

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**15 DECEMBER 2009****DEMAND RESPONSIVE TRANSPORT****REPORT BY STRATEGY MANAGER**

This report updates the Partnership on progress in implementing an urban DRT pilot scheme in Dundee and seeks approval for the selection of west Kinross-shire for further investigation as a rural DRT pilot area.

1 RECOMMENDATIONS

1.1 That the Partnership:-

- (i) notes progress in implementing the urban DRT Pilot in Dundee;
- (ii) approves the selection of the rural DRT pilot in west Kinross-shire and further investigation into the detailed feasibility of DRT in partnership with Perth & Kinross Council; and
- (iii) receives a future report following further consideration of the rural DRT pilot.

2 BACKGROUND

- 2.1 The Regional Transport Strategy (RTS) under the strategic theme Connecting Communities & Being Socially Inclusive includes a proposal to maximise the role and contribution of Community and Demand Responsive Transport (DRT) in improving general accessibility and social inclusion.
- 2.2 Consultants Steer Davies Gleave (SDG) were appointed to consider the feasibility of urban and rural DRT pilots. This took account of interest expressed by Dundee City Council in investigating the scope for piloting urban DRT solutions within the City, as part of an "in-house" review of their existing pilot DRT and TaxiCard schemes.
- 2.3 SDG's Pilot Area Selection Report was noted by the Partnership at its meeting on 23 June 2009 (RTP/09/26) at which time the Partnership also approved the selection of the urban pilot in Dundee.

3 DISCUSSION

- 3.1 The report on Revenue Budget Monitoring 2009/10 to the Partnership on 22 September 2009 (RTP/09/36) noted the selection of the Mid-Craigie/Linlathen area of Dundee for the urban DRT pilot. Detailed discussions have been underway regarding the pilot scheme proposals aiming for implementation in spring 2010. A consultation process in the community is in progress that will enable operational details of the scheme to be finalised. The appointment of a new officer in Dundee City Council's Development Department, who will be responsible for project managing the scheme, will enable it to be progressed to full implementation.

- 3.2 The Partnership meeting on 23 June 2009 noted that appraisal of potential rural pilot areas had identified the Aberfoyle, Strathard, Drymen & National Park Boundaries; Crieff, Auchterarder, Aberdalgie-Perth, Kinbuck-Braco; and Strathmore West as providing the best fit with key selection criteria (report RTP/09/26 refers). Discussions with Council officers indicated that further work was required to clarify a number of issues before recommending the selection of the rural pilot area. These included consideration of competition with existing public transport, including taxis and private hire vehicles; fit with programmed Council tendered service procurement processes; and resources, both in terms of staff and financial support. There was also a need to ensure fit with current Council policies and initiatives with regard to DRT.
- 3.3 Following further consultation with partner Councils' Public Transport Officers the selection for a rural DRT pilot has been narrowed down to two areas, the Auchterarder/Crieff/Kinbuck area, and an area not initially considered, west Kinross-shire. The options have been further refined in consultation with Stirling Council and Perth & Kinross Council officers, and west Kinross-shire is considered to offer the greater potential. Existing public transport in west Kinross-shire is limited to a two hourly through Stirling – St Andrews service supplemented by restricted shoppers' services. The potential population served is greater and is concentrated in recognisable settlements. Existing bus services may not be providing links to the most appropriate destinations, such as Alloa or Dunfermline. There is also the option of replacing existing Perth & Kinross Council supported Services 204/205 with DRT and a consequent reallocation of funding. These Services are scheduled for re-tendering for a new contract to be introduced in autumn 2010.
- 3.4 In comparison, the actual population not served by public transport in the Auchterarder/Crieff/Kinbuck area is smaller. There is no apparent desire or need to link Crieff and Auchterarder, as both towns have a good level of service to Perth for employment, retail, medical and leisure needs. Similarly, Kinbuck is served by an hourly service to Dunblane and Stirling. Existing and previous supported bus services between Crieff and Auchterarder have given no indication of travel demand from within the area bounded by Auchterarder, Crieff and Kinbuck or between the two towns.
- 3.5 Subject to approval of west Kinross-shire as the rural pilot area, it is proposed to undertake consultation in the area in the New Year. This will enable Tactran and Council officers to assess needs and work up the feasibility of DRT solutions, including possible service specification options and estimated outline costs. This work will be used to inform Perth & Kinross Council's re-tendering and contract award decision making in May 2010.
- 3.6 Consideration is also being given to the potential role of DRT in improving access to the new Acute Hospital at Larbert. A review is proposed, jointly funded with SEStran, to examine the potential for the wider integration of passenger transport, including conventional public transport, the Scottish Ambulance Service and DRT. This is currently the subject of ongoing discussion with SEStran, NHS Forth Valley and Councils, based on the possibility of employing consultants through SEStran's Framework Agreement to identify options which may be developed in support of NHS Forth Valley's Travel Plan for the new hospital.

4 CONSULTATIONS

- 4.1 This report has been prepared in consultation with the Public Transport Officers Liaison Group and the Chief Officers Liaison Group who are in agreement with the proposals.
- 4.2 Development of urban and rural DRT pilot proposals will be informed by community consultation on the detailed proposals for implementation in the Mid Craigie/Linlathen area of Dundee and in west Kinross-shire.

5 RESOURCE IMPLICATIONS

- 5.1 An allocation of £25,000 for development of DRT pilot schemes exists within the approved 2009/10 Revenue Programme. A further sum of £10,000 is being contributed by Dundee City Council towards the proposed urban pilot in Dundee.
- 5.2 The Partnership's contribution towards a possible joint review of DRT options serving the new Larbert Acute Hospital would be met from the provision for contingency within the 2009/10 Revenue Programme, as discussed in a separate report.

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NOTE

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

Tactran DRT Pilot Feasibility Study Pilot Area Selection Report

Report to Partnership on 28 October 2008 on 2008-09 Revenue Budget Monitoring

Report to Partnership on 22 September 2009 on 2009-10 Revenue Budget Monitoring

Report to Partnership on 23 June 2009 on Demand Responsive Transport