

PARTNERSHIP BOARD MEETING
16TH JUNE 2006

Tea & Coffee will be served from 9.30am and the meeting will be followed by a buffet lunch

Agenda

1. Order of business
2. Apologies for absence
3. Declarations of interest
4. Minutes:
 - a. Partnership Board 10th May 2006 (*Attached*)
 - b. Management Team 19th May 2006 (*Attached*)
5. Matters arising from the Minutes (*Attached paper TAKEN IN CONFIDENCE*)
6. Presentation by Stuart Lockhart, tie Limited, Co-ordinator of OneTicket
7. Regional Transport Strategy
 - a. update presentation by MVA
 - b. report from RTS Steering Group (*Attached*)
8. Capital funding award
9. Staff appointments
 - a. Travel Planning Officer
 - b. Terms and conditions of employment
10. National Transport Strategy consultation
11. SESTRAN Secretariat (*TAKEN IN CONFIDENCE*)
12. SESTRAN office premises
13. SESTRAN Communications
 - a. Public relations and external communications

b. Logo and Corporate Identity

14. Dates of next meetings

- SESTRAN Management Team, Friday 21 July 2006
- SESTRAN Partnership meeting Friday 18 August 2006
- Proposed programme of future meetings

PARTNERSHIP BOARD MEETING
10TH MAY 2006

Held at the Dunblane Hydro Hotel, Dunblane, Perthshire

Present

Mr Charles Anderson	Non-Councillor Member
Cllr Carol Bartholomew	West Lothian Council
Mr Graham Bell	Non-Councillor Member
Cllr David Bryson	Falkirk Council
Cllr Andrew Burns	City of Edinburgh Council
Cllr Neil Calvert	Scottish Borders Council
Cllr Russell Imrie (Chair)	Midlothian Council
Cllr Dave King	West Lothian Council
Cllr Lawrence Marshall	City of Edinburgh Council
Cllr Antony Martin	Fife Council
Mr Jim McFarlane	Non-Councillor Member
Cllr Harry McLaren	Clackmannanshire Council (Substitute for Cllr George Matchett)
Cllr Alice McGarry	Fife Council
Cllr David Paterson	Scottish Borders Council (Substitute for Cllr Gordon Edgar)
Cllr Jim Philp	Fife Council
Mr Neil Renilson	Non-Councillor Member
Cllr Robert Spears	Falkirk Council
Cllr Angus Macdonald	Falkirk Council
Cllr Phil Wheeler	City of Edinburgh Council

In Attendance

Ms Natasha Farrell	Scottish Executive
Mr Andrew Ferguson	Legal Adviser to SESTRAN
Mr Paul Ince	East Lothian Council
Dr Bob McLellan	Fife Council, Chair of SESTRAN Management Team
Mr Douglas Muir	Midlothian Council
Mr David Peace	SESTRAN Secretariat
Mr Keith Rimmer	City of Edinburgh Council
Mr Roger Stewart	SESTRAN Secretariat
Mr Mac West	Clackmannanshire Council
Mr Brian Young	Scottish Borders Council

1. Order of Business

The order of business was as set out in the Agenda.

2. Apologies for absence

Apologies for absence were received from: Cllr M Child, Cllr N Hampshire, Cllr G Matchett, Cllr B Shepherd, Mr J Martin, Mr P Flanders and Mr A Scotland.

Cllr Imrie reported that Cllr Edgar was absent due to ill health and the best wishes of the Partnership were to be passed on to him for a speedy recovery.

3. Declarations of Interest

Cllr Wheeler declared an interest as a director of **tie** Limited.

4. Welcome to the Non-Councillor Members

Cllr Imrie welcomed the Non-Councillor Members. He and the Partnership looked forward to their expertise and experience being utilised as the Partnership established itself. The Partnership was now complete in terms of membership and he looked forward to SESTRAN proving itself to be the pre-eminent RTP in Scotland with the help of all members.

5. Minutes of the RTP Meeting of 21st April 2006

The Minutes were approved as an accurate record of the meeting

6. Matters Arising from the Minutes

Mr Peace reported that the lease for the new SESTRAN offices was now concluded and that the Secretariat had taken possession of the keys. Contractors were being asked to quote against a specification for fitting out and equipping the offices, and it was expected that this programme would be completed in time for the August meeting.

The Partnership noted the position.

7. Introduction to SESTRAN

Dr McLellan gave a presentation to the Partnership summarising the history of SESTRAN, noting some of the successes achieved such as Oneticket, the various Park and Ride schemes and the SESTRAN Integrated Transport Corridors Studies (SITCOS). He reported on the appointment of consultants to help SESTRAN produce the new Regional Transport Strategy (RTS) and the work programme for preparation of the Strategy.

Mr Anderson requested that for the benefit of new members, matters should be referred to by their full names rather than by acronyms.

The Secretariat undertook to make copies of Dr McLellan's presentation available to Members.

8. Corporate Governance

a) Standing Orders

Mr Ferguson spoke to the circulated paper and reported that the main changes proposed to the Standing Orders were in regard to the

quorum being changed to half of all members, and to the lowering of spending limits before they required further approval.

The Partnership approved the Standing Orders as submitted to the meeting.

b) Human Resources policies

Mr Peace spoke to the circulated paper and reported that a revised draft of Terms and Conditions of employment for SESTRAN would be brought to the next Partnership meeting on 16 June 2006.

The Partnership noted the position.

c) Financial Rules

Mr Connarty was unable to be present, but his circulated paper set out the changes which he now proposed to the Financial Rules previously submitted, principally regarding the lowering of the thresholds for approval of contracts and payments.

The Partnership approved the revised Financial Rules as submitted.

9. Dates of Next Meetings

- SESTRAN Management Team, Friday 19 May, Edinburgh
(Officer only group)
- SESTRAN / First Scotrail Rail Forum Tuesday 23 May, Edinburgh
(Officer and Member Group)
- SESTRAN Partnership meeting, Friday 16 June, Council Offices, Linlithgow, West Lothian. (Members supported by Officers)



**Minutes of Meeting of SESTRAN Management Team
held on 19th May 2006, in the Old Council Chamber, City
Chambers, Edinburgh, at 10.00**

Present

Mr Clive Brown	City of Edinburgh Council
Mr Trond Haugen	Fife Council
Mr Paul Ince	East Lothian Council
Dr Bob McLellan (Chair)	Fife Council
Mr Keith Rimmer	City of Edinburgh Council
Mr Alastair Short	West Lothian Council
Mr Mac West	Clackmannanshire Council
Mr Brian Young	Scottish Borders Council

In attendance

Mr John Connarty	City of Edinburgh Council
Ms Rebecca Daddow	SESTRAN Secretariat
Ms Natasha Farrell	Scottish Executive
Cllr Russell Imrie (for Items 1 – 3)	Midlothian Council
Mr Roger Stewart	SESTRAN Secretariat
Ms Jenny Simpson	Falkirk Council

Actions

1. Apologies

Mr John Angell, Mr Douglas Muir, Mr Stuart Wilson, Mr Graeme Malcolm, Mr Rico Nombro, Mr Karl Vanter.

2. Minutes of Meetings and Matters Arising

Management Team Meeting – 24/03/06

The minutes were accepted as an accurate record. There were no matters arising which were not included in the agenda for the current meeting.

SESTRAN Partnership Meeting – 21/04/06

The Minutes were noted.

3. SESTRAN Terms and Conditions of Employment

Ms Simpson spoke to the circulated paper and explained the differences between the two sets of terms and conditions for employees and the chief officers of the Partnership.

It was agreed that Ms Simpson should revise the documents to take account of the following points:

- Instead of specifying particular pay grades or spine points, the conditions should make a general statement that following

Ms Simpson

- evaluation of individual posts, salaries payable would be in line with nationally negotiated local authority pay scales
- The document should state that on appointment to SESTRAN continuity of service with local authority employers would be recognised for the purposes of calculating sick pay entitlement, annual leave, etc. The position with regard to employees leaving SESTRAN and moving back into local council employment was less clear pending the outcome of current national discussions regarding the Redundancy Modification Order, and Cllr Imrie agreed to raise this matter at the next meeting of Chairs with the Minister for Transport
 - Arrangements for payment of overtime should distinguish between clerical/administrative staff, who would normally be eligible, and professional staff who would normally be expected to work additional hours as required.
 - Reference to normal working hours and unsocial hours should be removed
 - The notice period for staff other than chief officers should include a bar to distinguish between notice given by professional technical staff (8 weeks) and other staff (4 weeks)
 - Annual leave should be 35 days (inclusive of public holidays). Two days each at Christmas and New Year and May day should be fixed holidays on which the office would close, and other public holidays should be added to annual leave.
 - Conditions for absence for sick leave should be standardised between chief officers and other staff.
 - A positive statement should be added to the conditions on travel claims encouraging staff to use public transport whenever possible. Any member of staff claiming car mileage should be required to produce a driving licence and certificate of motor insurance with appropriate cover for business use. The travel claim rates were agreed as stated in the paper
 - Conditions for subsistence and interview expense claims should be expressed in more general terms with costs incurred subject to prior approval up to specified maximum rates.

4. National Transport Strategy (NTS) Consultation– Arrangements for response

Dr McLellan spoke to a tabled report prepared by Mr Brian Sharkie containing a proposed SESTRAN response to NTS consultation. In discussion it was agreed that a more comprehensive and complete response was required than provided in the draft, and that in particular it was advisable for SESTRAN to respond individually to most if not all of the 65 consultation questions.

Mr McLellan undertook to raise this with Mr Graeme Malcolm with a view to the Work Planning and Delivery Group (WPDG) considering responses prepared by member Councils, in the preparation of a comprehensive SESTRAN draft response by the end of May for consideration by the WPDG at its meeting on 6 June.

Dr McLellan

5. Work Planning and Delivery Group (WPDG)

Dr McLellan reported that the Minister had approved SESTRAN's list of projects for capital funding from the grant of £9.6 million awarded by the Scottish Executive. Mr Connarty was currently in contact with individual councils preparing expenditure profiles for each project. Dr McLellan stressed that it was important to deliver on the projects and to ensure expenditure of the grant, while at the same time ensuring that sufficient additional funding was available in future years to complete the programme.

Mr Connarty expressed concern that decisions had been made in Year 1 of the programme which would require more expenditure in Year 2 and subsequently than was known to be available. Since there was currently no indication of how the additional funding might be obtained, he was concerned that some projects commenced in the first year might be unable to be completed.

There followed a discussion in which Mr Rimmer expressed doubts about authorising expenditure on any projects where full future funding was uncertain. He considered that projects should be prioritised so that those which had the greatest chance of being completed from available funding should have priority.

In the absence of detailed financial planning guidance from the Scottish Executive, Ms Farrell advised that commitments should not be made in excess of the £9.6 million available in financial years 2006/'07 and 2007/'08.

The meeting agreed that Mr Rimmer and Mr Connarty should circulate to all councils the project expenditure profile model developed by Edinburgh in order that detailed expenditure information should be available on all projects. It was further agreed that the Chair and Vice-Chairs of the Management Team should attend the next meeting of the WPDG in order to discuss the position and make clear recommendations to the Partnership.

Mr Rimmer/
Mr Connarty

Secretariat

6. Rail Group

Mr Haugen reported that a Rail Forum meeting was to be held on 23rd May to discuss the rail issues. He gave a verbal update on various rail matters including developments in relation to high-speed rail links..

7. Sustainable Travel Group

Mr Brown reported that following an invitation to tender for providing the Car Share scheme, there had been 19 expressions of interest, from which 3 interested parties had been invited to tender. The closing date for receipt of tenders was in mid-June.

Mr Haugen asked whether a requirement was compatibility with other schemes operating across Scotland to give the opportunity for a joined-

up scheme in the future. Mr Brown acknowledged compatibility as an important issue which was under discussion by the Sustainable Travel Group.

8. SESTRAN Secretariat Contract Extension

Dr McLellan spoke to a tabled draft report to the Partnership meeting on 16th June containing a recommendation for a qualified extension of CDU Limited's contract until 31 December 2006, and options for future provision of the secretariat function. The report was accepted without discussion.

9. Agenda for the RTP Meeting 16th June 2006

The meeting discussed the agenda for the next partnership meeting and suggested some additional items to the list proposed in the agenda for the current meeting. It was agreed that MVA, the Regional Transport Strategy (RTS) consultants should be asked to give a short presentation on the progress of the RTS.

Secretariat

Dr McLellan

10. Other Business

- Mr Brown reported that the recruitment process for a cycling officer for the Round the Forth Route was about to begin.
- Mr Connarty requested access to a professional transportation officer to provide advice on the capital expenditure programme, and after further discussion it was agreed that a previous proposal to appoint a temporary co-ordinator for SESTRAN should be revived until such time as the Partnership Director was in place. Members of the Management team were asked to nominate officers from their councils who might be interested in this position on a temporary secondment basis. Dr McLellan agreed to discuss the position with Ms Jane Findlay to see if she might be interested.

Members

Dr McLellan

11. Date of next Meeting

The next meeting was arranged for on Friday 21st July 2006. It was hoped that the new SESTRAN offices would be available for use as the venue for this meeting.

Rebecca Daddow, SESTRAN Secretariat, May 2006

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**SESTRAN Rail Issues:
Consultation on Cross Country Rail Franchise
Edinburgh – Glasgow High Speed Rail Link Scoping Study
Channel Tunnel Initiative (Local Government National Rail
Initiative Working Group)**

1 INTRODUCTION

- 1.1 The purpose of this report is to report on the most recent developments on the above three rail issues and seek agreement by the Partnership as relevant.

2 CONSULTATION ON THE CROSS COUNTRY RAIL FRANCHISE

- 2.1 The consultation paper on the Cross Country Rail Franchise was issued by the Department of Transport on 8 June 2006. The closing date for consultation responses is 7 August 2006. Although this franchise also significantly affects Scotland, Transport Scotland/Scottish Executive are only statutory consultees.
- 2.2 The Cross Country Franchise involves services that are centred on Birmingham and expands as far as Aberdeen, Penzance and Bournemouth. Some of the key elements of the consultation documents are:-
- The timescale of the new franchise will be divided into two with two separate service level commitments (SLC). SLC 1 will operate from November 2007 – December 2008 (to coincide with the completion of the West Coast mainline route modernisation) and will be largely based on the timetable operated today. SLC2 will operate from December 2008 until the end of the franchise in March 2016. The comments in this report will therefore be based on the proposals outlined for the latter period (SLC2).
 - In SLC2, it is proposed that Edinburgh and the rest of the SESTRAN area will be served by the same number of trains as at present although some will be served by different franchise operators and there will be changes to origins/destinations in England.
 - There will be a minimum of 4 services per day through Fife - as at present.
 - There will be an hourly service to/from Edinburgh via Dunbar and Newcastle. However, beyond Birmingham, these services will all serve Plymouth (with the occasional extension to Penzance) whereas currently, approximately half of the services operate to/from Bournemouth and the other half to/from Plymouth (Penzance).
 - All cross country services between Scotland (Edinburgh or Glasgow) operating via the West Coast route will most likely be transferred to the West Coast mainline franchise and will all start/terminate in Birmingham. There are currently 6 trains per day in each direction between Edinburgh and Birmingham via the West Coast, of which 1 southbound and 2 northbound trains extend to Bournemouth.
 - The current cross-country service between Edinburgh and Manchester (2 southbound and 3 northbound per day) will in the future most likely be operated by the Trans-Penine Express franchise and will extend to Manchester Airport. The

consultation paper states the frequency of these services will not be less than that operated by cross country today and the journey times will be similar.

2.3 Some of the conclusions and issues raised from the franchise proposals would be:

i) No indication has been given regarding the timings of the trains (other than general frequencies where relevant). This issue is of crucial importance in respect of trains that carry commuters to/from Edinburgh from Fife and East Lothian.

ii) Should the times of these 'commuter trains' be significantly altered, there will be serious capacity problems which will have to be addressed by Transport Scotland/First ScotRail.

iii) Future rail travel between Edinburgh and stations beyond Birmingham to Bournemouth (including places like Coventry, Oxford, Reading and Southampton) will have to interchange at Birmingham although the frequency of services between Edinburgh and stations beyond Birmingham towards Plymouth (including Bristol and Exeter) should approximately double in frequency.

iv) The journey time between Edinburgh and Birmingham via the west coast (to be operated by the West Coast Franchise) should be faster (through the upgrading of the west coast mainline) and there should be opportunities for fuller integration with west coast mainline services.

v) The existing service between Edinburgh and Manchester is currently operated by Voyager Trains and it is not clear what type of trains will be used by the Trans-Pennine Express franchise for this service.

vi) In addition to the existing franchises serving the SESTRAN area (ScotRail, East Coast Main Line, Cross Country), in the future there will be a further two (West Coast Main Line and Trans Pennine Express). Cross Country will no longer serve Glasgow.

2.4 The franchise document has only been available for a week and it is therefore proposed that Members may wish to comment directly to the Secretariat and that delegated powers be given to the SESTRAN Rail Group, in consultation with the Chair and Vice Chairs and the Director/Head of Management Team to formulate a full response to the franchise proposals on behalf of SESTRAN.

2.5 A diagram outlining the current and proposed Cross Country Franchise is attached to the report.

3 EDINBURGH-GLASGOW HIGH SPEED RAIL LINK SCOPING SURVEY

3.1 The Partnership meeting of 17 March 2006 approved that SESTRAN contributes a maximum of £10,000 towards a joint scoping study for a high speed rail link between Edinburgh and Glasgow. The study is led by SPT and the consultant appointed is Haste Partnership based near York.

3.2 At a meeting with SPT and the Consultant last week, it was reported that the study has been considerably delayed and a final report would not be completed before September this year although a draft report would be available at a much earlier date.

3.3 It should be noted that the study concentrates on 3 options, (i), utilising the existing Shotts line between Edinburgh and Glasgow, (ii) utilising the line via Carstairs (including the west coast mainline between Carstairs and Glasgow), and (iii) a hybrid option between the two. A relevant diagram is attached to this report.

- 3.4 It is the case that the “Caledonian Express Study” (towards which SESTRAN makes a significant contribution) will be concluded in September this year as well. This study concentrates primarily on enhancing services on the Shotts line in the short to medium term, whereas any high speed option utilising the Shotts line would be very much a long term scenario.
- 3.5 In light of the ‘clash’ in completion dates of the two studies, it could be prudent to delay the scoping study slightly further so that it could incorporate the findings of the Caledonian Express Study.
- 3.6 SPT and the Consultant are in agreement that the conclusion of the High Speed Rail Scoping Study should be delayed until October 2006 and the Partnership is asked to note the position.

4 CHANNEL TUNNEL INITIATIVE

- 4.1 This organisation (despite its name) is a UK Local Authority based organisation dealing with all significant National UK rail issues.
- 4.2 The organisation is administered through the Local Government Association in England and Wales and is currently chaired by Councillor Derek Bateman (Cheshire). COSLA is affiliated to the organisation and Councillor Jim Philp is a COSLA representative on the group and SPT is also represented.
- 4.3 It should be noted that key issues currently raised with the Channel Tunnel Initiative Group is the potential development of a UK High Speed Rail Network and dedicated freight lines within the UK. The next meeting of the group will be held in Glasgow on 27 June.
- 4.4 The Chair of SESTRAN, supported by an official, has already attended a meeting of the Channel Tunnel Initiative Group. It is proposed that SESTRAN should formally affiliate to the Group and that the Chair should be representing SESTRAN and that Councillor Jim Philp could also act on behalf of SESTRAN in the absence of the Chair.

16 June 2006

Trond Haugen
Chair of SESTRAN Rail Group



**SESTRAN Regional Transport Strategy:
Vision, Objectives, Issues,
Progress/Assurance Report**

Introduction

This report updates the Partnership on progress to date with the development of the Regional Transport Strategy (RTS) and seeks approval of the Vision, Objectives and Issues which have been derived from the consultation carried out to date. The report also seeks approval of the Progress/Assurance Report for submission to the Scottish Executive.

Consultation Process

The consultation process began in early May with 8 workshops with key sector groups such as, bus operators, mobility groups and pedestrian organisations. This work included Face to Face interviews and 50 telephone interviews.

Following the feedback from the telephone interviews it was agreed to expand this type of targeted consultation with a further 250 telephone interviews to reach interested parties who might not be able to attend the workshops but had a relevant interest in the development of the RTS.

From the initial workshop consultation a further Key Stakeholders Workshop was held on the 18 May 2006 in Linlithgow City Chambers. This allowed the initial feedback from consultation to be formed into the draft Vision and Objectives which would form the basis of the SESTRAN RTS.

Consultation is an on-going process throughout the development of the RTS and stakeholders and the public will be able to comment further as projects and initiatives designed to achieve the Vision and Objectives are identified. An area is being set up within the main SESTRAN website for the RTS and this will be kept up to date with progress and an access to questionnaires.

Vision, Objectives and Issues

The Vision and Objectives have been developed in consultation with stakeholders, the SESTRAN Officers RTS Group and the SESTRAN Members/Officers RTS Group, (attached as Appendix A).

The Issues have been collated following the initial consultation process and the Issues Report, which are available on the SESTRAN website and also available on CD.

The Progress/Assurance Report is a report which is required by the Scottish Executive to clearly state the current position of the SESTRAN RTS, (attached as Appendix B).

Recommendations

It is recommended the Partnership:

1. Approves the 'Vision and Objectives' for the Regional Transport Strategy;
2. Notes the 'Issues' which have been highlighted through the initial consultation process; and
3. Approves the 'Progress/Assurance Report', which states the current position of the Regional Transport Strategy, for submission to the Scottish Executive.

Graeme G Malcolm & Alistair Clyne
On behalf of the Work Planning and Delivery Group
(01506 775296 or graeme.malcolm@westlothian.gov.uk)
(01592 413631 or alistair.clyne@fife.gov.uk)
9 June 2006

Title:	Preparation of the SE Scotland Regional Transport Strategy (RTS)
Subject:	Objectives and Vision Statement
Ref:	C3463602
Version No:	1
Date:	9 June 2006
Author:	Scott Leitham

1 Introduction

1.1 This note contains:

- the overall Vision Statement for the RTS
- the Objectives agreed by the SESTRAN Work Planning & Delivery Group on 7th June 2006

2 Vision Statement

2.1 The Vision Statement aims to encapsulate the long term role of transport in the overall development of the SESTRAN area.

"South East Scotland is a dynamic and growing area which aspires to become one of northern Europe's leading city-regions. Essential to this is the development of a transport system which respects the environment, contributes to better health, enables businesses to function effectively, and allows all groups in society to share in this success through high quality access to services and opportunities."

3 Objectives

3.1 The Objectives for the RTS have been carefully developed to be true objectives (and not measures) that set out clearly what the RTS is aiming out to achieve. They have been developed in the context of the issues which emerged from the earlier widespread consultation with stakeholders, and reflect the main issues the RTS has to address if the aspirations described in the Vision Statement are to become a reality. The objectives are also consistent with the five STAG objectives of Environment, Safety, Economy, Integration and Accessibility / Social Inclusion.

3.2 Four main themes of objectives have been developed, and there are four sub-objectives in each case. A public and stakeholder consultation exercise will determine the priorities attached to each of these 16 sub-objectives. SMART targets are being worked up to enable the success of any policy / scheme in meeting these objectives to be judged.



SESTRAN RTS OBJECTIVES

1. Accessibility

- To improve accessibility particularly for those with limited transport choice or no access to a car:
 - 1.1 to improve access to employment
 - 1.2 to improve access to health facilities
 - 1.3 to improve access to other services, such as retailing, leisure and education
 - 1.4 make public transport more affordable and socially inclusive

2. Economy

- To ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner:
 - 2.1 to maintain and improve labour market accessibility to key business / employment locations
 - 2.2 to maintain and improve connectivity to the rest of Scotland, the UK and beyond
 - 2.3 to support other strategies, particularly land use planning and economic development
 - 2.4 to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight

3. Environment

- To ensure that development is achieved in an environmentally sustainable manner:
 - 3.1 to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions
 - 3.2 to minimise the negative impacts of transport on natural and cultural resources
 - 3.3 to promote more sustainable travel
 - 3.4 reduce the need to travel

4. Safety and Health

- To promote a healthier and more active SESTRAN area population:
 - 4.1 to improve safety (accidents) and personal security
 - 4.2 to increase the proportion of trips by walk / cycle
 - 4.3 to meet or better all statutory air quality requirements and other impacts
 - 4.4 to reduce the impacts of transport noise



Title:	SESTRAN Regional Transport Strategy
Subject:	Progress / Assurance Report
Ref:	c34636
Version No:	1
Date:	5 June 2006
Author:	Scott Leitham

1 Introduction

1.1 This note forms the first Progress / Assurance Report on behalf of the team undertaking the preparation of a Regional Transport Strategy (RTS) for SESTRAN. The team (MVA, WSP and Natural Capital) were appointed in March 2006 with an Inception Meeting being held on 17 March 2006.

2 Tasks Undertaken to Date

2.1 The two main deliverables completed to date are:

- Issues Report; and
- Objectives and Vision Statement.

2.2 The 'Issues Report' has been submitted to the RTS Steering Group for approval and contains three main elements (all of which have been produced in Powerpoint format, supported by detailed Working Papers where appropriate):

- Key trends & context;
- Report on issues raised in consultation; and
- Report on environmental issues raised during initial considerations.

2.3 The 'key trends and context' report contains an elaboration of material which has been presented to stakeholders throughout the life of the project to date. The purpose of this report is to set the scene and provide a context of all the main trends (past and forecast) affecting transport in the UK and SESTRAN in particular. It also explores the main 'drivers' behind the increase in the demand for travel. The main topics addressed are: population & households, car ownership, accessibility, employment & labour force, Scottish Indices of Multiple Deprivation (SIMD), travel trends, travel to work, air travel, accidents, freight, and climate.

2.4 Extensive **consultation** has been undertaken with a wide range of stakeholders to establish the issues affecting transport in the SESTRAN area as perceived by these key groups. This has included 8 workshops, 5 face to face interviews and 50 telephone surveys, together covering groups concerned



with: health, economy, freight, education, tourism, elderly, emergency services, young people's organisations, mobility groups, bus operators, cycling groups, mode – pedestrian, rail operators, road organisations, waterways, safety groups, and pedestrian organisations. A 'SWOT' approach has been taken during these consultations.

- 2.5 The issues emerging from these consultations have been grouped and reported under the following headings: health, education, public transport, social inclusion, process and procedure, economy, sustainable modes, and other issues.
- 2.6 An initial review of the environmental problems, issues and opportunities in the SESTRAN area has been undertaken and reported by the environmental assessment team.
- 2.7 A major stakeholder workshop (transport and SEA) was held on 18th May, to consider the issues and objectives at that stage.
- 2.8 The issues which emerged from all of the above have been developed into a set of **objectives** which will encourage a genuinely objective-led approach to the development of the RTS. The objectives span the five main STAG objectives.

3 Tasks currently under way

- 3.1 We are currently consulting with a wide range of stakeholders and the general public via an internet-based questionnaire, principally to obtain a prioritisation of the objectives. This prioritisation will be used to provide 'weightings' in the subsequent appraisal work.
- 3.2 A 'long list' of schemes and policies is being compiled. This includes all relevant 'current' proposals and new proposals specifically developed to meet the final objectives. This list will then be sifted against the objectives, with the remaining schemes and policies being subject to further appraisal (STAG Part 1), using the weightings established above (to ensure that stakeholder and public priorities are reflected in the assessment of the emerging RTS and its component parts). The schemes and policies which emerge from this appraisal process will form the basis for the RTS itself (appraised at STAG Part 2 level).

4 Programme

- 4.1 The team remains on programme to meet the key deadlines on the way to submission to the Scottish Executive by 31 March 2007. The draft RTS, draft Consultation Report, and draft Strategic Environmental Assessment will be submitted to the RTP Board on 30 September 2006, with extensive public consultation to follow.

SL





SESTRAN

Report to SESTRAN Board 16 June 2006

Purpose of report

- 1 To seek the Partnership's approval of a response to the Scottish Executive's consultation on the proposed National Transport Strategy.

Main report

- 2 On 20 April the Scottish Executive launched a consultation period on a proposed National Transport Strategy. The Strategy 'aims to provide a single, comprehensive national statement of long-term objectives, priorities and plans.' It will set the framework for the forthcoming Strategic Projects Review determining infrastructure investment from 2012.
- 3 As the NTS will set national objectives, priorities and plans, it will clearly have a significant impact on SESTRAN's work. It will set the framework for Regional Transport Strategies and Local Transport Strategies at the level of individual Councils.
- 4 The NTS sets out what it is trying to achieve in the context of a vision, objectives a set of 'key goals for transport' and a set of 'principles'.
- 5 The Scottish Executive's 'vision' is:
'An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone's needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where fewer short journeys are made by car, where we favour public transport, walking and cycling because they are safe and sustainable, where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere.'
- 6 The 5 objectives, which are taken from the Transport white Paper, are, in summary
 - Promoting economic growth
 - Promoting social inclusion (with specific reference to remote communities and accessibility of the transport network)
 - Protecting the environment
 - Improving safety
 - Improving integration
- 7 The 'key goals' are to;
 - Facilitate economic growth;

ITEM 10

Scotland's National Transport Strategy; Consultation

- Promote accessibility;
 - Promote choice and raise awareness of the need for change;
 - Promote modal shift;
 - Promote new technologies and cleaner fuels;
 - Manage demand;
 - Reduce the need for travel; and
 - Promote road safety.
- 8 The following principles are also put forward as underpinning the Strategy:
- Investment should be targeted where the overall balance of impacts is positive, taking into account all five high-level objectives (i.e. in the White Paper)
 - Transport should serve businesses, communities and individuals, and should address the transport requirements of different equalities groups
 - Transport policy should seek to influence the behaviour of individuals and reward sustainable, physically active choices
 - Delivery should take place at the most appropriate level (national, regional or local) and by the most appropriate agent
 - The executive supports partnership working between public sector agencies, the private and voluntary sectors
- 9 Consultation responses must be submitted by July 13. The document includes 65 questions for comment. It is proposed to publish a finalised NTS later in 2006.
- 10 Whilst SESTRAN considers that the high order strategic issues are broadly correctly addressed, and compatible with SESTRAN's initial Regional Transport Strategy development, there are a number of specific concerns:
- a There are perhaps too many layers of objectives, principles, goals etc – if all remain it needs to be clearer how they relate to each other
 - b The goals understate the importance of addressing sustainability and climate change.
 - c There is a case for an additional goal addressing health.
 - d The role of land-use planning in addressing transport issues is crucial, and should be given much greater attention in the strategy.
 - e There is a clear case for focussing more expenditure on sustainable transport, and on recognising the importance of revenue support for bus services.
 - f It is considered that the proposal to move away from targets to indicators is undesirable, targets have a continuing role to play in driving the direction of transport strategy.
 - g It is considered that there is a strong case for setting transport-related emissions targets. The key target should relate to greenhouse gases, particularly CO₂.
 - h The suggested traffic intensity indicator is not the most appropriate overall headline indicator. There are two main reasons for this. Firstly both Co₂ emissions and congestion could be increasing while traffic intensity was decreasing – so the indicator fails to address what are recognised throughout the draft NTS document as the core issues. Secondly it is very unlikely to be widely understood. If a national traffic target is dropped then a

- greenhouse gas and delay/reliability targets would be more appropriate headline replacements.
- i Mode shift targets are supported.
 - j It is considered that the proposed indicator in relation to economic development would be better to focus on reducing delays and increasing reliability rather than increasing speed on key corridors, as currently proposed. This proposal risks simply generating more travel – it is considered that speed increases should be targeted at achieving mode shift and at expanding the public transport labour market area of key economic locations, including Edinburgh.
 - k With regard to road pricing, it is proposed that SESTRAN support taking forward such initiatives at UK or Scottish level. Any initiative needs to
 - Address climate change issues as a key priority – a scheme solely focussed on congestion without spending revenue on public transport improvements risks adverse environmental impacts and fuelling urban dispersion
 - Better reflect the full environmental and social costs of motoring, rather than being revenue neutral.
 - Deal with fairness issues, particularly the cost of motoring in ‘deep rural’ areas
 - l SESTRAN supports the concept of an Anglo-Scottish High Speed Rail Line, and believes that the Scottish Executive should actively promote it. This scheme has a range of objectives and potential benefits. Any such line should include a high speed Edinburgh – Glasgow link.
 - m The strategy misses some issues where the Scottish Executive is in a position to facilitate change. Perhaps most importantly, there is no discussion of the possibility of a Traffic Management Act that could, on the English model, decriminalise a large number of traffic offences and make their enforcement a local authority responsibility. Nor is there mention of further work to speed up the decriminalisation of bus lane offences and allow camera enforcement of these. These issues should be included in the final strategy.
 - n A further issue is that of rate relief on non-road transport infrastructure. At present rates have to be paid on all bus shelters, on the Fastlink Guideway in Edinburgh and on bus stations. As the law currently stands the tram system in Edinburgh would also be subject to rates in relation to segregated sections and stop infrastructure. There is no logic in such facilities being subject to rates when roads are not rated, and the Executive should amend appropriate legislation to change this.

Financial Implications

11 None.

Recommendations

12 To approve an initial response by SESTRAN based on paragraph 10 of this report.

13 To remit compilation of a detailed response to the Member-Officer Support Group. Board Members are requested to submit comments for consideration by this group to be received well before the consultation deadline of 13 July 2006

Work Planning & Delivery Group, June 2006