

Regional Transport Partnerships

Chairs Meeting

Victoria Quay, Edinburgh

Minute of Meeting held in Victoria Quay, Edinburgh on Thursday 9th March 2017 at 10.45am.

PRESENT

Cllr Ramsay Milne, Nestrans (Chair)
Cllr Michael Stout, ZetTrans
Cllr Jonathan Findlay, SPT
Cllr Will Dawson, TACTRAN
Cllr Lesley Hinds, Sestrans
Cllr Tom McAughtrie, Swestrans

IN ATTENDANCE

Mrs Joanne Gray, Transport Scotland
Mr Ranald Robertson, HITRANS
Mr Eric Stewart, SPT
Mr Bruce Kiloh, SPT
Mr George Eckton, Sestrans
Mr Eric Guthrie, TACTRAN
Mr Douglas Kirkpatrick, Swestrans
Mr Michael Craigie, ZetTrans
Mr Derick Murray, Nestrans

APOLOGIES

Cllr James Stockan, HITRANS
Cllr Stephen Hagan, COSLA
Mr Robert Nicol, COSLA.

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| Welcome and Apologies | 1 | Cllr Hinds welcomed everyone to the RTP Chairs meeting and noted the apologies above. |
| Meeting with the Transport Minister, 9 March 2017 | 2 | Summary of points from this morning's meeting with the Transport Minister to be circulated. |
| Minute of RTP Chairs Meeting on 7 December 2016 | 3 | The Minute was agreed as an accurate account of the meeting.

ECMA – Mr Kiloh to circulate an update. |
| Note of RTP Chairs Workshop on 26 January 2017 (attached) | 4 | No matters arising or updates were noted. |
| Note of RTP Chairs Meeting with Transport and Planning Ministers on 30 November 2016 (attached) | 5 | No matters arising or updates were noted. |

a) Meeting with Minister – Outcomes / Next Steps

As noted at item 2, a summary of key points from this morning's meeting with the Transport Minister will be circulated. However, there was discussion on issues emerging from the meeting. Key points as follows:

- The proposed submission to the Transport Minister on the need for a greater role for RTPs in active travel should make reference to the following:
 - Point to best practice including agglomeration benefits of regional funding as demonstrated by Living Neighbourhoods experience in Australia.
 - Opportunities to reduce bureaucracy and achieve greater democratic accountability including RTP role in Community Planning.
 - Scope for some funding to be earmarked to RTPs for cross boundary projects.
 - Note that some councils struggle to resource the process – need to raise the bar across Scotland.
 - Edinburgh achieves 10% cycling spend but match funding remains a struggle. Regional approach without the need for match funding would be welcome.
 - Current system is not sufficiently outcome focussed with tendency to concentrate on easy spend rather than strategic approach.
 - Administration costs are significant. Cite examples in submission.
 - Pooled money can be better programmed.
- NTS / Planning Review
 - More information on timescales and key contacts would be helpful
 - Overall picture needed across NTS / Planning Review
 - Missing link comes at 11th hour when TS etc. need to feedback on key findings and conclusions. Presently there is a lack of feedback to RTPs
- Bus issues / Transport Bill
 - Transport Bill – need to highlight with TS the issue of TROs where one objection can significantly lengthen timescales
 - Need for closer collaboration on issues such as parking and active travel
 - Parking can be a major issue in smaller areas. Smaller local authorities do not have the capacity to take on decriminalised parking. Need to emphasis this is a real problem and include in Transport Bill. There is a missing link between where Police stop and Councils start
 - Swestrans has community wardens but for double yellow offences they can't act and Police don't have resource. Empowering community wardens would help.
 - Potentially unintended consequences emerging from Responsible Parking bill resulting in a different set of angry people. While the bill addresses issues around inconvenience and obstruction it does not tackle parking capacity or damage to footways.
 - Mr Eckton said parking issues being discussed by SCOTS and there will be a consultation in April prior to a response on the Bill
 - Mr Stewart said SPT had previously suggested giving special constable status to bus wardens which would include powers to impound dangerous vehicles. At the time the Police were not keen but this idea could be re-floated.

b) National Transport Strategy Review

Mr Eckton noted that Mr Kiloh and Mr Robertson are representatives on the NTS Partnership Group and that a pre-engagement survey has been circulated seeking views on the format and nature of proposed NTS supporting working groups. Mr Kiloh advised that SPT has responded advising that the structure is quite unwieldy and there are some omissions e.g digital not covered.

RTPs will be tasked with delivery so must be integral to the Review process. The suggestion raised previously was that RTPs should co-chair the Review but looks unlikely to happen. RTPs will be well represented but need to keep a close watching brief on developments.

Mr Robertson expressed concern about the capacity to resource so many working groups. RTPs have done well inputting to the process and have developed good working relationships. It will be important to share the RTP workload to resource this.

In response to Councillor Hinds, Mr Kiloh and Mr Robertson confirmed they were comfortable to continue representing RTPs on the NTS Review Working Group. Councillor Hinds said best use of officer should be used across RTPs to support input.

Responding to a comment made by the Transport Minister during the meeting earlier today, Mr Guthrie said RTPs were not looking for privileged position in the NTS Review process but rather a reflection of their statutory status.

DM noted that Jim Ballantyne has made some points re this:

- RTPs are not stakeholders but delivery agents and statutory authorities
- So much policy making going on but so little resource available to respond
- Good that RTPs are represented on NTS Review but politicians are not. This should be remedied with separate working groups for politicians

Councillor Hinds summarised key points from this discussion:

Mr Kiloh will coordinate RTP response on the NTS engagement survey, continuing to press to Co-chair the NTS Strategy Group and recommending a separate working group representing politicians

(i) Benefit Cost Ratios and Charging Mechanisms (both attached) (DM)

Benefit Cost Ratios - Mr Murray noted there were two reports arising from the previous Lead Officers' meeting, but maybe too late for NTS Review if they don't go to Chairs meeting until August.

Mr Murray said STAG was a good process but not for public transport projects. In urban areas buses and cycling can slow cars and this impacts negatively on BCR. The two papers are for discussion and consideration.

Mr Guthrie said STAG applies to everything e.g station re-openings. Also active travel and public transport apply in rural areas also so the paper should be broadened out to reflect this. Danger of tweaking STAG and making it better for urban areas but worse for rural areas.

DM understood these comments but said there was a need to include socio-economic considerations in the STAG process.

Mr Guthrie suggested the title of the paper should be changed and Councillor Hinds suggested 'Review of STAG economic assessment'.

Mr Milne pointed out that different STAG models were needed to reflect the needs of different areas.

Mr Guthrie said he agreed with the principles outlined in the paper but the issue was a complex one.

Mr Craigie noted that ferry projects were lifted into the national arena by virtue of their high costs. However, ferries are ultimately about ensuring the sustainability of island communities rather than a narrow concept of economic benefit. Ferries are required to compete nationally for scarce resources but sustainability is not properly valued.

Mr Guthrie complemented both papers and said the issue was to capture benefits that cannot easily be monetised.

Mr Kiloh advised that the Department for Transport is undertaking work on logic mapping and SPT is using this approach too. This may have wider applicability.

Mr Craigie said things had moved on and STAG is now a component of a wider business case model. Councillor Hinds confirmed that this model had been used.

It was agreed to write to the Transport Minister suggesting a review of the current STAG process to reflect the needs of public transport, the distinct needs of urban and rural areas and the need to capture socio-economic and sustainability benefits.

- In terms of the Charging Mechanisms paper, Councillor Hinds suggested this be re-titled to 'Investment in public transport' as charging is too negative and any income will go back into public transport.

Mr Guthrie suggested the scope of the paper be widened to include Active Travel and while agreeing that climate change provides a mechanism to deliver charging, expressed concern about transport taking the lead, particularly given the experience of promoting road charging in Edinburgh.

Mr Murray said he was happy to have this debate and noted this was started by RPP3 and we are required to give a view.

Mr Eckton said given discussions around Model 3 status, it was essential for SEStran to discuss this. This was good on the supply side of things but more analysis needed and discussion needed on the demand side.

Councillor Milne said that we may be able to solve climate change through technology but we will still have the problem of congestion unless we act and we may need to lead in more than one area.

Councillor Hinds said we should ask officers to begin the process of review.

Councillor McAughtrie said workplace charging etc. was ok for cities but would not work in rural towns.

Councillor Hinds said there should be the power to it and then decide where it could appropriately be applied.

Mr Stewart said we shouldn't be shy to lead – it was the right thing to do. If you leave parking and charging you will end up in a muddle.

Councillor Hinds suggested the matter be taken forward for further discussion.

c) Planning Review

The response is due by the end of March and Mr Kiloh agreed to prepare a joint RTP response and circulate for comment.

Mr Murray said Kevin Stewart had agreed to come back with the Planning Review before the end of the year but this timescale appears to be mismatched with the NTS Review for completion Summer 2018.

Councillor Hinds said this should be built into the RTP response.

d) City Deals / Growth Deals

Councillor Hinds said there was no point in economic growth without transport infrastructure. Councillor Milne said there was a strong argument for regional planning. Mr Kiloh pointed out there is a distinction between the terms City Deal and City Region but this was often blurred or used interchangeably i.e SPT is responsible for city region transport planning.

Councillor Findlay said the Chair had made a good point about the lack of coherence or strategy for City Deal. There was also often a lack of co-terminus boundaries – a concern for Ayrshire. It was important not to lose a strategic overview.

Mr Guthrie circulated an extract from the draft Tay City Deal submitted to the Tay City Deal Cabinet on 1 March. The Deal proposes the transfer of transport and SDP powers to a non-statutory Joint Committee with the creation of a single transport planning team aimed at a stronger alignment of resources. A direction of travel is being mapped out around how this fits with NTS / Planning review and a paper on this will go to the Tactran Board.

e) Industrial Strategy Green Paper (GE)

Mr Kiloh to coordinate Lead Officers views and respond

f) National Performance Framework (GE)

GE advised that there had been a short online survey consultation with the deadline extension until today. GE will circulate details of draft response.

g) Draft Climate Change Plan (RPP3) – RTP Response (attached (BK)

This has been discussed previously at length.

Modal Updates 7. Active Travel (EG / GE)

- a) Mr Eckton is Active Travel representative for RTPs and Mr Murray is the Deputy for SCOTS.

Consultation is taking place on the Active Travel Task Force and Mr Eckton agreed to gather comments and coordinate a joint RTP response.

- b) Bus

(i) Bus Stakeholder Group

Mr Stewart reported that independent operators have taken a stance against moves to re-regulate. Latest bus patronage figures show a fall of 56 million passengers over the past decade. At the same time there is recognition that something needs to be done to improve air quality and one way of doing this is to increase running speed of buses.

(ii) Bus Regulation Petition – RTP Response attached (EG)

A response has been submitted but awaiting Parliamentary feedback.

- c) Ferries (MC/RR)

The Minister has announced a ferries review and this will include public consultation.

Mr Craigie advised that Audit Scotland is undertaking a review of TS managed ferry services. Mr Craigie has met with TS and will keep Chairs and Officers up to date.

NESTRANS representatives left the meeting at this point to meet travel commitments.

- d) Rail (all)

(i) Public Sector Bidder for the ScotRail Franchise (EG)

Mr Guthrie and Mr Murray attended a recent meeting with the Transport Minister and advised on the key points. Meeting dominated by discussion with Trade Unions. SPT referenced as operator of the Subway. The CalMac model was mentioned as a potential model among others. Elaine Hamilton (TS) is leading on this and has committed to ongoing dialogue with RTPs on the issue.

(ii) Rail Infrastructure Strategy Response (BK)

RTPs submitted individual responses.

- e) Air (DM/RR)

Mr Robertson advised that DfT is consulting on Heathrow extension and how it relates to Glasgow and Edinburgh. There was good passenger growth at airports especially Edinburgh.

Councillor Stout advised there is an Air Services to the Islands scoping paper being undertaken by Highlands & Islands Airports and a meeting of relevant stakeholders has been arranged to discuss this on 23 March. There will be no public consultation on this so RTP input very important.

- f) Equalities (GE)

SEStran response to the Scottish Government consultation on Gender Representation on Public Boards notes the omission of SEStran as a RTP under the listed authorities.

Dates and 9.
Format of
Future Chairs
Meetings (GE)

BK said the recent workshop session at the Edinburgh Tram depot had worked well and suggested that in future fewer Chairs meeting take place but with more workshops focussed on specific issues.

It was also noted that the upcoming local government elections will have an impact on future meeting schedules.

Councillor Hinds agreed and said this approach enables more in-depth discussion and opportunities to learn from best practice and make discussion more meaningful.

Councillor Dawson said the trip to the Velodrome had proved very useful. However, a balance was needed on workshops and formal meetings and it would be premature to make a decision on this at this point ahead of the upcoming local government elections.

Councillor Hinds agreed and suggested this should be submitted as a proposal to the future Chairs meeting post May.

Councillor Dawson said travel was an issue both in terms of time and cost but technology not always the answer as face to face meetings often better.

Councillor Milne suggested the entire day be used for workshop / meal and have a more informed meeting the following day.

Mr Craigie agreed that Teleconference was poor – often interrupted, hard to hear and follow discussion.

Agreed that officers would prepare a report to the first meeting of the Chairs following the May elections recommending a suggested approach.

AOB

Traveline Scotland

Mr Stewart advised on the recent launch of the refreshed Traveline Scotland service which provides information in seven languages. It would be welcome if RTPs could spread the word on this locally.

Similarly MR Stewart asked members to review and consider the Access to Healthcare App. The cost is £40k annually for RTPs can become involved including RTP logos on vehicles.

Mr Kiloh to forward links for information and wider dissemination by RTPs.

Mr Kiloh will forward details of these initiatives.

LEZ Zones consultation is open and guidance has been produce.

Councillor Milne reported that £7.5 million has been made available from the ferries budget to promote smart ticketing but there had been no prior notice or opportunity for discussion in advance of announcement. **Consideration should be given to this as a future agenda item.**

DONM

TBA