sector, as non-Councillor

members of the Partnerships. A number of the Partnerships have, or are in the process of extending this involvement through the participation of Advisers/Observers from these sectors.

SHARED DELIVERY OBJECTIVES

RTPs are already configured for, and are addressing Scottish Government's wish for more efficient and collaborative working within the public sector, and between the public and private sectors, which the First Minister and Cabinet colleagues outlined as priorities for Government on 27th June 2007. A crucial factor will be developing their role as powerful and effective delivery agencies, building on the experience and success of the existing Partnerships. RTPs are well placed to support delivery of the Government's Programme for Scotland and related Key Strategic Outcomes in a number of ways, as outlined below:-

Wealthier and Fairer Scotland

A modern and efficient transport system is crucial to the economic growth and wellbeing of Scotland. By taking a regional approach the Partnerships and their Strategies have focussed on the key, strategic improvements to the transport network and facilities, which are required to support sustainable economic growth, whilst providing for equality of opportunity within our communities.

Promoting sustainable economic growth lies at the heart of all 7 RTSs. Each of the Strategies contains a comprehensive range of regionally and locally relevant proposals for addressing many of Scottish Government's aims, including easing the commute; improving the rail system and services; and improved integration of the public transport network.

Smarter Scotland

Access to education, training and employment has been identified as a key issue to be addressed within all RTSs.

The RTPs provide a locus for smarter and more efficient working, through sharing of "best practice" on transport policy, design and delivery, and enabling development of more efficient procurement through joint approaches such as Framework Agreements and sharing of specialist expertise and resources. In developing their Strategies RTPs have consulted each other and have identified issues of cross-boundary interest and cooperation.

Healthier Scotland

Access to regional and local health care, improving the nation's health by promoting healthier lifestyles through more sustainable travel habits, and reducing the wider health impacts of transport, are also key elements of the RTSs. The RTPs are also actively engaging in the development of a strong Community Planning approach to delivering service improvements.

The RTPs are bringing a new focus to integrating transport and health planning through the direct involvement of senior Health Board representatives on the Partnerships, supported by statutory obligations on RTPs and Health Boards to work jointly in pursuance of RTS and wider health policy aims and objectives.

Safer and Stronger Scotland

The RTS's identify necessary safety improvements to ensure the safer movement of people and goods on the strategic transport network. Also included are a variety of measures which are aimed at improving real and perceived safety and security in the

public transport network, through provision of better travel information, improved service integration and measures aimed at overcoming barriers to the transport network for excluded groups.

Greener Scotland

Government's proposed target of reducing carbon emissions by 80% by 2050 implies a significant commitment to reducing transport emissions. Particular attention will need to be given to addressing continuing growth in the use of the car, particularly for drive-alone commuting, and to encouraging modal shift in favour of more sustainable modes for both passenger and freight transport. Much of the growth in transport emissions relates to increased commuting distances, which can most effectively be addressed at a regional level, by developing alternatives such as Park & Ride and more integrated land use and transportation planning.

Active enjoyment of the country's natural habitats and resources also involves addressing access issues, including sustainable tourism. Once again RTPs are well placed to take a fresh regional approach to these issues, engaging with passenger and freight transport providers and bodies including the National Parks.

Approach to Government

The Programme for Government is based upon working in partnership and building consensus. RTPs and RTSs are founded on this very principle and, as outlined above, have gained widespread support and encouragement from the various public and private sector organisations in their areas.

Much has been achieved by the RTPs in the relatively short period since their creation in December 2005. The development and submission to Ministers of the Regional Transport Strategies by 31 March 2007 was a considerable challenge, which all of the Partnerships achieved. Through the RTS's and delivering early transport improvements, RTP's have already demonstrated that they are well placed to promote effective and more efficient partnership working and delivery.

STRATEGIES INTO DELIVERY

Alongside development of the Strategies, RTP's are already delivering significant programmes of Capital enhancements totalling £126 Million during 2006/07 and 2007/08, including measures such as:-

- expansion and introduction of new Park & Ride schemes;
- development of passenger interchanges;
- introduction and extension of Real Time and other passenger information systems;
- promotion of Quality Bus Corridors;
- provision of Accessible Buses;
- audits of Public Transport, Community Transport and Demand Responsive Transport across agencies and delivery bodies, with the aim of increasing integration and efficiency across the regions;
- provision of cycle routes and associated cycle facilities;
- development of regional Travel Plan strategies with Councils and Health Boards, businesses and Community Planning partners;
- development of regional car-sharing schemes;
- joint development of rail enhancement proposals;
- ferry terminal improvements and information systems;
- ferry consultations and establishing ferry user groups;

- investigation into viability of fixed links and sub sea tunnels as alternatives to ferries in linking remote island communities;
- STAG Assessment of major interventions

In addition to the Capital enhancement programmes the Model 3 RTPs are responsible for managing further significant Revenue and Capital budgets relating to the supply and delivery of public transport and other transport services.

RTPs are keen to develop their role as effective and efficient delivery agencies. There is a desire to develop the existing "Model 1" RTPs and build on our success in providing more streamlined, efficient and faster project development and delivery.

The submitted RTSs are ambitious and comprehensive and include programmes for delivering further significant enhancements to Scotland's transport system, in support of Government's aim of creating a more successful Scotland through increased and sustainable economic growth. In implementing the proposals set out in their Strategies, RTPs will work in partnership with each other, constituent Councils, the Health and Enterprise sectors, Scottish Government, Transport Scotland and the private sector. We are already engaging actively through officer input to the Strategic Transport Projects Review and the National Transport Strategy Bus and Freight Action Plans, in addition to developing our regional strategies for buses, freight and other modes.

Government is urged to consider providing increased direct funding to RTP's, thus ensuring that support for transport is targeted as intended. Since announcement of the changes to DRT funding from April 2008, RTP's have been working together to ensure that any Local Authority concerns are addressed through locally agreed arrangements between RTP's and Councils. RTPs at their core are partnerships of constituent Councils and legislation ensures that transfer of powers and requisition of funding through RTP's can only be achieved with the support of Councils.

In addition to offering more effective partnerships for strategic transport project delivery, RTPs provide the opportunity to develop regional "Centres of Excellence", which can share, coordinate and build upon Best Practice and resources within constituent Councils, and across Partnerships/Councils.

Many of our proposals are aimed at improving the crucially important relationship between Transport and Land Use. The need for closer policy and planning integration could be considerably improved through the statutory role of RTSs being reaffirmed within the forthcoming review of the National Planning Framework, within Guidance on the new Strategic Development Plans and through review of existing Guidance on Transport and Planning. In addition RTPs need to have statutory consultee and objector status within the planning process to ensure integrated outcomes.

RTPs are keen to move forward and translate their Strategies into delivery and would welcome early Government confirmation of approval for the Regional Transport Strategies.

PAPER TO RTP JOINT CHAIRS MEETING: 27 SEPTEMBER 2007

NATIONAL TRANSPORT STRATEGY: BUS ACTION PLAN

1. The Scottish Executive (now Scottish Government) has established a Steering Group to progress actions identified in "Moving into the Future – An Action Plan for Buses in Scotland", which was published alongside the National Transport Strategy in December 2006.
2. The Steering Group consists of representatives from the Scottish Government Transport Group, Transport Scotland, the Scottish Traffic Commissioner, CPT, major bus operators, Bus Users UK, Vehicle and Operator Services Agency (VOSA), Society of Chief Officers for Transportation in Scotland (SCOTS) and Association of Transport Coordinating Officers (ATCO). RTP representation on the group is Eric Stewart of SPT and Eric Guthrie of TACTRAN. The RTP and other public sector members of the Group are contributing on a purely advisory basis.
3. The Steering Group first met on 26 March 2007 and has met roughly 2 monthly since then. Four Task Groups have been established to take forward detailed work on the 17 specific Actions set out in the Bus Action Plan (BAP). The Steering Group is having a seminar on 12 October to review progress to date and consider recommendations on moving the BAP and related Actions forward. Until such time as final decisions are made by Scottish Government, BAP working papers and associated detail remains confidential to the Steering Group.
4. Progress on the various BAP Actions is summarised below.

BAP Task Group 1

1. **Work with Regional Transport Partnerships to ensure the forthcoming Regional Transport Strategies have a strong bus component**

This action pre-dates the submission of RTS's in March. The intention is to report on the scope of bus content and proposals in RTS's once Ministerial approval to the strategies has been received.

2. **Work with transport authorities to improve bus services, including by establishing Bus Forums in each authority area**

A draft paper has been prepared on the role and remit of Bus Forums. Scottish Government officials will use this and the guidance issued on the establishment of Freight Quality Partnerships (having a similar role in relation to freight as that proposed for the forums in relation to buses) as the basis for published guidance on establishing Bus Forums. It has been suggested that Bus Forums would be most appropriately developed and operated at the regional level.

3. **Integrate bus planning, including Demand Responsive Transport, with the general land use, health service and education planning frameworks.**

The Task Group has been reviewing the current legislative framework to identify where policy and delivery linkages between Transport, Land Use,

Health etc. could benefit from stronger guidance and/or potential new or amended legislation. Within the Scottish Government officials will now consider this review in relation to the current consultation on Strategic Development Planning Authorities, the awaited National Planning Framework consultation and SPP17 to ensure appropriate policy linkages.

14. Working with transport authorities, conduct a nation-wide review of bus stop information.

A paper has been prepared setting out recommended minimum standards for bus service information at bus stops and elsewhere. Subject to consultation with operators and transport authorities, this might now be developed and issued by the Scottish Government as “Best Practice” Guidance.

17. Work with police and local authorities to improve enforcement of bus passenger priorities and no parking at bus stops.

A paper has been produced on the key sources of delay and unreliability for buses. This work is currently the subject of discussion with Police. This Action has been identified as a potential “quick win” area, in support of Action 10 on PIPs (see Task Group 4, Action 11 below).

BAP Task Group 2

15. Establish a protocol with the Traffic Commissioner and the Vehicle and Operator Services Agency (VOSA) to improve the effectiveness of the regulatory regime, including setting time limits for decisions by the Commissioner following a Public Inquiry, better targeting of inspection any VOSA, and ensuring greater joint working by transport authorities in identifying issue for inspection.

A draft tripartite Protocol developed jointly by the Traffic Commissioner, the Scottish Government and VOSA is now the subject of detailed discussion with a view to its early adoption by each of the three parties.

16. Consider legislative changes to the service registration rules to increase the effectiveness of the registration regime.

The group is reviewing current Registration rules and requirements with a view to considering whether changes are required.

BAP Task Group 3

4. Review Scottish Government funding with operators and transport authorities to ensure that it is directed at improving the quality and reliability of services and at enhancing bus infrastructure (e.g. bus passenger priority measures and Bus Rapid Transit).

Position papers exploring a wide range of options on each of the existing funding sources to meet the aims of the BAP (e.g. modal shift; improving service quality; tackling congestion; improving environmental sustainability) have been prepared and agreed by the Task Group, subject to agreement on final amendments.

5. Review Grant Aided Expenditure (GAE) for supported services for its impact on rural areas.

Linked with Action 4 above, a review of GAE for supported bus services, other relevant funding (BSOG; BRDG; RPPT; Concessionary Travel etc.) and the fit of existing allocations with need/expenditure in local authorities has been undertaken by the Task Group. This includes options for alternative approaches to allocating funding for Supported Bus Services, recognising the needs of rural areas, and the wider implications, have been examined.

6. Examine performance-related funding for payment of Bus Service Operators Grant (BSOG), drawing lessons from the Service Quality Incentive Regime (SQUIRE) rail performance regime, and amend BSOG to allow claims to be made for fully flexible registered services.

The relevance of the SQUIRE regime has been reviewed and options for developing a performance-based payment regime, which minimises additional bureaucracy, whilst encouraging improved performance, where needed, have been examined by the Task Group.

7. Expand the Rural Transport Fund

This Action has been considered in parallel to the work being taken forward under Actions 4, 5 and 6 and, like these, will be dependent on Ministers' decisions within the current Spending Review.

8. Expand Demand Responsive Transport

See 7 above. This particular action is effectively being taken forward by the work ongoing through RTP's in relation to the transfer of RPPT/RCTI/DRT funding, which is the subject of a separate paper on the Joint Chairs Agenda.

13. Encourage investment in cleaner and more innovative buses

The Group has reviewed the current provision of clean engine standards within the Scottish bus fleet and is examining the potential for developing a scheme for safer and more fuel efficient driving for buses, based on the SAFED (Safe and Fuel Efficient Driving) training standard developed by the Department for Transport.

BAP Task Group 4

9. In order to support franchising where there is market failure, review the legislation on Quality Contracts (QCs) to simplify the process to be followed by transport authorities.

Draft options for simplifying the process for implementing QCs, including review of the test of the Local Authority having to prove that QCs are needed to ensure delivery of Local Transport Strategies, have been considered. It has been acknowledged that current references in legislation to QC's supporting LTS's should be extended to include RTS's.

10. Review the legislation on Quality Partnership (QPs) to simplify the process and increase the benefits to the passenger

Similar to Action 9 above, options for simplifying the process for implementing QPs, including removing any current barriers to their introduction, have been considered. Specific examples include possible inclusion of minimum frequency standard and maximum fares. References in legislation to QPs supporting LTS's will also be extended to include RTS's.

11. Issue Scotland-specific guidance on Punctuality Improvement Partnerships (PIPs)

The effectiveness of existing and proposed schemes, and suitability of adapting Department for Transport guidance on PIPs, is being reviewed in terms of suitability for adoption. Action 17 above is also relevant in ensuring effective enforcement of measures within PIPs. Guidance is being developed on establishing PIPs and it is hoped that this will take into account live experience in Scotland.

12. Liaise with the Department for Transport on enhancements to, and the development of, quality measures.

This Action seeks to ensure that any changes to legislation in England and Wales are considered for their impact on policy and legislation in Scotland, including the potential for their useful adaptation for use in Scotland. This includes proposals taken forward under Actions 9, 10, 11 above.

Recommendation

The Joint Chairs Forum is asked to note progress on the Bus Action Plan as outlined in the report.

Report prepared by Eric Guthrie

PAPER TO RTP CHAIRS FORUM : 27 SEPTEMBER 2007

RPPT/RCTI POTENTIAL FUNDING DISTRIBUTIONS : OPTIONS FOR CONSIDERATION

1. The 2007/08 composite RPPT/RCTI/DRT budget is £10.584 million. Scottish Executive officials have previously indicated an anticipated 2008/09 “Enhanced DRT” budget of £15 million. In light of recent political statements on the tightness of the Spending Review, this suggested level of budget increase must be viewed as purely aspirational at this stage. The 2007/08 distribution of RPPT/RCTI/DRT funding by RTP is shown in column 1 of the attached Table.
2. At a meeting with Executive officials on 20 June they tabled a proposal for allocating the new “Enhanced DRT” budget of £15 million to RTP’s. This was developed from the distribution formula used for RPPT only, which was originally designed to enhance public transport provision in rural and remote rural areas, and allocated funding to Councils on the basis of population outwith settlements of 1,000, including a dispersal factor (75% weighting), and total population (25% weighting).
3. A number of RTP’s raised concerns about the appropriateness of applying a formula which was designed to allocate funding only to rural areas for any new budget which is aimed at “enhancing DRT services across Scotland” – i.e. not solely or predominantly in rural areas. It is acknowledged that DRT is important in rural areas, but there are also demands in semi-rural and urban areas, which would not be adequately reflected by the Executive’s original allocation formula. The effect of applying this original proposal to a total budget of £15 million is shown in column 2.
4. In light of the concerns raised on 20 June Executive officials submitted a revised proposal, based on application of an increased rural population threshold of 3,000 (75% weighting), with the other weightings for total population and dispersal unchanged. The effect of this is shown in column 3. Executive officials have stated that this is now their preferred option, which they will implement if RTP’s do not submit an agreed alternative.
5. There are continuing concerns in a number of areas that any formula which is predominantly biased towards more rural areas does not adequately reflect needs in areas with significant proportions of population in settlements of more than 3,000. However, it is understood that the Executive is currently reviewing various public transport funding distributions as part of their Bus Action Plan work. It would, therefore, seem inappropriate to seek to either unpick existing, established formulae, or introduce a new formula, at this stage.
6. As indicated above, the suggested budget of £15 million is purely aspirational. If there were to be no increase in the current budget of £10.584 million, application of the Executive’s original and preferred allocation formulae would result in some RTP’s gaining and others losing, as shown in columns 4 and 5. This effect is masked by the figures in columns 2 and 3 where, in effect, existing funding is being re-distributed between RTP’s, as a result of applying the RPPT formula across 3 merged funds, but with a significantly increased budget. Whilst possibly a hypothetical concern, this illustrates that, if there were to be no increase in

current budget, the Executive's Preferred Option would result in a re-distribution of existing funding across RTP's.

7. At the Lead Officers meeting on 3 September an alternative option of seeking to preserve existing funding to each RTP, with only additional funding being allocated on an agreed basis, was discussed. The benefit of this approach is that, in the event of no additional funding coming forward through the Spending Review, no-one loses, which would not be the case, as illustrated in columns 4 and 5.
8. The effect of preserving existing funding allocations and applying the Executive's preferred allocation option (as outlined in section 4 above), only to the additional £4.416 million implied by a DRT budget of £15 million, is shown in column 6.
9. If it is accepted that there is little merit in seeking to create an entirely new allocational formula at a time when the Executive is understood to be reviewing public transport funding through the Bus Action Plan, the options are:-
 - (i) to support the proposals in columns 3 or 6, where there is increased funding through the Spending Review; and/or
 - (ii) to support the proposals in columns 1 or 5 if the Spending Review delivers no additional funding.

Recommendations

The Joint Chairs are asked to :-

- (i) consider and agree 2008/09 funding distribution options, for officers to take forward for discussion and agreement with Executive officials at a meeting on 18 October 2007; and**
- (ii) agree that funding beyond 2008/09 should be the subject of further joint discussion between RTP's and the Executive, having regard to the outcomes of the Spending Review and any wider review of Government funding for public transport.**

	1	2		3		4		5		6	
	Current RPPT/RCTI/DRT (£10.584m)	SE Original Option (£15m)		SE Preferred Option (£15m)		SE Original Option (£10.584m)		SE Preferred Option (£10.584m)		Alternative Option (£15m)	
RTP	£000	£0	Loss / Gain	£000	Loss / Gain	£000	Loss / Gain	£000	Loss / Gain	£000	Loss / Gain
HITRANS	4372	6360	+ 1998	5889	+ 1517	4487	+ 115	4160	- 212	6107	+ 1735
NESTRANS	1284	1590	+ 306	1842	+ 558	1122	- 162	1302	+ 18	1827	+ 543
SESTRAN	1511	1950	+ 439	2168	+ 657	1376	- 135	1535	+ 24	2151	+ 640
SPT	1426	2175	+ 749	2268	+ 842	1535	+ 109	1598	+ 172	2093	+ 667
SWESTRANS	764	1095	+ 331	1037	+ 273	773	+ 9	730	- 34	1069	+ 305
TACTRAN	877	1170	+ 293	1317	+ 440	826	- 51	931	+ 54	1266	+ 389
ZETTRANS	350	660	+ 310	480	+ 130	466	+ 116	339	- 11	491	+ 141
Totals	10584	15000		15001		10585		10595		15004	

Paper prepared by Eric Guthrie