



31 March 2011

Commission on the Future Delivery of Public Services
Thistle House
First Floor
91 Haymarket Terrace
Edinburgh
EH12 5HE

Our ref: Insert ref
Your ref:
Direct Dial
Direct fax:
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Dear Sirs

Commission on the Future Delivery of Public Services - Call for Evidence – Response by Chairs of the Regional Transport Partnerships

At our meeting on 2 March 2011, the Chairs of the Regional Transport Partnerships of Scotland (RTPs) agreed to submit a joint response to the Christie Commission's Call for Evidence. Our response is attached as Appendix 1 with supplementary information at Appendix 2. This response should be read in conjunction with any individual responses made by each RTP.

We welcome the opportunity to respond to the Call for Evidence and believe that the time is right to review, challenge and present a new way forward for public service delivery in Scotland. Our collective belief is that RTPs can and should play a key role in the future of public service delivery of transport planning, services and projects.

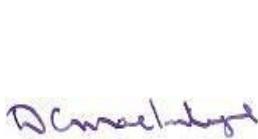
The key principles of our response are as follows:

- The statutory nature of RTPs and the fact that a strong evidence base (and significant consultation) led to their introduction;
- The variety of roles that RTPs play within their areas, from planning through the Regional Transport Strategies to operation of transport services and delivery of projects;
- The accountability and partnership focus of RTPs through their Partnership Boards, and, for example, involvement with Community Planning;
- The success of RTPs since their introduction, including reference to key projects and initiatives delivered by RTPs;

- Best practice across the UK, Europe and beyond demonstrates the value of regional transport planning and delivery in partnership with local authorities, national agencies and other public and private sector organisations; and,
- The opportunities presented by the RTP model in future, including, for example, through the ‘shared services’ agenda, further links with strategic development planning, economic development, and access to healthcare.

We trust you will find our response useful and would be happy to meet with you to discuss our response in more detail.

Yours faithfully



Cllr Duncan
MacIntyre
Chair of
HITRANS



Cllr Kevin
Stewart
Chair of
Nestrans



Cllr Russell
Imrie
Chair of
SEStran



Cllr Jonathan
Findlay
Chair of SPT



Cllr Brian
Collins
Chair of
SWESTrans



Cllr Will
Dawson
Chair of Tactran



Cllr Iris Hawkins
Chair of ZetTrans

Chairs of the Regional Transport Partnerships

Enc: Appendices 1 & 2 – Christie Commission Review of Public Service Delivery – Call for Evidence – Response by Chairs of the Regional Transport Partnerships

Appendix 1

Christie Commission Review of Public Service Delivery –Call for Evidence – Response by Chairs of the Regional Transport Partnerships

Regional Transport Partnerships are statutory bodies established by the Transport (Scotland) Act 2005. A strong evidence base and significant consultation led to their introduction as follows:

www.scotland.gov.uk/Publications/2003/09/18226
www.scotland.gov.uk/Publications/2004/01/18776/report
www.scotland.gov.uk/Publications/2004/10/20128
www.scotland.gov.uk/Publications/2006/03/21150433"

Since their establishment on 1 December 2005, the seven Regional Transport Partnerships (RTPs) of Scotland have worked effectively with the Scottish Government, constituent councils and other partners to deliver positive outcomes for transport providers and users within their areas.

The activities they have focused on have depended on their size, scale, funding and 'model' of each RTP. Some are 'Model 1' RTPs with responsibility for strategic planning of transport through their statutory Regional Transport Strategies and engaging in Community Planning and the Development Planning process, whilst others are "Model 3" which have similar responsibilities but have also adopted additional powers to directly provide public transport and other related services under powers provided in the Transport (Scotland) Act 2005,

Public service delivery is about ensuring that people and businesses have efficient and sustainable connectivity, that public transport services are accessible to all, that harmful transport emissions are reduced and that public transport services are attractive, seamless and reliable.

A great deal of what RTPs do is about ensuring the most vulnerable in our society can access the life opportunities that most of us take for granted. This includes accessing training and employment, attending hospitals, visiting family or taking part in sport or leisure. RTPs are also about ensuring goods are able to be transported to market more efficiently and sustainably, that people get to work each day, working to help protect the environment and at the same time encourage healthier lifestyles through investment in active travel and journey planning. These services and many others are not added extras or luxury items but are central to people's everyday travel needs and quality of life.

Transport and the economy

Transport is the lifeblood of a vibrant and inclusive economy. Transport investment has a range of benefits to the wider economy in terms of economic output, income generation, employment levels, wealth creation and helping to tackle poverty. Transport investment also helps to support and maximise the benefit of public investment in other areas such as health, education, environmental protection and regeneration. Given the Scottish Government's overriding national purpose is to promote sustainable economic growth it is critical to, at the very least, maintain transport investment. In 2005, the UK Government commissioned Sir Rod Eddington to examine the impact of transport on the economy and the environment. A key conclusion of Eddington's study found that:

"A good transport network is important in sustaining economic success...the transport system links people to jobs; delivers products to markets; underpins supply chains and logistic networks; and is the lifeblood of domestic and international trade."¹

Historic levels of transport funding in UK regions have been and remain substantially below that of our European competitors. Since investment in the transport network is central to competitiveness strategies for city regions across the world, it is vital that we continue to invest in our transport base, thus developing a robust platform for economic recovery. A particular example is the need to ensure continued investment in connectivity improvements which will enable Scotland to gain maximum economic advantage from the emerging renewables industry. In a recent study, the leading independent consultancy Grant Thornton noted that:

"Transport plays a critical role in facilitating this competitiveness. High quality infrastructure and transport services improve the performance of the labour market, help to attract inward investment, and create the quality of life that talented people seek out."²

Transport and the environment

Whilst transport is a key contributor to global warming, investment in public transport and more sustainable freight distribution, in infrastructure to support more sustainably fuelled vehicles, and in behavioural change and active travel is part of the solution. Concerted action will be required to achieve the ambitious targets for carbon reduction set by the Scottish Government and RTPs have been leading the way on developing and implementing measures which seek to reduce transport's Climate Change impacts.

In 2005, the UK Government commissioned the Stern Review³ which considered the economic impacts of climate change. The Stern Review warned that there will need to be "strong deliberate" *public policy* measures required to create the conditions for carbon reductions to meet the UK Government's target of a 60% reduction by 2050 and the Scottish Government's more challenging target of an 80% reduction by 2050.

RTPs have a statutory obligation to reduce transport related carbon emissions through the Carbon Reduction Commitment (CRC) Energy Efficiency Scheme. A commitment has been made to reduce emissions through investment in new technologies and by increasing energy efficiency.

How best can our public services achieve positive outcomes for and with the people of Scotland?

RTPs support the Scottish Government approach towards Best Value:

"Best Value principles underpin the operation of public service organisations and are a key component of the public service reform agenda in Scotland. It is a central, enduring foundation for continuous improvement across the public sector."⁴

The delivery of transport projects and services is not an end or outcome in itself, but it is critical to the achievement of outcomes such as promoting sustainable economic growth, improved health and wellbeing and protecting our environment. Achieving these outcomes will require not only the engagement but also the direct involvement of the public in helping to design and deliver services. Imposing solutions from above risks design of inefficient services and inappropriate and wasteful investment. Public sector organisations must do more to engage

¹ Eddington Study (2006) Department for Transport,

² Grant Thornton (2009) Connecting for competitiveness: The future of transport in the UK city regions, pg

1

³ Stern Review (2006), UK Treasury

⁴ Communities Scotland (2005), National Standards for Community Engagement

businesses and local communities in decisions about the design and delivery of services although there are many notable successes to build on.

RTPs are committed to engagement with the wider community in the design and delivery of services. RTPs are also statutory and committed community planning partners with representatives participating in Community Planning Partnerships across Scotland with council colleagues, representatives of the third sector and colleagues from the Police, Fire and Health Services. We also work closely with representatives of equality groups to improve services.

In addition, RTPs work in partnership with the community transport sector to encourage efficient and coordinated services.

A useful reference point for ensuring effective engagement will be the national standards for engagement prepared by Communities Scotland which highlight the importance of equality and recognise the diversity of people and communities; provide a clear sense of purpose; effective methods for achieving change; build on the skills and knowledge of all those involved; and demonstrate a commitment to learning for continuous improvement. Engagement then is also about building the capacities of individuals and communities so they are empowered as partners.

To deliver effective public services there needs to be a focus on improved engagement and involvement with the public to ensure they are partners in and not merely recipients of public services. This is best done through partnership working with the community, building on the commitment of the third sector whilst drawing on the professionalism of the public sector, its ability to coordinate vital services and working within a framework of partnership, professionalism and accountability.

How best can wider organisational arrangements (including functions, structures and processes) support and enable the delivery of effective services?

Ensuring that services are delivered in a manner that is appropriate to the specific needs of users means that strategic transport services should be delivered regionally through democratically accountable bodies which reflect synergy with regional and local planning authorities and reflects the travel needs of commuters and the business community, as well as those accessing services including healthcare, education and leisure. Decisions about transport cannot be taken in isolation and must be coordinated with land use planning strategies and be clearly aligned with national economic, social and environmental strategies.

A major challenge, given the limited resources available to support socially necessary bus services, is to ensure the needs of people and communities reliant on public transport are met. Bus services account for the lion's share of public transport journeys and RTPs work closely with commercial operators to integrate services with other modes where practical and to cover essential services which the commercial sector does not, particularly at evenings and weekends or where there is insufficient demand but where people continue to rely on public transport such as in rural areas. For this reason, it will be important to examine opportunities to better incentivise improved standards, vehicles and reliability in the bus network with minimal intrusion into the commercial sector.

What shared values and ethos should underpin Scotland's public services, and how best can they be embedded in the delivery of public services in the future?

Public services should be democratically accountable, responsive and professional. Public service delivery decisions should reflect the wishes of the electorate underpinned by engagement with and involvement of the public, community groups and other groups which represent particular interests e.g representatives of transport users.

There should also be a strong ethos of professionalism and expertise to ensure that service delivery is evidence based appropriate to need, deliverable and aligns with local, regional and national objectives.

The principles which define best value in Scotland remain relevant and should provide a strong reference point:

- Commitment and leadership
- Sound governance at a strategic and operational Level
- Accountability
- Sound management of resources
- Responsiveness and consultation
- Use of review and options appraisal
- A contribution to sustainable development
- Equal opportunities arrangements
- Joint working and partnership

Experiences of the operation of public services

Through our Partnership arrangements and Committee arrangements and in close working between our colleagues in local councils, we deliver efficient and effective services for transport users across Scotland. In essence, RTPs are a shared service, acting on behalf of constituent councils and with transport users and providers to deliver strategic transport solutions across wide, geographically diverse areas.

In the experience of RTPs, public service delivery operates best where there is a clear and appropriate remit and division of responsibilities, where the delivery of services meets identifiable and evidence based need and where there is cooperation between a range of public, private and third sector partners. Services fail to be delivered effectively where there are overlaps in responsibilities between public bodies, or indeed uncertainty about their respective roles. Public bodies will work best together where they have clear responsibilities and where there is no blurring of the edges between local, regional and national responsibilities. It is not clear at present that such certainty exists in the transport world where there is an increasing trend towards centralisation of services which are best organised and scrutinised at a local or regional level.

Examples of projects, services, innovations or improvement work, including evaluations or assessments, which may be relevant to the work of the Commission

RTPs have a proven track record of project and service delivery, including a range of innovative initiatives and projects which could provide a useful model for other areas. Appendix 2 of this response sets these out. The following is a brief summary:

SEStran

- Contract awarded for Real Time Passenger Information in East Lothian and Scottish Borders and funding approved for Fife. Total project value £2.3m.
- Co-location and close working with SESplan and development of a Regional Transport Model in partnership with Transport Scotland, to provide the strategic transport input to the SDP

Nestrans

- Working in close partnership with Aberdeen City and Shire Economic Futures (ACSEF) and the Strategic Development Plan Authority (SDPA) including shared services and joint working

- Working with NHS Grampian and Scottish Ambulance Service to develop a governance arrangement to deliver the Health and Transport Action Plan covering active travel, public health (air quality) and access to healthcare

SPT

- SPT is working with Clyde Valley Community Planning Partners to pilot the consolidated scheduling of the respective council vehicle fleets to drive efficiency, maximise use and save money. It is estimated that consolidated scheduling could save in the region of £3-4 million through improved scheduling, coordination and booking of Glasgow's fleet through SPT's Travel Despatch Centre. There is potential to save £10-12 million if the pilot were to be extended across the Clyde Valley area.
- Working with Glasgow City Council and Clyde Gateway, SPT has also recently secured European funding to take forward the £9 million redevelopment of Dalmarnock rail station which will be a key transport hub for the Commonwealth Games and also for the regeneration of Glasgow's east end.

HITRANS

- Secured 783,169 Euros from the ERDF Atlantic Area INTERREG IVB START Project (60% EU funding) Consortium includes members from France, Portugal, Spain, England and Scotland. Aim is to make it easy to travel to, from and around the Atlantic regions using environmentally friendly, collective modes of transport.
- Worked with Transport Scotland, Highland Council and other partners to develop the Moray Firth Transport Model, Strategic P&R on the A9 north of Inverness, and rail station design at Conon Bridge, to minimise disruption and congestion caused by the proposed Kessock Bridge resurfacing works which will impact not only on the large part of the highlands north of Inverness but also on communities served by ferry links to the Western Isles and Orkney

SWESTRANS

- Project managing the Dumfries Sustainable Travel Demonstration Town Project (GoSMART Dumfries), in partnership with Dumfries and Galloway Council, as part of the Scottish Government's Smarter Choices, Smarter Places Initiative - £2,703,000 matched by local funding.
- SWestrans successfully bid for ERDF funding of £1,250,000 to extend the GoSMART Dumfries project. Total project value now £6.7 million.

ZetTrans

- Involved in a Northern Periphery Programme Project, with international partners from Sweden, Iceland, Dumfries & Galloway Council, and Finland. The aim is to find innovative ways of delivering transport in remote rural locations. The project will be rolled out geographically over the next 6 years, the first elements by 2011. This includes working with SPT to establish how their experience in consolidated scheduling can be applied in remote areas to enable a shared service approach.
- Exploration and development of alternative ferry types and propulsion technologies to improve operational and environmental performance of lifeline ferry services.
- Shetland Renewable Energy Strategy Transport Group community support to trial vehicles with cutting edge fuel systems and background preparation for a funding application to support an electric vehicle charging network in Shetland.

Tactran

- Strategic Park & Ride – Business Cases developed for Tay South(with SEStran), Dundee West and Stirling South, all part of STPR Project 8, and for Perth East. Funded Kinross Park & Ride, extension to successful Broxden P&R site and passenger waiting facilities, and part funded the Castleview, Stirling Park & Ride facility.
- Travel Information – introduced www.tactranconnect.com, Scotland's first multimodal travel information web gateway developed in partnership with Traveline Scotland. Also funded extension of Real Time Passenger Information on Dundee – Perth Quality Bus Corridor. Currently finalising Regional Bus Information Strategy.

Views on the obstacles to and opportunities for improvement

The key obstacles in delivering and improving transport services are related to funding, powers and structure. As mentioned earlier in this response, UK regions have historically invested less in transport than their European competitors. Transport is often the Cinderella to other sectors which, whilst vitally important, often attract more investment but which rely significantly on transport services to achieve their goals.

That said, it is not always the case that there needs to be more public funding. Rather, there is a need to rebalance public funding to reflect the benefits which transport investment brings.

There are also opportunities to extend the shared service model to include maintenance and investment in local roads which could achieve procurement efficiencies whilst retaining a focus on local and regional priorities. RTPs look forward to being fully engaged in the Scottish Government's national review looking at how the road network is managed and maintained.

The use of innovative funding should also be considered, particularly given ongoing constraints on public spending. Accountable public bodies should be given greater autonomy over the ways in which they generate funding. However, where innovative funding solutions are used, there must continue to be clear democratic accountability and strong governance arrangements in place.

The unintended consequences of reducing transport investment, both capital and revenue, will be felt in terms of reduced access for a range of people, including vulnerable people who need to visit friends and family; attend hospital and health centre appointments, or for the wider population who need to access work; attend job interviews and training opportunities; get to college and university and take part in social, sport and leisure activities leading to increased likelihood of social exclusion and deprivation.

Rising levels of car ownership and use present a continuing challenge given their negative impacts on emissions, congestion, road accidents and general health. It is important that the public sector, working in partnership with the private and third sectors, is equipped to help provide solutions to meet this challenge. This does not require excessive cost or additional bureaucracy but will require innovative thinking to improve standards and make public transport a genuinely attractive alternative and complement to private car use, and exploring with the freight industry more sustainable ways of transporting the goods that society depends upon.

Views on the options for the future

Decisions about the future delivery of public services should not be dominated by the debate about the Big Society or made on the basis of partnership working alone. They must be based on a hard-headed approach to sustaining and equipping regions to compete in a global marketplace. Central to this is reducing the costs of travel by maximising the efficiency of the network and investing in integrated and high quality transport services and infrastructure, based on sound land use planning policies and reflecting national, regional and local economic

development and environmental priorities. Delivery of public services must derive from outcome focussed, adequately resourced, professional, empowered and democratically accountable bodies with clear remits at national, regional and local levels reflecting the distinct geographic, economic and cultural identities of the Scottish regions.

Summary

The modernisation of Scotland's public services will be critical to achieving Scotland's ambitions for sustainable economic growth, social justice and environmental sustainability. It is essential that we do not allow short term considerations to sway us from a continued commitment to enduring principles which have helped to guide Scotland's public services, namely; democratic accountability; commitment to social justice, professionalism and best value. Innovation in service delivery will be important but there needs to be a continuing commitment to social justice, environmental protection and sustainable economic growth.

RTPs welcome this opportunity to be involved in this important and timely discussion about the future of public service delivery in Scotland. We would welcome an opportunity to meet with the Commission to discuss our contribution to the delivery of efficient and effective public services and our plans for the future.

Appendix 2

Regional Transport Partnerships: Key Achievements and Plans

Regional Transport Partnerships Chairs Meeting

**With the Minister for Transport, Infrastructure and Climate Change
Aberdeen**

1 September 2010

ITEM 1: Regional Transport Partnerships: Key Achievements and Plans

Foreword

“Over the last eighteen months, since we last met the Minister the UK and Scottish economy has faced the most difficult recession in recent memory. This has already resulted in a reduction in public spending at a UK level as manifested in the July emergency budget. Although the Scottish Government has been able to maintain the approved Scottish budget for 2010/11, it has still needed to achieve significant savings in drafting that budget as have Local Authorities and Regional Transport Partnerships.

The coming years will not be any easier and more difficult savings will need to be made over a long period of years before the Scottish and UK economies can recover to their former levels.

Meanwhile we have made progress on a number of fronts as we flagged up when we last met. We have:-

- Aligned our plans with the aims, objectives and outcomes of the Scottish Government at national level, and with COSLA, local authorities and community planning partners at local level.
- Collaborated with the public and private sector to enable and provide transport solutions which are economic, environmental and socially beneficial.
- Implemented our Regional Transport Strategy Delivery Plans in conjunction with the Community Planning Single Outcome Agreements within available budget constraints.

Most importantly during these times of restricted budgets we have achieved savings both within our organisations and for our partner authorities through efficiency savings, shared services and attraction of external funding from both the EU and the private sector.

We look forward to continuing to work in partnership with the Scottish Government and our stakeholders to secure Scotland’s transport future for the people of Scotland.”

**Chairs of the Regional Transport Partnerships.
September 2010**

SEStran Achievements since March 2009

- Contract awarded for Real Time Passenger Information in East Lothian and Scottish Borders and funding approved for Fife. Total project value £2.3m.
- Co-location and close working with SESplan and development of a Regional Transport Model in partnership with Transport Scotland, to provide the strategic transport input to the SDP
- Active participation in all eight Community Planning Partnerships to provide input to SOAs.
- Attracted a total of £1.052m of EU funds and £0.623m of third party income to part fund SEStran projects.
- Significant progress on sustainable travel including
 - travel plans for all eight local authorities and all four health boards,
 - sustainable travel grant scheme for both public and private sector,
 - strategic urban cycle network and grant scheme for implementation,
 - further development of Tripshare SEStran,
 - pilot of travel plans for outpatients in Lothian Health Board,
 - cycle events,
 - public transport map,
 - sustainable development guidance,
 - DRT studies for East Lothian and the new Larbert Hospital and
 - continuing role as a Director of One Ticket Ltd.
- Through the Freight Quality Partnership
 - developed a Freight routing Strategy and
 - examined the scope for
Freight Consolidation Centres,
Sustainable Distribution Centres,
Rail freight development and marketing.
- Development of the business and economic cases for
 - Decriminalised parking enforcement,
 - Extension of the Stirling/Alloa railway to Rosyth and Dunfermline,
 - Edinburgh Outer Orbital Bus Rapid Transit,
 - Park and Ride site south of the Tay Bridge,
- Development of a Park and Ride Strategy for the Region and the case for BRT/LRT south of the Forth both of which were used as the basis of input to the Replacement Forth Crossing PT strategy.
- Input to the case for High Speed Rail through the Scottish Stakeholders Group and Greengauge 21, and to other national consultations as required.
- Implementation of an equalities forum to provide better liaison with those with restricted mobility and a Health Care Transport Forum with the four Health Boards in the region to develop closer coordination of transport services.

Nestrans achievements in the past year – July 2010

- Working in close partnership with Aberdeen City and Shire Economic Futures (ACSEF) and the Strategic Development Plan Authority (SDPA) including shared services and joint working
- With ACSEF/ SDPA and Local Authorities developing a communications strategy to convey the various proposals for continued economic prosperity in our region and to provide a context for transport improvements across the region
- Carried out regional modelling work to provide direction to our Local authorities in developing their Local Development Plans including a cumulative impact assessment and determining new infrastructure requirements
- Represents the North East in various regional transport matters – airport, rail, ferries, high speed rail, external connections etc.
- Developed a Delivery Plan agreed by the Local Authorities setting priorities for transport developments across the North East for the various Action Plans and Local Transport Strategies
- Nestrans is working with NHS Grampian and Scottish Ambulance Service to develop a governance arrangement to deliver the Health and Transport Action Plan covering active travel, public health (air quality) and access to healthcare
- Developed and implementing a Freight Action Plan with the haulage industry which has been viewed as best practice in Norway
- Working with European partners and our Local Authorities and Robert Gordons University on the Care North & Stratmos projects to reduce emissions and improve sea connections
- Nestrans chairs the Local Authority Bus Operators Forum which has signed a voluntary Bus Quality Partnership and a Bus Punctuality Improvement Partnership and is delivering the Bus Action Plan
- Developed a Rail Action Plan for discussion with the industry and the wider general public
- Continued support for the Dyce Airport/ Railway shuttle bus towards commerciality
- Provided a new bridge on the Deeside cycle/ walkway as part of a number of cycling initiatives
- Developed the successful Getabout travel awareness campaign – a partnership of nine public sector bodies, sharing resources and increasing effectiveness, which is moving towards incorporating private sector employers

STRATHCLYDE PARTNERSHIP FOR TRANSPORT

Selection of Key Completed Projects

- Park and Ride – including Dalreoch, Carluke, Dumbarton, Patterton, Drumry, Stewarton, others being developed – using advanced funding from Scottish Government
- Delivered £13m investment in ‘A Step Change for Bus’
- Delivered £4m investment in Subway projects - keeping tunnels, track and infrastructure safe and fit for purpose.

Selection of Key Current Projects:

- Croy P&R – 700 spaces – on track for completion Dec 2010
- Greenock Bus Station redevelopment – on track for completion Summer 2010
- Hybrid buses – 5 ordered using advanced funding from Scottish Government
- Public realm improvements at Govan Subway / Bus Interchange – recently commenced on site.
- Redeveloping Hamilton Interchange - works due to start on site late 2010
- Project Ayr’, including Monkton P&R - on-street priority works on site
- Clydebank Interchange – concluded design with phase 1 works to start early 2011

Key Project Progress:

- Subway Modernisation – OBC complete, in discussion with Scot Govt - ticketing, trains, signalling, station upgrades and modernisation of working practices
- Fastlink – OBC complete, in discussion with Scot Govt for bus rapid transit linking key areas of employment, regeneration and health along the banks of the Clyde
- Integrated ticketing / Smartcards – substantial progress on Subway and with regional scheme - Subway system to commence on site works in late 2010

A Step Change for Bus, including:

- 182 new bus shelters, and another 162 with solar powered lighting, some with CCTV and future-proofed for Real Time Passenger Information
- SPT Bus Wardens monitoring services, driving up quality
- Launch of SQP in Paisley and development work continuing to launch further SQPs across the region, including Greenock and Ayrshire areas
- Investing in Community Transport, and Journey Planning service for NHS patients
- Launched new MyBus DRT service –54 new adaptable buses resulting in significant savings, increased quality and increased patronage of 8%
- Fleet management/co-ordination – e.g. with Glasgow Social Work, 37% saving

Other Subway specific:

- Design works completed for Subway station improvements at Hillhead
- Implemented energy-efficient subway station lighting – saving £38,000

Funding

- Secured £2.9m European funding for Dalmarnock station re-development and managed works up to GRIP3 in partnership with TS, GCC and Clyde Gateway
- Developed and submitted three ERDF Priority 3 bids for Fastlink, Subway Modernisation and Union Street interchange
-

Planning

- ‘Planning Protocols’ being agreed with councils as part of ‘key agency’ status
- Developed Transport Outcome Reports agreed by Local Authorities that provide specific transport input within Single Outcome Agreements

Continuing with Core Activities: School Transport, Supporting socially necessary bus services, Subway security with British Transport Police, Travel information...

HITRANS achievements since March 2009

- Secured 783,169 Euros from the ERDF Atlantic Area INTERREG IVB START
- Project (60% EU funding) Consortium includes members from France, Portugal, Spain, England and Scotland. Aim is to make it easy to travel to, from and around the Atlantic regions using environmentally friendly, collective modes of transport.
- Through the START Project we delivered/developed:-
 - High quality branded bus links from Inverness City Centre to Airport and
 - extended the service to Elgin. Passenger growth of approximately 30% year on year has been achieved.
 - Invested in real time information for buses throughout Inverness. Bus services to Inverness Airport have been equipped with on bus audio announcements and next stop displays to the benefit of occasional bus users and tourists.
 - Developed plans to extend real time information coverage throughout Argyll and Bute and in other areas within the HITRANS area.
- Part funded the Clim-ATIC project which introduced an electric vehicle for
- community transport in Badenoch and Strathspey. Part funded from the Climate Challenge Fund and the ERDF Northern Periphery Programme.
- Carried out a review with Zetrans of the needs of air transport within and serving the Highlands and Islands over the next 20 years and prioritised the necessary outputs.
- Worked with partner Councils and Government progress and part fund road and rail STPR projects on the key transport corridors serving the region.
- Active Travel Audits of our key settlements as support to the Council's Development and Local Planning processes, promoting consideration of walking and cycling within communities as an integral part of developers' commitments.
- Studies of strategic ferry services from the Oban and Uig hubs, to support and add value to Government's Scottish Ferries Review .
- Developed a new online additional rail freight capacity tool, that has been very well received by freight operators, and is now being considered by Transport Scotland and Network Rail for rolling out across the remainder of the country.
- Worked with timber hauliers and Network rail to create access points to the rail network for timber transfer to remove substantial additional volume of timber off the strategic road network, focussing mainly on the far north line.
- Worked with the Renewable industry and HIE to identify constraints in the transport network which could reduce the opportunity for economic growth in the region offered by the development and operation of off shore wind farms.
- European project, with partners from Sweden and Iceland, to trial actions that improve tourism in remote regions of Europe through better transport.
- Developing (with 60% EU funding) an interactive web portal to allow visitors to access transport and journey information and to share their experience.
- Worked with Transport Scotland, Highland Council and other partners to develop the Moray Firth Transport Model, Strategic P&R on the A9 north of Inverness, and rail station design at Conon Bridge, to minimise disruption and congestion caused by the proposed Kessock Bridge resurfacing works which will impact not only on the large part of the highlands north of Inverness but also on communities served by ferry links to the Western Isles and Orkney

SWESTRANS ACHIEVEMENTS SINCE MARCH 2009

As a member of the Community Planning Partnership we have aligned our Regional Transport Strategy with the Single Outcome Agreement. We are involved in a wide range of transport groupings. We have contributed to a number of consultations, including a submission to the West Coast Main Line Route Utilisation Strategy.

1 Revenue Budget and Local Bus Network Operations

- As a Model 3 RTP SWestrans is responsible for procuring socially necessary transport in Dumfries and Galloway, which includes subsidy for 85% of the local bus network totalling some £3.8 million;
- Managed the effects of significant fuel price inflation, together with increased contract tender costs;
- Three quarters of the local bus network is due to be re-tendered. A Policy and Root and Branch Review has been initiated in advance to develop a methodology for setting priorities;

2 Capital Programme and RTS Delivery Plan

- A wide range of initiatives covering all transport modes totalling £1,064,000, include:
- Spend to save initiative for local bus contracts with the purchase of four buses which remain in SWestrans ownership and are leased to contracted operators;
- Extension of Real Time Passenger Information System;
- Continued Region wide Bus Shelters Programme;
- New Bus Interchange at Gretna;
- Additional region wide cycle/walking infrastructure;
- Accessible Bus, Service 202;
- Rural Pick-Up/Drop-Off Points;
- Bus Information Strategy implementation;
- Stranraer to Cairnryan cycle/pedestrian link NCR73 (Phase 3);

3 Externally Funded Programmes

We have successfully bid for funding from various external funding streams

- We are project managing the Dumfries Sustainable Travel Demonstration Town Project (GoSMART Dumfries), in partnership with Dumfries and Galloway Council, as part of the Scottish Government's Smarter Choices, Smarter Places Initiative - £2,703,000 matched by local funding;
- SWestrans successfully bid for ERDF funding of £1,250,000 to extend the GoSMART Dumfries project. Total project value now £6.7 million.
- SWestrans is in partnership with Dumfries and Galloway Council, Zettrans, and regions in Iceland, Finland and Sweden in a Northern Periphery Programme 'Rural Transport Solutions Project' worth 250,000 Euros, to investigate innovative models for service provision in rural areas (includes NHS and SAS transport, and has close linkage to the Policy and Root and Branch Review);
- Bid for EU-Interreg4 programme funding of £50,000 with partners in Northern Ireland and the Republic of Ireland for completion of National Cycle Route 73.

ZetTrans Achievements/Progress to Date

Regional Air Services

In partnership with HITRANS, a Review of Air Services in the Highlands and Islands.

Bus Services

Revised bus services in partnership area to meet the RTS/National objectives.

All local bus services have been procured by ZetTrans using the Official Journal of the European Union guidance. EU based procurement of scheduled services, dial-a-ride services and assisted special needs transport to promote social inclusion.

European Regional Development Fund (ERDF) funding to extend an existing bus service timetable and provide additional services to remove social inclusion barriers.

Ferry Services

Consultation processes for external ferry services. Contributed to the current Scottish Government Ferries Review on various groups including the Steering Group and is also assisting with the 2012 Northern Isles Tender and cost savings activities.

ZetTrans worked with other agencies, including SESTran, in an attempt to facilitate the introduction of a Scottish / Scandinavian ferry link.

ZetTrans has worked with ferry designers to develop ferry concepts that have the potential to provide more efficient service delivery in environmental and operational terms and can contribute to a more efficient Scottish network of services.

Working with Aberdeen Harbour to support them in proposals to develop the harbour entrance to improve performance and capability of the harbour.

Community Planning

Produced a Transport Handbook which with the handbooks of the other Community Planning Partners form a framework for all aspects of Community Planning/ delivery.

Integrated Transport and Partnership working

Involved in a Northern Periphery Programme Project, with international partners from Sweden, Iceland, Dumfries & Galloway Council, and Finland The aim is to find innovative ways of delivering transport in rural locations. The project will be rolled out geographically over the next 6 years, the first elements by 2011.

Currently working with NHS Shetland and the Third Sector to develop a shared services approach to transport services in Shetland.

Sustainable and Active Travel

Financial support to the Shetland Community Bike Project (SCBP) which provides a series of bike maintenance classes, individual grant support to Council and NHS employees for bike repairs and all associated promotional materials

Shetland Renewable Energy Strategy Transport Group community support to trial vehicles with cutting edge fuel systems and background preparation for a funding

application to support an electric vehicle charging network in Shetland.

ZetTrans promotes travel planning, provides public transport information, facilitates Car Sharing in partnership with HITRANS.

Development and promotion of “bike to work” scheme.

Tactran Achievements since March 2009

Strategic Park & Ride – Business Cases developed for Tay South (with SEStran), Dundee West and Stirling South, all part of STPR Project 8, and for Perth East. Funded extension to successful Broxden P&R site and passenger waiting facilities.

Port Connectivity - funding improved road access to Port of Dundee in support of NRIP and offshore renewables opportunities. Funding feasibility of tri-modal freight hub at Dundee Port and design work on improved road links to Perth Harbour.

Travel Information – introduced www.tactranconnect.com Scotland's first multimodal travel information web gateway. Developed in partnership with Traveline Scotland. Funded extension of Real Time Passenger Information on Dundee –Perth Quality Bus Corridor. Currently finalising Regional Bus Information Strategy.

Rail Service Enhancements – completed Tay Estuary Rail Study (TERS). Significantly positive Business Case for additional services Arbroath – Dundee –Perth – Glasgow. Synergy with STPR Project 23: Aberdeen – Central Belt.

Enhancing Strategic Road Network Capacity - added left-turn lane on congested A90/Swallow Roundabout at Dundee, funded design of A9/A94 link around Perth.

Demand Responsive Transport - working jointly with Dundee City and Perth & Kinross on urban and rural DRT pilots. Revenue and Capital support for pilots.

Walking & Cycling Infrastructure – contributing £1.4 million to Connect 2 pedestrian/cycle bridge in Perth; funded extension and upgrading of NCN in Dundee (including link to Ninewells Hospital) and Stirling (NCN and Raploch pedestrian/cycle path) plus various workplace cycle lockers/facilities; cycle training.

Smarter Choices/Smarter places - supporting Dundee SC/SP project through Capital support of £200,000/annum in 2009/10 and 2010/11 and 2 days/week of Travel Plan Officer time to project.

Travel Planning – supported implementation of Active Travel Plans in all 4 partner Councils and 2 Health Boards and other public/private sector employers. Currently developing web-based Travel Plan Toolkit to support employer development, management and maintenance of Active Travel Plans. www.tactranliftshare.com with over 3000 members.

Freight Quality Partnership - nationally recognised Overnight Lorry Parking Study; match funding support for Highland Spring rail siding proposals; support for Montrose Port Masterplan study; currently investigating Vehicle Priority Routes.

Freight Consolidation Centres – with Perth & Kinross and FQP completed feasibility study into potential for regional Consolidation Centres at Perth and Dundee. Currently pursuing investigation of a pilot project in Perth area

Timber transport – active member of Stirling & Tayside Timber Transport Group. Part funding post of Timber Transport Project Officer. Reinvigorating proposals for timber railhead at Crianlarich

Interchanges – funding ongoing development of options for enhancing Dundee Station supporting Dundee Waterfront regeneration and Victoria & Albert Museum.

Health & Transport Action Plan - developed in collaboration with NHS Tayside and NHS Forth Valley. Currently at final stages of consultation with a view to supporting implementation of national Health Transport Framework.

Strategic Development Planning - positive “Key Agency” engagement with SDP and 7 LDPs, including support on using Accession accessibility mapping software.

Car Clubs Research - with other RTPs funded Transform Scotland work on potential for Car Clubs in urban and rural areas.

The Way Ahead

In line with the Government's central purpose of sustainable economic growth, the Regional Transport Partnerships in the coming months and years will:

- In partnership with Transport Scotland, Local Authorities, COSLA and the private sector, implement the projects in our RTS delivery plans within available budgets,
- In partnership with Community Planning Partnerships, implement initiatives within the Single Outcome Agreements,
- Deliver efficiencies within our own organisations,
- Seek to deliver efficiencies for our local authority partners through shared services and delivery of services at a regional level,
- Continue to attract funding from alternative sources to supplement the available public sector resources,
- Work with the Health, Freight, Public Transport and Private sectors through appropriate liaison groups to deliver transport projects that benefit all,
- Develop new models for delivery of public transport in rural areas.
- Through our equalities forums seek to ensure that those with a mobility difficulty get a better deal from transport,
- Seek to contribute to the Scottish Government's environmental targets.

To ensure that the Scottish Government achieves the greatest benefit from Regional Transport Partnerships, we request detailed discussions on alternative funding mechanisms, and how RTPs can assist Government in protecting transport budgets and delivering transport projects to the benefit of the Scottish economy.