

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**16 MARCH 2010****DIRECTOR'S REPORT**

This report updates Members on various matters of interest and relevance to the work of the Partnership.

1 RECOMMENDATION

- 1.1 That the Partnership notes the various updates and other information provided in the report.

2 DISCUSSION**Annual Report 2008/09**

- 2.1 At its meeting on 15 December 2009 the Partnership agreed to delegate authority to the Executive Committee to approve the Annual Report 2008/09 for publication and submission to Scottish Ministers (Report RTP/09/42 refers).
- 2.2 The Draft Annual Report has been issued to Executive Committee Members for comment. As this is the first Annual report which has been produced since gaining Ministerial approval of the RTS and publication of accompanying sub-Strategies for Walking & Cycling, Buses, Travel Information and Park & Ride, the opportunity has been taken to include more information on the RTS Vision and Objectives and also on the RTS sub-Strategies. The opportunity has also been taken to formally publish the RTS Monitoring Framework and RTS Delivery Plan within the Annual Report, 2008/09 being the base year for successive RTS Monitoring Reports, which will be included within future Annual Reports.
- 2.3 Once approved the Report will be made publicly available on the Partnership's website and copies will also be made available to all key stakeholders, including constituent Councils and their Members, Community Planning Partnerships, Health Boards, transport operators, business organisations, other Regional Transport Partnerships and Scottish Government.

Forum of Chairs of Regional Transport Partnerships

- 2.4 The last meeting of the RTP Chairs Forum was hosted by Swestrans in Moffat on 3 March 2010. The Minute of that meeting will be circulated for information/interest when available. The Minute of the previous Chairs meeting, held in Edinburgh on 2 December 2009, is attached at Appendix A for information. A number of items discussed on 3 March 2010 are summarised below.

Alternative Funding Opportunities

- 2.5 As has been reported previously, the RTPs, CoSLA and Scottish Government have agreed to explore opportunities for alternative sources of funding major transport improvements in Scotland. A further paper on this was submitted to the Joint RTPs/CoSLA Transport Strategy Group (JTSG) meeting on 10 December 2009. It was agreed then that discussions should continue with a view to reaching agreement on appropriate funding mechanisms, having regard to the need to ensure effective prioritisation of potentially competing demands for limited resources when accessing available funding sources. This would include further advice from CoSLA on innovative sources of funding best suited to transport projects.
- 2.6 The matter will be discussed further at the next JTSG meeting on 19 March 2010. Any further progress will be reported to the Partnership's next meeting.

High Speed Rail

- 2.7 The Chairs received an update from a meeting on 10 February 2010 of the Scottish Stakeholder Group which Transport Scotland has established to investigate and demonstrate the economic case for extending High Speed Rail (HSR) to Scotland. This includes officer representation from SEStran, SPT and Nestrans, with the Director of Nestrans representing the views and interests of the 4 RTPs north of the Central Belt.
- 2.8 It has been agreed that, at this stage, concentration should remain on strategic issues relating to the Scotland-wide benefits, including reinforcing the stronger UK Business Case benefits which it is believed extension of HSR to Scotland will deliver. It is understood that the HS2 report and a White Paper forming the UK Government's response to HS2 will be published in March. A further meeting of the Scottish Stakeholder Group will be convened following the UK Transport Minister's statement on HSR later this month.
- 2.9 In discussion on 3 March, Tactran's previously agreed position regarding the need to ensure that HSR is not progressed at the exclusion or expense of other, essential improvements to rail connectivity north of the Central Belt, as proposed in the STPR, was noted and agreed by the Chairs.

Strategic Freight Issues

- 2.10 A report was submitted outlining progress and initiatives being undertaken on freight by each RTP. This included reference to Tactran's work on Freight Quality Partnership, Lorry Parking, Freight Consolidation Centres and access to Ports.
- 2.11 It was agreed that this report should be submitted to the national Freight Action Plan Group, Scotflag, for information. It was also agreed that lessons learned from work and studies being undertaken on Freight Consolidation Centres by Tactran, SPT and SEStran should be shared to enable collation of an overview of opportunities across regions and nationally.

Engagement with Confederation of Passenger Transport (CPT)

- 2.12 At the joint RTP Chairs/CPT meeting on 9 September 2009, it was agreed that there should be more regular liaison between RTPs and CPT, with a view

to developing a more focussed agenda for collaborative working on developing the strategic role of buses and public transport. Seven key areas/priorities have been identified for further joint discussion/investigation :-

- development of Salary Sacrifice schemes;
- strategic promotion of Traveline and improving travel information generally;
- expanding the role of DRT and integration within the wider public transport network;
- strategic Park & Ride;
- tackling Traffic Congestion and improving Bus Reliability/Priority;
- Integrated Ticketing;
- Access to health.

- 2.13 Serious concerns have recently emerged in relation to Salary Sacrifice schemes. A number of RTPs have been working with partner Councils, other public and private sector employers and operators to promote and implement Salary Sacrifice schemes. Shortly prior to the meeting with CPT it became known that HMRC has recently adopted a more rigid interpretation of the rules relating to Salary Sacrifice.
- 2.14 Previously HMRC has been prepared to approve schemes enabling Tax relief on purchase of network-wide season tickets/passes. HMRC has now advised that they will only approve schemes which cover the purchase of route-specific tickets. Whilst HMRC's tightening of the rules is strictly in line with Treasury guidelines, a number of schemes which were being developed by RTPs, Councils and operators have been put "on hold". It is understood that existing schemes will be granted a 1-year period of grace to come into line with HMRC's new requirements.
- 2.15 RTPs and CPT agree on the need for greater flexibility in the availability of Salary Sacrifice, to maximise the considerable potential these schemes have in promoting modal-shift and more sustainable travel choices. The Chairs have agreed to write to the UK Treasury, Department for Transport and the Scottish Government requesting reinstatement of the previous, more flexible arrangements on network-wide tickets, and also a fundamental review of the operating conditions and guidelines for Salary Sacrifice schemes.
- 2.16 On Travel Information it has been agreed that RTPs will consider means of working with CPT, Councils and other partners to promote education on Travel Information amongst younger people. It was noted that Traveline currently does not provide fares/cost information and CPT has agreed to give this further consideration.
- 2.17 There was also discussion on the development of Regional Bus Information Strategies (RBISs). CPT indicated that, whilst they have been involved in a number of these including Tactran's, they wish to be included routinely in such consultations. They also requested that RBISs adopt the "best practice" on bus information standards developed through collaborative working on the national Buses Action Plan.
- 2.18 CPT wishes to see increased priority given to tackling the impacts of traffic congestion on bus reliability and attractiveness, through extension of bus priorities and greater emphasis on enforcement of existing traffic management measures, such as parking restrictions at bus stops etc. Whilst

recognising that Traffic Management and enforcement primarily fall within the responsibility of Roads Authorities and Police, RTPs have agreed to continue to promote the wider economic and environmental benefits of bus priorities through RTS implementation, including the promotion of public transport's contribution to SOA Outcomes. It was noted that expansion of bus priorities is being considered in parallel with development of strategic Park & Ride/Choose in a number of areas.

- 2.19 CPT has sought views on a system in England and Wales, where Traffic Commissioners now have powers to call a Roads Authority to give evidence at Public Inquiries into operator performance and reliability. Whilst this may have benefits in enabling consideration of extenuating reasons why operator reliability is failing to meet expected standards, it is not known what additional benefits such a system would provide, bearing in mind that Traffic Commissioners have no enforcement powers over Roads Authorities or Police. The RTP Chairs have requested that CPT provide further evidence of the positive benefits such a system can deliver, for further discussion at the next liaison meeting with CPT.
- 2.20 The development of integrated/joint ticketing will be considered further, based upon experience of developing work by SPT and Nestrans and any further developments at a national level by Transport Scotland. Further discussion will also continue on expanding the role of DRT; strategic Park & Ride; and Access to Health through roughly quarterly officer liaison meetings it has been agreed should take place with CPT.
- 2.21 The next Liaison Meeting with CPT has been set to coincide with the RTP Chairs meeting on 2 June 2010.

National Transport Strategy Stakeholder Group

- 2.22 The Chairs agreed that Councillor Russell Imrie, Chair of SEStran, would replace the former Chair of SPT as the RTPs nominated representative on the NTS Stakeholders Group. They also noted that meetings of the Group in 2010 would focus on the review of the National Transport Strategy, which is due in 2010; sustainable solutions for Transport and Planning; improving integration, including integrated ticketing; and the Cycling Action Plan for Scotland.
- 2.23 Further updates on developments through the NTS Stakeholders Group will be reported to the Partnership, as appropriate.

Meeting with Minister for Transport, Infrastructure and Climate Change

- 2.24 The Minister for Transport, Infrastructure and Climate Change has confirmed that he is to attend the RTP Chairs meeting on 2 June 2010 in Glasgow.

Competition Commission Investigation into the Supply of Local Bus Services

- 2.25 The Competition Commission (CC) has written to RTPs advising that they are conducting a Market Investigation into the Supply of Local Bus Services, following a referral by the Office of Fair Trading (OFT). The investigation is scheduled to complete by January 2012.

- 2.26 At this stage the CC has made an initial request for basic information on transport policies, including copies of any Bus Strategy. This initial contact may be followed up by further requests of all RTPs, or a sample of RTPs, for information on policies and practices relating to supported and commercial bus services, supplemented by possible interviews and site visits as part of their information gathering phase during the Spring and Summer of 2010.
- 2.27 Liaison with partner Councils on progress and input to the CC investigation will be undertaken through the Public Transport Officers Liaison Group and reported back to the Partnership as necessary.

3 RESOURCE IMPLICATIONS

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

Eric Guthrie
Director

For further information email ericguthrie@tactran.gov.uk or tel. 01738 475771

NOTE

The following 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 :-

Reports to Forum of RTP Chairs on 3 March 2010: Various

Report to Board RTP/09/42, Annual Report 2008/09, 15 December 2009

**Meeting of Chairs of the Regional Transport Partnerships
Held in Edinburgh on 2 December 2009**

Minute of meeting

Present: Cllr Russell Imrie, Chair, SEStran (Chair)
Cllr Kevin Stewart, Chair, Nestrans
Cllr Duncan MacIntyre, Chair, Hitrans
Cllr Brian Collins, Chair, SWESTRANS
Cllr Alistair Watson, Chair, SPT
Cllr Iris Hawkins, Chair, ZetTRANS

In attendance: Dave Duthie, HITRANS (DD)
Derick Murray, Nestrans (DM)
Bruce Kiloh, SPT (BK)
Carol Gilbert, SPT (CAG)
Alex Macaulay, SEStran (AM)
Rachael Chambers, SEStran (RC)
John Nelson, SWESTRANS (JN)
Eric Guthrie, TACTRAN (EG)
Michael Craigie, ZetTRANS (MC)
Anil Gupta, COSLA (AG)

Apologies: Cllr Will Dawson, Chair, TACTRAN
Cllr Alison Hay, COSLA

Item	Action
<p>1. Welcome & Apologies Cllr Russell Imrie, SEStran, as Chair of host RTP, took the Chair, and welcomed everyone to the meeting, particularly Cllr Iris Hawkins as the new Chair of ZetTRANS, JN as the new lead officer for SWESTRANS and BK as the new officer representative for SPT.</p> <p>He thanked RC on behalf of all attendees for her excellent organisation for the meeting at Dalmahoy. Cllr Imrie noted that SESTRANS would assume the Secretariat role for the Chairs and Lead Officers' meetings after April 2010.</p>	AM
<p>2. Review of draft minute of Chairs Meeting on 9 September 2009 The Minute was agreed as a true record.</p>	
<p>3. Matters Arising from minute of Chairs Meeting on 9 September 2009 DD advised he would report on the conclusions of the HIE study on Rural Garages to a future meeting.</p> <p>Access to Healthcare – Chairs and officers updated the group on approaches and current issues. AW advised the meeting on progress with Traveline Scotland on developing Journey Planner for patient journey to hospitals, as part of SPT's ongoing work.</p>	DD

AM advised he was setting up an access to healthcare steering group to include NHS and Scottish Ambulance and would liaise with SPT on SPT's recent work. MC advised that access to healthcare was not a current priority and he was progressing liaison work with both Traveline and Scottish Ambulance for Shetland. DM updated progress on the Nestrans Health and Transport action plan through a joint officers group with a focus on 4 pilot projects that did not currently include Traveline. JN advised there was an NHS representative on the SWESTRANS Board. EG outlined the work of the TACTRAN working group on access to healthcare and was working with Traveline for the travel plan for the new Larbert hospital development. DD explained that Nicola Sturgeon, Health Minister was keen to progress Community Transport issues for Highland, that all major Highland hospitals had travel plans and that the HITRANS Board had an NHS member.

It was agreed that all the RTPs would engage with the NHS Directors on access to Healthcare and that a meeting would be arranged with RTP representation. **All**

Cllr Collins outlined his concerns about the future of Community Transport funding and the threatened withdrawal of funding for the SWESTRANS area and questioned whether the RTPs could meet the gap. Cllr Watson echoed his concerns and outlined SPT's approach to coordinating bookings and fleet management for social and community transport on a regional basis - with a view to making overall savings against the separate functional budget heads. It was agreed that SPT officers share experience of this work with other RTP officers. This role for SPT was identified in the Arbuthnot report. **BK**

Cllr Imrie asked that a paper on wider implications for RTPs from Arbuthnot to be brought to a future meeting. **BK**

Chairs and officers shared information on current communication with MSPs and civil servants in terms of briefings, attendance at party conferences, direct meetings, newsletters, etc. BK agreed to ask SPT Communications team to include RTP Chairs and lead officers on the circulation list for SPT Express. **BK**

4. Draft Budget

The Minister had confirmed no change to RTP revenue funding for 2010/11 and all noted that current advice from the Scottish Government civil servants was that there would be no increase and that 09/10 was the last year for the separate additional funding for RTP travel planners. **All to note**

5. Inter Island Transport

DD presented a paper on current and future issues for air transport for the islands. The meeting discussed the issues of concern for the islands and throughout Scotland including:

- Cost of security screening equipment for air cargo
- Infrastructure provision for pontoons for sea planes

- Age and reliability of current fleets, particularly Islanders
- Air Safety Standards and possibility of limited future opportunities for derogations, adding to island airports's costs
- Highlands and Islands Airports (HIA) cost base very high and very high air ticket prices
- Concern at loosing the INV to LGW daily services since other hubs are of less interest to business travellers
- EDI capacity issues in the longer term
- Need for national review of air services ,similar to the national ferries review
- Need to protect the LHR to ABZ link
- Possibility of ABZ as an enhanced hub for Scandinavian services
- Protection of LSI to EDI services
- Continuation of Air Discount Scheme
- Continuing value of Campbeltown and Prestwick airports to their catchments
- Airport surface access issues
- Local and regional economic contribution of airports

6. High Speed Rail

AM presented a paper on the current status of the investigations, discussions with COSLA, role of the Stakeholder Group and Transport Scotland's responses. Points were noted on the physical and construction issues for a new HSR route and the need for a robust business case.

Cllr Stewart noted that NESTRANS would seek to press the case for the route extending to the north east of Scotland. AG noted that COSLA would use the RTPs work, particularly AM's paper, to brief the Scottish Secretary on the case for HSR in Scotland.

It was agreed that the RTP Chairs had made an important contribution to making the case for HSR to Scotland and would need to continue to press the case. **All**

7. Single Outcome Agreement Indicators

The meeting noted that 6 transport indicators had been identified from the overall menu of 59 SOA Indicators. EG noted that the RTPs had a statutory duty to engage in the Community Planning process and therefore with the SOA process. He undertook to continue to brief the meeting on progress on refining indicators. BK noted the limitations of the Scottish Household Survey because of sample sizes. Cllr Hawkins queried the relevance of some of the SOA indicators to their outcomes and Cllr Stewart noted that they could provide value in setting out a "direction of travel" to meet outcomes. EG noted that Citizen's panels could provide a useful source of local evidence if appropriate transport questions were included. **EG**

8. Car Clubs

AM described the Edinburgh scheme which had been operating successfully for many years - it had reduced car miles and allowed more people to avoid keeping a car.

The group supported the concept of investigating the potential for car club models appropriate to each of the RTP areas. Organisational models in place include: City Car Club, Mutual and Cooperative Societies, (potentially) Community Transport organisations and shared "back office" functions covering more than one scheme.

9. Scottish Parliament Transport, Infrastructure and Climate Change Committee Inquiries on Active Travel and Review of Raps

On Active Travel, BK advised that SPT were preparing a response and this could be circulated to other RTPs, if requested. **All**

Cllr Stewart noted that the timing of the Inquiry on the Review of RTPs reflected normal practice since the Transport Act was approved in 2005 and the review was timely. AM, DM and EG reported on their attendance at the Committee to give evidence on RTP funding. Cllr Collie requested that the Chairs be kept informed of attendance at Committees. It was agreed that RTP's would provide written evidence individually to the Committee. Points were noted on the different relationships between the RTP and their member councils, the effectiveness of the previous voluntary partnerships and the current statutory partnerships and the emerging relationship with Councils, RTPs and Transport Scotland.

Cllr Watson and Councillor Imrie noted the possible future opportunities for the RTPs to assume further powers for Transport Scotland.

10. Invitation to Transport Minister

It was agreed that BK write to the Minister to attend the Chairs' meeting on 2 June **BK**

11. Alternative Funding

AG updated the meeting on the progress of the RTP paper on alternative funding for transport within the COSLA committee structures and the meeting noted its concerns about the slow progress in defining the RTPs role to fund projects on behalf of their member councils. AW proposed a meeting with the COSLA Chair.

AG noted that COSLA would be supportive of RTPs seeking European funding and there was a discussion around how to engage effectively with the EC to be aware of funding opportunities. Cllr Imrie summarised the discussion by noting that the RTPs are only concerned with funding from COSLA for transport projects and agreed that a joint meeting with the

Chairs and COSLA would be useful, once the current budgeting round was complete. The meeting would provide COSLA with information about the RTPs work and the potential efficiencies from using their expertise in taking forward regional projects on behalf of their member Councils.

12. Freight Issues – Discussion

The meeting noted progress on freight studies and projects including lorry parking and possibilities for consolidation centres and capacity restraints for rail freight. It was agreed to provide a paper for a future meeting. **BK**

13. AOB

13. Date of Next Meeting

Date of the next meeting is 3 March in Moffat.