

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**23 JUNE 2009****2009/10 AND 2010/11 REVENUE PROGRAMME****JOINT REPORT BY DIRECTOR AND TREASURER**

This report seeks the Partnership's approval of a Revenue Programme to support development and implementation of the Regional Transport Strategy and related activity during 2009/10 and 2010/11.

1 RECOMMENDATIONS

1.1 That the Partnership:-

- (i) notes the confirmed level of Revenue Grant in Aid funding awarded by Scottish Government for financial year 2009/10;
- (ii) approves the proposed Revenue Programme for 2009/10 and 2010/11 as set out in the report and Appendix; and
- (iii) agrees to receive quarterly monitoring reports on the Revenue Programme.

2 BACKGROUND

2.1 Regional Transport Partnerships are Revenue funded through a combination of Scottish Government Grant in Aid and requisitions from partner Councils. The Partnership's Core running costs are funded by an allocation from Scottish Government Grant and partner Council contributions. The Core Budget is the subject of a separate report.

2.2 On 16 April 2009, Scottish Government confirmed the offer of up to £615,000 in Grant in Aid during 2009/10, for the purposes of supporting the Partnership's running costs and implementing the Regional Transport Strategy. This level of funding is in line with the Grant in Aid offer made for 2008/09. Scottish Government officials have previously advised that a further award of up to £615,000 will be made for 2010/11.

3 DISCUSSION

3.1 In previous years, utilisation of Grant in Aid to support RTS implementation has been planned and agreed annually, in part reflecting the annual nature of Scottish Government Grant award processes. In 2008/09 Scottish Government indicated the intention to move towards 3-year budgeting for RTPs, albeit subject to annual formal confirmation of Grant in Aid awards.

3.2 It is proposed that the Partnership moves towards a 3-year approach to Revenue Programming, which is more in line with the 3-year budgeting approach adopted within the public sector generally and also with Single Outcome Agreements. Initially it is proposed that a 2-year Revenue Programme is developed for 2009/10 and 2010/11, covering the remainder of the current Government Spending Review period, with the intention of moving towards development of a 3-year rolling programme from the start of the next Spending Review period in 2011/12.

- 3.3 Allowing for allocation of £220,000 towards Core running costs, as per the approved 2009/10 Core Budget, a remaining Grant in Aid balance of £395,000 is available to support development and implementation of the RTS in 2009/10. This is supplemented by a small residual amount of a separate Scottish Government Travel Plan Grant which, net of staff costs, amounts to £5,000 in 2009/10; a proposed allocation of £49,199 from 2008/09 as discussed in separate reports on the 2008/09 Annual Accounts and the 2009/10 Core Budget; plus an allocation of £50,000 from a Scottish Government Grant to Perth & Kinross Council to support investigation of the potential for a Freight Distribution Centre as part of an Air Quality Action Plan for Perth. This generates an available Revenue Budget of £499,199 for RTS development and implementation in 2009/10.
- 3.4 At its meeting on 10 March 2009 the Partnership agreed to make an initial allocation of £40,000 from the 2009/10 Grant in Aid award to support ongoing development of Travel Plan activity in 2009/10, in line with Scottish Government Travel Plan Grant conditions (Report RTP/09/15 Refers). Progress on Travel Plan activity and proposals for utilisation of the Travel Plan elements of the Revenue Programme are dealt with in a separate report.
- 3.5 Assuming the same £615,000 allocation of Grant in Aid for 2010/11, and allowing for allocation of £255,000 towards Core running costs in line with the currently indicative 2010/11 Core Budget, a balance of £360,000 will be available to support RTS implementation in 2010/11.
- 3.6 Following consultation with partner Councils a 2-year Revenue Programme, based on the available Grant funding outlined above, has been developed. This is summarised in the Appendix, with individual programme elements outlined in more detail below.

Ordnance Survey Mapping Licence Fees - £16,000

- 3.7 Previously the Partnership has relied upon the Ordnance Survey (OS) Licences of partner Councils when using mapping data in developing the RTS, associated strategies, and plans for RTS projects. With the introduction of revised OS licensing arrangements from 1 April it is necessary for the Partnership to hold its own OS Licence. The cost of this has been much reduced under a new consolidated public sector licensing arrangement. On the basis of ongoing discussions it is understood that these costs will be in the order of £8,000/annum.

Accessibility Planning - £38,000

- 3.8 The Partnership previously purchased the Accession accessibility mapping software package to support initial and ongoing development of the RTS. Accessibility planning is viewed by Scottish Government as an important technique in ensuring integration between transport, land use and other policy planning. As in 2008/09, it is proposed that the Partnership meets the costs of annual software licence fees for TACTRAN and partner Councils, estimated at £12,000, plus provision for a 2-yearly update of the baseline information relating to public transport services and key facilities such as Post Offices, hospitals and health centres, leisure facilities etc. The current database was updated in 2008/09 and allowance for further updating is made in 2010/11.

RTS Monitoring Framework - £40,000

- 3.9 The development of an RTS Monitoring Framework, to support the statutory requirement to report annually on progress with implementation of the RTS, is the subject of a separate report. A proposed allocation of £20,000/annum is made to support further development of this framework and production of indicators, and eventual targets, which will form the basis of annual reports on RTS implementation. During the current year it is proposed to use the MVA Consultancy, who have undertaken the initial work on the Monitoring Framework, to assist in developing the first RTS Monitoring Report, which will be reported to a future meeting.

Regional Transport Model - £150,000

- 3.10 Transport Scotland has recently upgraded the Transport Model for Scotland (TMfS), which is used to model the transport implications and impacts of major land use and transport policies, proposals and projects at a national level. In updating the TMfS it had originally been Transport Scotland's intention to fund the development of regional models for the RTPs, which would have been available to undertake more detailed modelling of transport and land use proposals at a regional and local level. Whilst national funding constraints have prevented this development, Transport Scotland remains keen to see the development of regional models, which can support the appraisal of RTS proposals and also emerging Strategic Development Plan and Local Development Plan proposals, in line with the national TMfS. A number of local transport modelling tools are currently in use by partner Councils. It is proposed that, as a pre-cursor to possible development of a regional transport model, a study is undertaken into current regional modelling capability and the merits of developing a regional model. An allocation of £50,000 is made for this in 2009/10 with a provisional allocation of £100,000 in 2010/11 to support further development.

Tay Estuary Rail Study - £50,000

- 3.11 Progress on the Tay Estuary Rail Study is discussed in detail in a separate report. As discussed in that report, consultants Steer Davies Gleave have been instructed to undertake further work on refining options for introducing short term service enhancements to provide additional local stopping services from the December 2010 timetable, at a cost of £10,000. It is proposed that a further £20,000 is allocated to support ongoing development of the TERS proposals in the current year with a further £20,000 in 2009/10.

Park & Ride Strategy - £110,000

- 3.12 Progress on the implementation of the regional Park & Ride Strategy is also discussed in a separate report. The proposed allocation of £90,000 in 2009/10 allows for completion of the ongoing A90/Perth East study at a cost of £30,000, plus allowance of £60,000 to cover any additional design feasibility work required on the A92 Tay South facility and the undertaking of a similar study for the A90/Dundee West facility. It is envisaged that costs associated with further development of these facilities beyond design feasibility would be met from yet to be identified Capital budgets for project implementation. A further £20,000 is allocated for ongoing development of the Park & Ride Strategy in 2010/11. Implementation of Park & Ride around Dundee will require ongoing discussion and agreement with Transport Scotland, in line with the inclusion of these proposals within the STPR.

Demand Responsive Transport - £55,000

- 3.13 Progress on the development of proposals for urban and rural pilot Demand Responsive Transport (DRT) schemes is discussed in a separate report. The proposed allocation of £25,000 in 2009/10 allows for further development of the options for piloting DRT solutions in an urban and rural context. This will be supplemented by a £10,000 contribution from Dundee City Council in 2009/10 towards the proposed urban pilot in Dundee. A further allocation of £30,000 is made to develop this work during 2010/11, particularly in relation to investigating the role that DRT can play in substitution of supported bus services, given anticipated pressures on partner Council budgets for supported bus services in future years.

Travel Planning - £133,000

- 3.14 Previous work on Travel Planning has been supported by the allocation of specific Scottish Government Grant for this purpose. During 2008/09 and 2009/10 the Partnership has agreed to supplement the level of Grant funding, reflecting the importance attached to this area of the RTS. Progress during 2008/09 and proposals for further development of Travel Planning initiatives in 2009/10 is discussed in detail in a separate report. The proposed allocation of £58,000 in 2009/10 supports these proposed developments. Reflecting the increasing interest and engagement from both private and public sector employers and other bodies in working with TACTRAN on developing Travel Plans and other sustainable transport approaches, it is proposed to make an increased allocation of £75,000 towards this area of activity in 2010/11, when dedicated Scottish Government Grant for Travel Planning ceases.

Travel Information Strategy - £70,000

- 3.15 The proposed allocation of £70,000 allows for the development of a Regional Bus Information Strategy; investigation into the potential for expansion of Real Time passenger information at key interchanges and at bus stops, particularly in the Perth & Kinross and Stirling areas; and the undertaking of a technical audit and investigation into the development of a regional travel information database and journey planner, based on development of existing local and national systems such as Dundee TravellInfo and Traveline Scotland. All of these proposals were identified as priorities within the Regional Travel Information Strategy (RTIS). Improvements in the quality, availability and consistency of travel information are also identified as priorities within the National Buses Action Plan. Initial work on the development of a Regional Bus Information Strategy was undertaken as part of the RTIS, but completion of this was deferred pending the outcome of related work on the national Buses Action Plan.

National Cycle Network - £10,000

- 3.16 The proposed allocation of £10,000 in 2009/10 allows for completion of design work on a missing link in the National Cycle Network between Doune and Callander. This scheme formed part of the 2008/09 RTS Revenue Programme but suffered delays. This allocation allows for completion of design during 2009/10. Future implementation will be dependent upon the availability of Capital funding.

Freight Quality Partnership – £95,000

- 3.17 The development of a Freight Action Plan is being progressed through the Freight Quality Partnership Steering Group. Work on this is awaiting the publication of the national Scottish Strategic Freight Study which, after some delay, is now expected to

be published later this month. An initial allocation of £25,000 is proposed to support development of the Regional Freight Action Plan in 2009/10 with a further £20,000 in 2010/11. As indicated in 3.3 above an additional contribution of £50,000 has been secured in 2009/10 to support investigation of the potential for development of a Freight Distribution Centre as part of the evolving Air Quality Action Plan for Perth. Work on this study will potentially inform the scope for development of similar facilities at other appropriate locations within the region as part of the Freight Action Plan.

Dundee Station Improvements - £10,000

- 3.18 The Partnership has previously contributed towards ongoing studies into the potential for modernising Dundee Station, which is being led by Dundee City Council in conjunction with the Dundee Waterfront regeneration project. The work to date has considered possible options for improvements to passenger facilities and the scope for additional commercial uses which might attract private sector funding towards station upgrading. The proposed £10,000 contribution will support further planned work on developing a preferred option during 2009/10.

Communications – £20,000

- 3.19 In line with a similar allocation in 2008/09, an allocation of £10,000/annum is proposed to meet the costs of publishing Annual Reports and other publications, press and media campaigns and other external communications.

Stakeholder Fora - £12,000

- 3.20 The provision of £6,000/annum meets the ongoing costs of operating the various Stakeholder Fora the Partnership has established to help inform the ongoing development and delivery of the RTS in consultation with key stakeholders.

Contingency - £50,000

- 3.21 It is proposed to retain an unallocated contingency fund of £25,000/annum which will be available to accommodate any variances to programmed project costs, or to fund other emerging opportunities to develop RTS proposals.
- 3.22 The Partnership is asked to approve the proposed 2009/10 and 2010/11 Revenue Programme, as set out in the report and Appendix, and to receive regular monitoring updates at further meetings.

4 CONSULTATIONS

- 4.1 The proposed Revenue Programme for 2009/10 and 2010/11 has been developed in consultation with partner Councils through the Transportation Officers Liaison Group, the Public Transport Officers Liaison Group and the Chief Officers Liaison Group. The development of further work on Park & Ride strategy elements which relate to the STPR has also been the subject of discussion with, and is supported by, Transport Scotland.

5 RESOURCE IMPLICATIONS

- 5.1 The costs of implementing the proposed 2009/10 and 2010/11 Revenue Programme will be met from Scottish Government Grant in Aid as detailed within the report. Further opportunities for partner funding to support implementation of the RTS will be explored on a project by project basis.

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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 the above Report:

2009/10 and 2010/11 REVENUE PROGRAMME	2009/10	2010/11	Comments
Budget			
Scottish Executive Grant in Aid	395000	360000	Balance of £615,000/annum Grant in Aid less contributions to Core Costs
Travel Plan Grant	5000	0	Balance from £35,000 Scottish Government Grant allocation in 2009/10 less £30,000 allocation to Core staffing
Interest on Balances	49199	0	Unallocated interest on Balances from 2008/09
Perth & Kinross Air Quality Grant	50000	0	Grant funding for study into potential for Freight Distribution Centre
	499199	360000	
RTS Project			
OS Mapping	8000	8000	Annual Licence fees for OS mapping
Accessibility Planning	12000	26000	Annual Licence Fees plus bi-annual database updating
RTS Monitoring Framework	20000	20000	Development of Monitoring Indicators and Preparation of Annual Reports
Regional Transport Model	50000	100000	Audit of existing regional modelling capability and potential development of regional sub-model to TMfS
Tay Estuary Rail Study	30000	20000	Development of TERS service delivery proposals
Park & Ride Strategy	90000	20000	Completion of A90/Perth East study; A92/Tay South and undertaking new A90/West Dundee study
Demand Responsive Transport	25000	30000	Development of urban and rural DRT pilots
Travel Planning	58000	75000	Including expanded Sustainable Travel Grant scheme and other promotional activity
Travel Information Strategy	70000	0	Development of Regional Bus Information Strategy, Real Time Information and Travel Information/Journey Planning systems
National Cycle Network	10000	0	Completion of design work on NCN link from Doune - Callander
Freight Quality Partnership	75000	20000	Development of Freight Action Plan and Perth Freight Distribution Study in 2009/10
Dundee Station	10000	0	Contribution towards further development of options for station upgrading
Communications	10000	10000	Publication of Annual Report(s) and other external communications
Stakeholder Fora	6000	6000	Running costs of stakeholder fora
Contingency	25000	25000	Potential Health & Transport Action Plan
	499000	360000	