RTS – Update by Partner Authorities

1. INTRODUCTION

1.1 This paper seeks an update from Chief Officers of each council on their work to deliver outcomes surrounding the four objectives of SEStran's Regional Transport Strategy (RTS) (economic growth, improving accessibility, and delivering environmentally sustainable outcomes whilst promoting healthier choices). There was also a further Corporate objective agreed as part of the 17/18 Business Plan. This follows on from the agreement at our May meeting for a standing item and also agreement at the August meeting that the current quantitative RTS monitoring framework was not fit for purpose. A further paper on the RTS monitoring framework will be tabled to P&A Committee and the Board over subsequent weeks.

2. RTS OBJECTIVES

2.1 Economy – to ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner.

2.1.1
- To maintain and improve labour market accessibility to key business/employment locations, from all localities and communities.
- To maintain and improve connectivity to the rest of Scotland, the UK and beyond.
- To support other strategies, particularly land-use planning and economic development.
- To reduce the negative impacts of congestion, to improve journey time reliability for passengers and freight.

2.2 Accessibility – to improve accessibility for those with limited transport choice (including those with mobility difficulties) or no access to a car, particularly those living in rural areas.

2.2.1
- To improve access to employment;
- To improve access to health facilities;
- To improve access to other services, such as retailing, leisure/social and education;
- To influence decisions on the provision of public transport to make it more affordable and socially inclusive.

2.3 Environment – to ensure that development is achieved in an environmentally sustainable manner.

2.3.1
- To contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions;
- To minimise the negative impacts of transport on natural and cultural resources
- To promote more sustainable travel;

- To reduce the need to travel;
- To increase transport choices, reducing dependency on the private car.

2.4 Safety and Health – to promote a healthier and more active SEStran area population.

2.4.1
- To improve safety (accidents) and personal security;
- To increase the proportion of trips by walk/cycle;
- To meet or better all statutory air quality requirements;
- To reduce the impacts of transport noise.

2.5 Corporate – to continually improve performance to achieve greater efficiency and effectiveness in SEStran service delivery.

2.5.1
- To deliver best value;
- Seek to reduce our carbon emissions & positively influence other regional stakeholders;
- To deliver robust data governance and practice;
- To promote the delivery, monitoring and mainstreaming of our Equality Outcomes.

2.6 In addition to the RTS and Corporate objectives, the refreshed 2015 RTS had a number of actions detailed in Appendix 1, which at our February 2018 meeting it would be useful to discuss in the context of identifying actions from the list within the statutory plan to prioritise as part of our 18/19 Business Plan.

3. CONCLUSION / RECOMMENDATIONS

3.1 Chief Officers are invited to provide a verbal update to the meeting on any actions that are seeking to progress the four main objectives of the RTS and agree to initially discuss the outlined proposed RTS actions.

George Eckton
Partnership Director
2nd November

Appendix 1 – List of RTS Actions

Appendix 1 RTS Actions

Action: SEStran will co-ordinate and help local authorities with travel planning and help implement travel planning itself (including for schools, local authority employees, health boards and other public and private sector workplaces). This proposal is included as a high priority, due to its potential effectiveness against a wide range of RTS objectives. SEStran has provided a regional forum for the discussion of travel planning issues and knowledge sharing.

Action: SEStran has published guidance on Sustainable Development and on Parking Standards and Parking Management. This guidance has been adopted by the SEStran Partnership and SEStran Local Authorities are encouraged to implement this guidance in their development management processes as part of the statutory planning process. This should be a medium priority for SEStran authorities

Action: continue SEStran's car-share scheme and engagement with European car sharing projects; and offer links to local authorities' travel plan work. Establish likely value of personalised travel planning assistance in SEStran context and if shown to be good value, implement across the SEStran area. The car-share element is a high priority, as it already exists and should be sustained. Workplace travel plans and personalised travel assistance plans are a medium priority. Workplace travel plans and personalised travel plan assistance are, by definition, local. They should, in the first instance, be delivered as part of the developments likely to take place in the SEStran area over the appropriate development plan periods

Action: include establishing best practice on promoting and monitoring tele-working in the RTS. Consider role of travel plan officer and sustainable transport group in this context. This should be seen as a medium priority for SEStran, in the absence of national guidance. It would be practical to establish a region-wide approach, although pilot schemes may be established, possibly as part of travel plans for individual developments

Action: establish a good practice methodology, focussing on links between services/ infrastructure and awareness campaigns. This should be a medium priority for SEStran, as it supports wider travel initiatives, can be delivered regionally on a relatively short timescale and does not require any capital investment. This activity will include supporting sustainable travel events and promotion of sustainable travel at "green" events.

Action: it is recommended that the existing OneTicket as a multi operator ticket continues to be promoted as a medium priority. SEStran has recently taken over responsibility for the daily operation of OneTicket. In addition, as a medium priority, SEStran should work towards developing the coverage, attractiveness and sales of OneTicket across the whole region. SEStran will seek a change in the legislation referred to above to allow the full potential of integrated ticketing to be realised. As a high priority, SEStran will engage with Transport Scotland and bus operators in order to progress the wider integrated ticketing agenda and in particular investigate the feasibility of introduction of electronic ticketing to One Ticket and the potential of a Scotland-wide smart ticketing system. SEStran will also seek the establishment of

railtram integrated tickets through the proposed Edinburgh Gateway rail station serving the airport

Action: SEStran will objectively review past and present relevant [rail concession] schemes from across SEStran and elsewhere, before making further recommendations. This should be seen as a medium priority for SEStran

Action: SEStran will continue developing a Freight Quality Partnership9 at the regional level, as part of the RTS. Such a partnership supports agreed objectives and policies, and meets the requirements of the RTS guidance. This action is a high priority for SEStran.

Action: the consideration of HGV facilities, routing issues and HGV signing will be undertaken through the FQP. Through various European projects SEStran has already identified the potential for a Dryport in the Coatbridge area and a Distribution centre near Livingston/Bathgate. A freight signing strategy has been developed along with freight route maps. In addition SEStran has published information on available rail freight routes linking the region to the rest of the UK. This is a high priority for SEStran, supplementing the measures outlined above.

Action: A framework of suggested bands for maximum parking standards has been developed, depending on location, public transport accessibility and land-use, for all sizes of development and adopted by the SEStran Partnership. Local Authorities should take account of this framework in developing their own standards. This measure is promoted as a medium priority

Action: SEStran local authorities should take account of the SEStran parking management strategy in developing their Local Transport Strategies and implement DPE where appropriate. Local authorities should also consider a combined DPE management regime including the option of using SEStran as a facilitating body. High priority

Action: SEStran has established a regional park and ride strategy that has been adopted by the SEStran Partnership and the promotion of measures associated with the strategy is viewed as a high priority. Proposed new sites have been identified/appraised as part of this strategy to ensure a consistent, regional approach to Park and Ride. SEStran will also work with partners to tackle local problems that may arise from high parking demand around stations

Action: SEStran will encourage the development and use of alternative fuels within the SEStran area as a high priority.

Action: carry forward general support for road safety, linking to local and national actions, and consider how best to bring added value to the delivery and monitoring of road safety in the SEStran area, This should be a low priority for SEStran, as local authorities are already working to this end.

Action: SEStran to share current practice amongst its members and identify gaps where these exist in localised [safer routes to school] networks. A high-level policy framework will be set to ensure consistency of provision across the area. This is a

low priority for SEStran in policy terms, in so far as significant work has already been undertaken.

Action: SEStran to support the development of urban cycle networks as identified in our study as a high priority.

Action: To work closely in partnership with Sustrans on the development of these [regional active travel] networks. This should be supported as a high priority.

Action: SEStran will review best practice on cycling infrastructure; local authorities should take this into account in developing their LTS. Medium priority

Action: As a medium priority, SEStran will help local authorities to review off-peak and supported services across the SEStran area and identify major 'gaps' in provision.

Action: As a medium priority, SEStran will encourage bus operators to consider the introduction of alternative fuel buses by seeking grant from Scottish Government or any other source (Lothian Buses have already introduced Hybrid buses to their fleet)

Action: SEStran will seek to achieve an applicable minimum standard of vehicle across the area. Minimum standards should be encouraged in terms of vehicle age, accessibility, and emissions. SEStran should examine the options available in this context as a medium priority, recognising the difficulties faced by small operators in this regard, and other local issues.

Action: SEStran has reviewed fares levels across the area in terms of value for money. In the longer term, SEStran will seek to address inequalities in public transport fares across the SEStran area as a medium priority.

Action: SEStran will seek to identify barriers to integration and work with appropriate stakeholders to overcome these as a high priority.

Action: it would be sensible to encourage upgrading access first to those interchanges which are most heavily used and to which access is currently poorest. These will be identified by SEStran as a high priority.

Action: SEStran has reviewed bus stop infrastructure on key regional public transport corridors. The promotion of minimum standards at bus stops is a medium priority for SEStran.

Action: As a high priority, SEStran to build on recent work to implement, where practical, the SEStran Bus Passenger Information Strategy.

Action: Continue to promote and seek funding for the implementation of RTPI using up to date technology. This is a high priority for SEStran, as RTPI offers considerable potential, is a proven technology and is already in place in some areas. A common regional approach covering bus and rail should be adopted, particularly in IT terms, to ensure that systems are inter-operable.

Action: SEStran has investigated the potential for a region-wide taxicard in terms of delivering the RTS objectives, and as part of the rural transport hierarchy described

in Chapter 7. This is a low priority for SEStran to review previous work and ascertain its current relevance.

Action: SEStran will identify the current levels of information service provision and its potential role to bring added value to the delivery of these services through our Equalities Group. This is a medium priority for SEStran, given the requirements of the DDA and benefits that could accrue from delivery. Mobility impaired information services are deliverable on a regional basis including bus RTPI.

Action: Best practice guidance has been produced, offering guidance on how best to consider transport provision in sustainable design. This guidance should be taken into account in the Strategic Development Plan for South East Scotland, and local authorities should also take account of it in developing their Local Transport Strategies and Local Development Plans.

Action: Initially this measure will be considered as a medium priority to encourage extending measures to all viable routes in Edinburgh, but may extend to specific routes in other council areas on a consistent basis as further bus lanes are introduced over time.

Action: SEStran to give further consideration to establishing a tourism signing strategy. This consideration should be a low priority for SEStran, as there is no statutory requirement for such a strategy.

Action: As a medium priority SEStran to promote the establishment of a regional coordination centre, and the development of demand responsive transport. This work will take cognisance of existing cross boundary co-ordination such as between Stirling, Clackmannanshire and Falkirk

Action: SEStran to compile an inventory of ITS systems in the area, assisting in information provision and the consistency of approach/inter-operability, although only as a low priority

Action: As a medium priority, SEStran to review the evidence on the effectiveness of car clubs in relation to the RTS Objectives, and consider supporting their extension into other areas

Action: As a high priority, SEStran to continue to build joint working practices with all relevant local authority structure, strategic development and local development planning teams

Action: As a low priority, SEStran will liaise with stakeholders from this sector of the travelling public. The regional aspects of PTW will be scoped and funds will be made available for investment in PTW-related infrastructure

The RTS has identified areas with relatively poor or no access to all the main hospitals relevant to SEStran residents, and highlighted those geographical areas with significant numbers of people and zero-car households with poor accessibility. In response, SEStran will, as a high priority [TYPE 3]:

■■ work with bus operators to explore the potential to adjust existing bus routes to serve some of these areas1; work with hospitals to provide public transport journey plans along with all appointments;

■■ consider the potential for new routes to link settlements to hospitals, based on consultation with health boards to establish key needs at the detailed level;

■■ consider the potential for hospital to hospital bus services, serving locations identified as currently having a poor level of access;

■■ identify methods of managing parking to ensure the most efficient use of parking space at hospitals and maximise the use of public transport;

■■ review the provision of demand responsive transport in SEStran, with particular reference to rural areas where the provision of scheduled bus services would be highly uneconomical; and

■■ liaise with community transport groups to advise on best practice, drawing on experience from operational schemes across SEStran and beyond.

The following actions have high priority [TYPE 3]:

■■ SEStran will examine each area highlighted as: (i) deprived and (ii) suffering from relatively poor access to employment on a case-by-case basis. Detailed examination of the bus services available from these areas could suggest modifications to routes to improve access to employment for these geographical areas3. SEStran will promote modifications where practicable – these could include the modification of bus routes, or new links to defined public transport 'hubs'; and

■■ SEStran will engage with local employment agencies and stakeholders to identify any further geographical areas where poor public transport is perceived as a major issue for labour market participation, including areas lacking direct public transport links with Edinburgh.

Action: A thorough review of current Community Transport and DRT schemes operating in SEStran is necessary – medium priority [TYPE 3] – to establish a comprehensive baseline, including details of the type and scope of the scheme, cost, funding arrangements, customer satisfaction etc. In itself, this would provide a strong indication of current 'best practice' in SEStran. This could be undertaken by SEStran staff or consultants. Consultation should be undertaken with all providers of DRT and Community Transport as part of this exercise, and this will be on-going.

Action: SEStran will review rural transport/DRT provision across the area and consider the case for the development of a framework of provision, building on the above. The role of car clubs (see 6.16.8) should also be considered in providing a level of mobility without owning a car. This would move towards consistency of provision and equality of opportunity across the area. Linked to this is the promoting of electric vehicles and associated charging points. Car clubs are an excellent way to introduce drivers to the benefits of using electric vehicles. 7.5.9 The illustrative hierarchy suggested in the RTS used an eight-way classification of rural areas and suggested an appropriate 'level of service' for different journey purposes from these

areas. This framework will be developed further in conjunction with relevant stakeholders, with a view, in the medium term, to ensuring equality and consistency of provision across the area. A SEStran led working group will be required to take this forward through with a realistic view of SEStran's capability to implement change.