

Report to Partnership Meeting 3 June 2014

RTP CHAIRS

RTPs/Scottish Government Working Group

Background

In March 2012, the Minister for Transport and Veterans and the Chairs of the Regional Transport Partnerships (RTPs) agreed to establish a Scottish Government (SG) / RTPs Working Group to examine how RTPs can further assist the SG in delivering the National Transport Strategy and Government's wider Strategic Objectives, and maximise RTPs role in delivering their Regional Transport Strategies.

This report seeks approval of a finalised Draft Report on the work of the officer Working Group established by the RTP Chairs and Minister for Transport and Veterans in March 2012.

The key recommendations¹ of the Group are noted below. Further detail on each of these is available within the body of the report:

Building Effective Partnerships

- Strengthen and ensure more consistent liaison arrangements between Scottish Government/Transport Scotland, CoSLA and the RTPs, building on the existing Lead Officers' and Chairs' meetings.
- RTPs to contribute to rail, air, ferry and maritime, and freight policy development and delivery through liaison with Scottish Government, CoSLA, Department for Transport and industry stakeholders and through regional action, as appropriate.

Improving integration of land-use and transport planning

- Complementing their status as 'key agencies' in the Development Planning process, the RTPs wish to be given a similar statutory role in updated Scottish Planning Policy as statutory consultees in the Development Management process on strategic planning proposals and applications that have a regional transport impact.

Improving access to Health and Social Care

- Implement the recommendations of the Short Life Working Group on Access to Health and Social Care through an enhanced role for RTPs in this area, including in the establishment of hub-based pilot schemes.

Delivering a 'step change' for bus, integrated transport, ticketing and information

- RTPs to support the development and adoption of proposals emerging from the national Bus Stakeholders Group (e.g. agreed elements of SPT 10 point plan and the Bus Investment Fund).

¹ The implementation of recommendations will be dependent on local circumstances and applicability, and the approval of the Scottish Government, RTP Boards, partner Councils and other organisations, as appropriate to each RTP area.

- RTPs to work with Councils and other partners to progress social / integrated transport, Demand Responsive Transport and Community Transport initiatives, including the procurement and co-ordination of public transport.
- RTPs to assist with, and where applicable lead on, the development and delivery of smart and integrated ticketing in their regions.
- RTPs to work with Traveline Scotland, Councils and operators to provide Real Time, on-line and conventional forms of public transport information and assist in improving co-ordination (e.g. data supply) and expansion of coverage regionally.

Promoting and Improving Active Travel

- RTPs to have key role in supporting the Scottish Government on delivery of national cycling / active travel targets, including co-ordination with Councils / Community Planning Partnerships / other agencies (including Sustrans), with appropriate funding and delivery responsibilities.

Discussion

At their meeting on 5 March 2014 the RTP Chairs considered and endorsed a Draft Report from the joint Scottish Government/RTPs Working Group, which was established after the meeting between the RTP Chairs and the Minister for Transport and Veterans on 7 March 2012 to examine and develop proposals for developing effective collaborative working between the 7 RTPs and Transport Scotland. A key focus of the group has been to develop areas and proposals for collaborative working which support development and delivery of the National Transport Strategy, Strategic Transport Projects Review, Infrastructure Investment Plan and the 7 Regional Transport Strategies and their associated Delivery Plans.

Since the last update report on 5 March 2014 there has been ongoing consultation with Scottish Government officials on agreeing a finalised report and related recommendations.

The Board is asked to agree the finalised Draft Report which forms Appendix to this report, which has been agreed with Scottish Government officials, and to consider arrangements for concluding agreement of the report and for progressing implementation of the various report recommendations with the Minister for Transport and Veterans and CoSLA.

Next Steps

The report is in the process of being sent to the Minister by Transport Scotland Officials with a recommendation that it is approved.

The report will be considered by the CoSLA DES Committee on 5th June 2014 with a recommendation that the Executive Group is invited to comment upon the key recommendations of the report to inform further joint working between COSLA, Scottish Government and Regional Transport Partnerships on national, regional and local transport priorities.

Recommendations

Members are asked to :-

- (i) Note the finalised Draft Report from the Working Group which has been approved by RTP Chairs at their meeting on 5th March 2014 and will be finalised with the minor edits agreed subsequently when the Chairs meet again on 4th June 2014. The Draft Report is attached at Appendix A;

Risk	impact	Comment
RTS delivery	√	The report will help formalise the relationship between the RTS and National Transport Strategy.
Policy	-	The report will help formalise and strengthen the role of RTPs in support of delivering better transport services throughout Scotland.
Financial	√	No financial implications.
Equality	√	The report will help RTPs support making transport more accessible and enhance the role of transport in Planning and Development.

Report by: Ranald Robertson
Designation: Partnership Director
Date: 3rd June 2014
Additional Information: Appendix – Finalised Draft Working Group Report

Appendix A - FINALISED DRAFT FOR APPROVAL

REPORT OF SCOTTISH GOVERNMENT / REGIONAL TRANSPORT PARTNERSHIPS WORKING GROUP

DEVELOP TO DELIVER – MAXIMISING THE ROLE OF RTPs IN FURTHERING IMPROVEMENTS TO TRANSPORT IN SCOTLAND

Executive Summary

In March 2012, the Minister for Transport and Veterans and the Chairs of the Regional Transport Partnerships (RTPs) agreed to establish a Scottish Government (SG) / RTPs Working Group to examine how RTPs can further assist the SG in delivering the National Transport Strategy and Government's wider Strategic Objectives, and maximise RTPs role in delivering their Regional Transport Strategies.

The key recommendations² of the Group are noted below. Further detail on each of these is available within the body of the report:

Building Effective Partnerships

- Strengthen and ensure more consistent liaison arrangements between Scottish Government/Transport Scotland, CoSLA and the RTPs, building on the existing Lead Officers' and Chairs' meetings.
- RTPs to contribute to rail, air, ferry and maritime, and freight policy development and delivery through liaison with Scottish Government, CoSLA, Department for Transport and industry stakeholders and through regional action, as appropriate.

Improving integration of land-use and transport planning

- Complementing their status as 'key agencies' in the Development Planning process, the RTPs wish to be given a similar statutory role in updated Scottish Planning Policy as statutory consultees in the Development Management process on strategic planning proposals and applications that have a regional transport impact.

Improving access to Health and Social Care

- Implement the recommendations of the Short Life Working Group on Access to Health and Social Care through an enhanced role for RTPs in this area, including in the establishment of hub-based pilot schemes.

Delivering a 'step change' for bus, integrated transport, ticketing and information

- RTPs to support the development and adoption of proposals emerging from the national Bus Stakeholders Group (e.g. agreed elements of SPT 10 point plan and the Bus Investment Fund).
- RTPs to work with Councils and other partners to progress social / integrated transport, Demand Responsive Transport and Community Transport initiatives, including the procurement and co-ordination of public transport.
- RTPs to assist with, and where applicable lead on, the development and delivery of smart and integrated ticketing in their regions.
- RTPs to work with Traveline Scotland, Councils and operators to provide Real Time, on-line and conventional forms of public transport information and assist in improving co-ordination (e.g. data supply) and expansion of coverage regionally.

² The implementation of recommendations will be dependent on local circumstances and applicability, and the approval of the Scottish Government, RTP Boards, partner Councils and other organisations, as appropriate to each RTP area.

Promoting and Improving Active Travel

- RTPs to have key role in supporting the Scottish Government on delivery of national cycling / active travel targets, including co-ordination with Councils / Community Planning Partnerships / other agencies (including Sustrans), with appropriate funding and delivery responsibilities.

The Minister for Transport and Veterans and the Chairs of the RTPs, working with CoSLA, have approved the above recommendations as a framework and focus for progressing further development of effective partnership working between Scottish Government, Transport Scotland and the Regional Transport Partnerships.

Introduction

1. This paper has been prepared for the Minister for Transport and Veterans and the RTP Chairs Forum following their agreement in March 2012 to establish a Working Group of officers from the Scottish Government, RTPs and COSLA.
2. The agreed Terms of Reference of the Working Group are attached for information at Appendix 1. In summary, the Group examined how RTPs can further assist the Scottish Government in delivering the National Transport Strategy and wider Strategic Objectives across various themes and also how the role and effectiveness of RTPs as key statutory bodies in the Scottish public sector landscape can be maximised.

Context: Regional Transport Partnerships - Models for Success

3. Regional Transport Partnerships were established by the Transport (Scotland) Act 2005 to deliver transport solutions across their regions. RTPs are partnerships focused on the delivery of integrated, multi-modal, transport solutions and are ideally placed to work with both public and private sector partners to deliver on their statutory Regional Transport Strategies.
4. Since their establishment in 2006, the RTPs have successfully delivered projects and initiatives which have made significant transport improvements across Scotland. These include major projects (such as Subway modernisation), bus improvements, access to healthcare improvements, park and rides, active travel and public transport information improvements.
5. Interventions like these have ensured that RTPs, in partnership with the Scottish Government, constituent Councils, and others have played a key role in delivering solutions that promote sustainable economic growth and development, social inclusion, and address climate change.
6. Building on this, by continuing to seek opportunities to develop and maximise their role, RTPs can add further value to the transport system in Scotland – e.g. through delivering improvements which stimulate public transport passenger growth and modal shift – which can and will assist the Scottish Government to achieve national targets (e.g. in relation to Climate Change).
7. This report focuses on the main issues and areas where RTPs can add further value by building on previous successes, seizing new opportunities, and focusing on what really matters: delivering transport solutions that make a genuine difference for people, communities and businesses across Scotland.

Building Effective Partnerships

8. Transport and connectivity is central to effective delivery across many policy areas e.g. economic development, health, regeneration, climate change. RTPs, individually and jointly, seek to influence, develop and support national, regional and local policy through their respective Regional Transport Strategies (RTSs) and on mode or subject-specific issues such as active travel, bus, rail, air, maritime and freight.

9. Strong functional relationships have existed between the RTPs and Transport Scotland and between the RTPs and CoSLA. Regular meetings and liaison between the RTP Chairs and Minister and the former Strategic Transport Liaison Group consisting of the RTP Chairs and members of the CoSLA Regeneration, Strategy & Development Executive provided a clear and strong political and governance framework and focus for underpinning these relationships.

10. Furthermore, transport and accessibility is frequently raised within Community Planning forums as a significant issue – be it lack of a bus service, the need for shared services, community transport or more strategic issues such as rail or air connections. RTPs are ideally placed to be the ‘voice’ of transport in these forums and to offer solutions which would assist local communities.

11. The Scottish Government and Transport Scotland welcome the role of RTPs in securing EU funding and will work with RTPs to maximise opportunities, within budgetary and other constraints, through initiatives such as the new Bus Investment Fund.

12. In terms of securing delivery funding for national and regional transport priorities, the RTPs suggest that consideration is given to the creation of an “EU Challenge Fund”, through which RTPs and other partners could bid for development funding and match funding to support submission of project bids for EU funding.

13. Transport Scotland views delivering efficient transport provision to underpin sustainable economic growth in Scotland as a shared responsibility between the Scottish Government, RTPs, local authorities, and businesses and individuals making decisions and choices around location and movement of goods and services. Further policy and regulatory issues which may be worthy of consideration in terms of the potential role of RTPs include parking demand management and low carbon strategy within transport.

Recommendation:

- **Strengthen and ensure more consistent liaison arrangements between Scottish Government/Transport Scotland, CoSLA and the RTPs, building on the existing Lead Officers’ and Chairs’ meetings.**

Improving the integration of land-use and transport planning

14. RTPs, through their RTSs, seek to promote and further the integration of land-use and transport planning through working with Councils and other partners on strategic planning applications, proposals and developments, through the delivery of strategic infrastructure and initiatives, the developer contribution process, and Transport Assessments and Green/Active Travel Plans. The RTPs engage fully in their role as 'key agencies' supporting the Development Planning process and embedding and aligning their RTSs and associated Delivery Plans with SDPs/LDPs and their associated Action Plans/Programmes.

15. The RTPs believe that their contribution and ability to fulfill their statutory duties to ensure that RTSs have regard to land use changes and support the principle of sustainable development would be enhanced by affording RTPs a similar statutory consultee role on major development proposals of strategic regional significance, clarified and consolidated in updated Scottish Planning Policy (and other relevant guidance and advice). This would reinforce advice contained within a letter of 2009 from the Scottish Government Chief Planner to Heads of Planning in Councils, recommending that Councils should consult with RTPs on 'strategic' planning applications that have a regional transport impact. The Scottish Government is in the process of simplifying and streamlining development management procedures with the intention that current schemes of delegation provide maximum scope for officials to determine planning applications. Scottish Government expects that RTPs will continue to work with planning authorities and engage on Development Plans as well as Development Management, including engaging in pre-application discussions. The RTPs have and are continuing to input to the review of Scottish Planning Policy (SPP) and the Third National Planning Framework and the Scottish Government looks forward to RTPs continued involvement as these develop.

Recommendation:

- **Complementing their status as 'key agencies' in the Development Planning process, the RTPs wish to be given a similar statutory role in updated Scottish Planning Policy as statutory consultees in the Development Management process on strategic planning proposals and applications that have a regional transport impact.**

Improving access to Health and Social Care

16. Current provision of and budget-holding for transport access to health and social care (emergency, non-emergency Patient Transport Services and public access) is undertaken by various public / private / healthcare / community / voluntary providers. The 2011 Audit Scotland report on Access to Health and Social Care highlighted the opportunity RTPs present to lead on the co-ordination of transport in this field. This also reflects the Transport (Scotland) Act 2005, which gave RTPs a statutory responsibility to work with partners in improving transport access to healthcare, and indeed RTPs are playing a key role in their areas in improving access to healthcare and addressing other health and transport issues.

17. Arising from the work of the Short Life Working Group on Access to Health and Social Care (SLWG), the Scottish Government is establishing hub based pilots as a means of taking forward improvements in accessing health and social care.

Recommendation:

- **Implement the recommendations of the Short Life Working Group on Access to Health and Social Care through an enhanced role for RTPs in this area, including in the establishment of hub-based pilot schemes.**

Delivering a 'step change' for bus, integrated transport, ticketing and information

18. Bus services fulfil a range of local, regional and national economic and social functions, in terms of accessibility to employment, education, health, leisure, shopping and other facilities. The key role of the bus as the dominant form of public transport, and supporting and developing this by working with Councils, operators and other stakeholders, is recognised and forms a key element of each of the 7 RTs. Three of the seven RTPs are the public transport authorities for Councils in their areas. All of the RTPs contribute to promoting and enhancing bus service availability, quality, information and infrastructure. Collaborative partnership between the public, private and, where appropriate, voluntary sectors will continue to play an important part in ensuring the effective delivery of bus services. There are a number of ways in which transport authorities, including RTPs, can contribute, including through Quality Partnerships and Contracts and subsidising services to meet social needs that the market is not serving. Where RTPs are not currently local transport authorities, they still play a valuable role in promoting and facilitating partnership working and also contributing to, and often leading on, development and funding of service and infrastructure improvements as resources permit.

19. Shared services are a potentially important opportunity in the context of maximising the economic and social role and contribution of buses (and other forms of public transport). With their focus on ensuring a regionally integrated, co-ordinated and multi-modal approach RTPs can significantly add value through efficiency. SPT has delivered savings through taking a regional, cross-council approach to the procurement and delivery of supported bus services, DRT, school transport etc., delivering a better deal for passengers and for the public purse. RTPs provide a ready-made statutory vehicle which can be used relatively straightforwardly to support collaboration between councils in the planning and management of supported bus services and other transport delivery functions.

20. The Scottish Government and Transport Scotland encourage RTPs to engage with their constituent councils on issues such as shared services and making best use of the new Bus Investment Fund, which aims to encourage partnership working, including through statutory Quality Partnerships.

21. Paper-based and single operator/mode ticketing is a barrier to a truly integrated transport network which could offer the passenger real modal choice and efficient, attractive pricing mechanisms. Integrated paper-based ticket options do exist (e.g. Zonocard, OneTicket) and provide an ideal platform for development of smart ticketing solutions. RTPs very much welcome the Competition Commission's recommendation that participation in 'integrated' ticketing schemes should be made compulsory.

22. Smartcard infrastructure is in place on buses, some rail infrastructure and has recently been introduced on the Subway in Glasgow. SPT is in the process of rolling out the Subway smartcard across other modes in west of Scotland based on the successful Zonocard framework. The opportunity to join this project has been offered to the other RTPs by SPT.

23. Transport Scotland welcomes RTP involvement in the development and delivery of integrated ticketing. Transport Scotland will retain a national overview to ensure consistency of approach across Scotland. This approach may apply to smart ticketing infrastructure, marketing and engaging with national transport providers. RTPs are important partners in this and will remain key stakeholders.

24. Good, up-to-date information on transport services is vital in encouraging modal shift to more sustainable modes. There are various models / infrastructure in place for providing public transport (PT) information (including real-time passenger information (RTPI)). Through PT Information Strategies and contributing to and working with Traveline Scotland to develop regional travel information systems, RTPs have been proactive in ensuring a co-ordinated approach is taken to the delivery of high quality and effective information, enabling the public to make more informed travel choices, supporting wider sustainability objectives.

25. Traveline Scotland is the key national provider of public transport information across Scotland. Transport authorities are essential to data collection and maintaining the quality of the national journey planner. Transport Scotland considers that RTPs have an important role in encouraging transport authority support in maintaining and improving data supply and the resilience of the resources authorities devote to supplying that data. RTPs are encouraged to continue working with Traveline Scotland to provide and develop public transport information and other travel information on a regionalised basis to encourage modal shift and demand management. RTPs may also want to support specific service developments which will enhance the national provision e.g. creating better data for demand led transport provision or services to users with special needs.

26. RTPs can also play a strong role in providing real time information for those parts of Scotland not already covered. Currently Traveline Scotland's journey planner contains real time data for Edinburgh, Aberdeen, Glasgow, Dundee, Angus, Inverness, Argyll and Bute and Orkney. RTPs' support in expanding coverage to other areas would be welcome.

27. The Bus Stakeholder Group is discussing a number of aspects of how bus services are regulated and funded. Transport Scotland welcomes RTPs' contribution to the work of the Group and expects that the Group will wish to consider the roles of RTPs and local authorities in relation to any specific recommendations which it develops.

Recommendations:

- **RTPs to support the development and implementation of proposals emerging from the national Bus Stakeholders Group (e.g. agreed elements of SPT 10 point plan and the Bus Investment Fund).**
- **RTPs to work with Councils and other partners to progress social / integrated transport, Demand Responsive Transport and Community Transport initiatives, including the procurement and co-ordination of public transport.**
- **RTPs to assist with and, where applicable, lead on the development and delivery of smart and integrated ticketing in their regions.**
- **RTPs to work with Traveline Scotland, Councils and operators to provide Real Time, on-line and conventional forms of public transport information and assist in improving co-ordination (e.g. data supply) and expansion of coverage regionally.**

Developing Rail / High Speed Rail

28. RTPs have a key role to play with Transport Scotland and others in helping to ensure a co-ordinated, integrated, multi-modal approach is taken e.g. buses serving rail stations, information for the travelling public, integrated ticketing etc. RTPs have also developed, or are developing, a number of regional and local rail enhancement initiatives which supplement and/or complement the core ScotRail franchise network and also proposals for rail enhancements identified in the Strategic Transport Projects Review (STPR) and Infrastructure Investment Plan (IIP).

29. Transport Scotland considers that RTPs should have responsibility to engage with and offer advice to Transport Scotland, the ScotRail franchisee and Network Rail on local and regional transport priorities and proposals, e.g. in relation to capital co-ordination, multi-modal integration (e.g. with bus), policy, project development (e.g. park and ride), community rail, leading on regional rail forums. RTPs should also be the first point of contact for promoters of local and regional rail investment proposals, co-ordinate third party funding and advise on the regional transport priorities, e.g. the Station Investment Fund.

30. In addition Transport Scotland considers that RTPs should have responsibility to engage with and offer advice to Transport Scotland on cross-border rail issues and to provide regional representation to DfT in the specification of cross border franchises. Similarly, RTPs are engaging with Transport Scotland in the promotion of High Speed Rail to Scotland and in the development of new high speed lines.

Recommendations:

- **RTPs to contribute to development of ScotRail franchise, cross-border franchise and HSR issues through liaison with Transport Scotland, DfT and rail industry.**
- **National rail policy issues to be addressed through proposed Scottish Government/Transport Scotland/RTP/CoSLA liaison arrangements and regional action as appropriate.**

Improving Air Services

31. Air services provide fast access to markets and provide vital business, social and leisure links. In peripheral areas they are essential services that provide access to health services and employment and play a key role in allowing peripheral areas to remain competitive. The RTPs can provide a useful role to help ensure the air service needs of their areas are identified and can help ensure any Air Route Development funding available is appropriately prioritised, through closer engagement and influence with the Scottish and UK Governments, Councils, operators and others.

32. Transport Scotland acknowledges RTP experience in terms of air service development and will continue to engage with RTPs on aviation issues which are relevant to their regions, whilst retaining overall strategic responsibility for aviation policy, consulting RTPs as appropriate.'

Recommendation:

- **RTPs to contribute to development of air policy and provision through proposed Scottish Government/Transport Scotland/RTP/CoSLA liaison arrangements and liaison with Transport Scotland, DfT and regional action as appropriate**

Improving Ferry Services

33. Ferry services play a crucial role in enabling island and peninsular communities to contribute to Scotland's sustainable economic growth. RTPs have established effective consultation arrangements that enable communities to contribute their views on lifeline ferry services provided under contract to the Scottish Government. These consultation arrangements should be strengthened to include commercial and Council operated ferry services and their role should be formalised in future ferry contracts.

34. Transport Scotland is reviewing the role and functioning of the ferry user groups and is consulting RTPs on this. It may, therefore, be premature to expand the RTP remit at this stage and consider how publicly and privately funded ferry services are covered by any revised arrangements.

Recommendation:

- **RTPs to contribute to development of ferries and other maritime policy and provision through proposed Scottish Government/Transport Scotland/RTP/CoSLA liaison arrangements and regional action as appropriate.**

Improving Freight

35. An effective and efficient freight industry is vital to the economic development of Scotland. However, connections for freight in many areas continue to be poor, and also freight vehicles (such as HGVs/LGVs) continue to be heavy emitters of carbon. RTPs have established Freight Quality Partnerships with the industry and Councils to provide regional fora for addressing these issues and this role could be further strengthened, for example through responsibility for the promotion of Freight Facilities Grant and other freight initiatives.

36. Transport Scotland considers that RTPs have an important role in fostering active freight partnerships with all those involved with the movement of goods in their region and those who will be impacted by it. The Freight Quality Partnership (FQP) model provides a sound basis for those involved in the movement of freight for engaging with the industry and considering how freight issues should be addressed within Regional Transport Strategies.

Recommendation:

- **RTPs to contribute to freight policy development and delivery through proposed Scottish Government/Transport Scotland/RTP/CoSLA liaison arrangements and regional action, including Regional Freight Quality Partnerships, as appropriate.**

Promoting and Improving Active Travel (Walking and Cycling) and Travel Planning

37. RTPs provide a strong regional lead on the promotion, development and delivery of Active Travel support and Travel Planning through Liftshare schemes etc., in partnership with other organisations. Furthermore, there is a greater desire for increased investment in Active Travel in general in order to meet Scottish Government targets (e.g. in relation to cycling through the Cycling Action Plan for Scotland and wider Climate Change Act targets). The RTPs have a strong track record in and can deliver added value in this area through partnership working, co-ordination, securing match-funding and project delivery, including through their role as statutory Community Planning partners with responsibility to deliver on health & wellbeing, social and economic outcomes, as well as their own core RTS objectives.

38. Transport Scotland welcomes RTP support in promoting and developing Active Travel, particularly in relation to delivering on the Cycling Action Plan for Scotland, including supporting or encouraging local authorities to do likewise.

Recommendation:

- **RTPs to have a key role in supporting the Scottish Government on delivery of national cycling / active travel targets, including co-ordination with Councils / Community Planning Partnerships / other agencies (including Sustrans), with appropriate funding and delivery responsibilities.**

Delivery Mechanisms

39. RTPs already take a lead role in delivering projects, including those from the Strategic Transport Projects Review (STPR) and the Infrastructure Investment Plan (IIP), such as smartcard ticketing and park and ride. RTPs utilise their position to ensure local involvement and engagement in the development of these projects, smooth their path, and are particularly effective and efficient at raising additional funding or in delivering project savings. RTPs have been particularly effective at securing European funding for projects / initiatives and other funding e.g. funding from other stakeholders, the private sector and developers.

40. There is further opportunity for RTPs' role in project delivery to be developed to further assist the Scottish Government, particularly for STPR / IIP projects. The ability to exploit the opportunities highlighted in this report – in policy, project delivery, development planning / management, access to healthcare, bus, air / ferry services, freight, active travel, smartcard ticketing and PT information – to advance delivery and play a more proactive role is strongly dependent on securing the necessary ongoing revenue and capital funding.

41. Scottish Government investment priorities are set out in the STPR and the Infrastructure Investment Plan and Transport Scotland would welcome further discussion to consider fully the role that RTPs currently and could in future play in delivering these priorities.

Recommendation:

- **Transport delivery mechanisms, prioritisation and funding to be addressed through proposed Scottish Government/Transport Scotland/RTP/CoSLA liaison arrangements and regional action as appropriate.**

APPENDIX B

Scottish Government / Regional Transport Partnership Working Group

Terms of Reference

INTRODUCTION

This document sets out the Terms of Reference of the Scottish Government / Regional Transport Partnerships Working Group established by the RTP Joint Chairs Forum and the Minister for Housing and Transport at their meeting on 7th March 2012.

BACKGROUND

Regional Transport Partnerships (RTPs) were established under the Transport (Scotland) Act 2005 to put in place new delivery structures for transport and bring a strong regional approach to the planning and delivery of transport infrastructure and services.

The principal purpose of the RTPs is to strengthen the planning, delivery and effectiveness of regional transport and related developments. This role is supplemented and reinforced by a statutory duty under the 2005 Transport Act to engage in Community Planning. Subsequent to the 2005 Act the statutory role and duties of RTPs have been enhanced by their designation as Key Agencies in the Development Planning process, reflecting the crucial importance of coordinating strategic land use and transport planning, and their designation as “Major Players” with “high impact and influence” within Guidance developed under the Climate Change (Scotland) Act 2009.

The primary responsibility of each RTP is to prepare a statutory Regional Transport Strategy setting out a 15-year vision for transport within the region and also taking into account transport to and from the region, Each RTS is supported by a Delivery Plan where RTPs set out when and how projects and proposals would be prioritised and delivered. The Regional Transport Strategies were approved by Ministers in June 2008.

The 2005 Act enables the transfer, or concurrent adoption, of delivery powers between Councils and RTPs. SPT, ZetTrans and Swestrans have adopted powers to procure passenger transport services and associated facilities and SPT owns and operates the Glasgow subway and major bus stations across the west of Scotland. The opportunity exists to extend these and other shared services efficiencies through more widespread adoption of the delivery powers currently available under the 2005 Act within the context of a planned increased emphasis on partnership working through Community Planning and wider public sector reform.

The RTPs engage closely with Transport Scotland on the development of policy and delivery of national transport infrastructure priorities and proposals identified in the National Transport Strategy, Strategic Transport Projects Review (October 2009) and Infrastructure Investment Plan (December 2011).

The seven RTPs are:

- [Highlands and Islands Transport Partnership](#) (HITRANS)
- [North-East of Scotland Transport Partnership](#) (Nestrans)
- [South-East of Scotland Transport Partnership](#) (SEStran)
- [Strathclyde Partnership for Transport](#) (SPT)
- [South-West of Scotland Transport Partnership](#) (SWestrans)
- [Tayside and Central Scotland Transport Partnership](#) (Tactran)
- [Shetland Transport Partnership](#) (ZetTrans)

The Minister for Housing and Transport and the RTP Joint Chairs Forum met on 7th March 2012 where it was agreed to the setting up of a Working Group between the RTPs, Transport Scotland (TS) and Scottish Government (SG). It was proposed that the group would look at various issues of joint SG/TS/RTP interest, including those raised in the National Transport Strategy and in Regional Transport Strategies, with a view to working in partnership and maximising the role of RTPs to deliver the agenda for improving Scotland's transport systems.

PURPOSE AND REMIT

Purpose

The primary purpose of the Working Group is to establish how RTPs can assist Government in the delivery of the National Transport Strategy and its outcomes outlined below :-

- **NTS Outcome 1:** Improve journey times and connections between our cities and towns and our global markets to tackle congestion and provide access to key markets
- **NTS Outcome 2:** Reduce emissions to tackle climate change
- **NTS Outcome 3:** Improve quality, accessibility and affordability of transport, to give people the choice of public transport and real alternatives to the car

Remit

The remit of the Group is to examine and develop the role of the RTPs in improving policy and delivery of transport within the current and evolving public sector landscape, available resources and relationships with Local Government, Transport Scotland, Scottish Government and transport providers, for the benefit of communities and transport users.

The Group will review and advise the RTP Chairs and Minister on the following;

- Effectiveness;
- Functions;
- Delivery mechanisms;
- Funding.

The Group will have a strategic policy and delivery focus to maximise effectiveness, inputs, outputs and outcomes, with the aim of delivering added value within the current strategic statutory and operational roles and duties of RTPs and Transport Scotland in relation to

National and Regional Transport Strategies, Community Planning, Development Planning and Climate Change.

MEMBERSHIP

Core membership of the Group is as follows;

- RTP Lead Officers
 - Eric Guthrie, Tactran (RTP Secretariat)
 - Alex Macaulay, SEStran
 - Dave Duthie, Hitrans
 - Michael Craigie, ZetTrans
 - Derick Murray, Nestrans
 - Harry Thomson, Swestrans
 - Eric Stewart, SPT
 - Bruce Kiloh, SPT
- TS Director
 - Donald Carmichael
- Reps from TS Bus and Local Transport Policy Team (plus specialist reps as and when required)
 - Tom Davy
 - Tash Farrell
- COSLA (Observers)
 - Katie Green
 - George Eckton

CHAIR

The RTP Secretariat will provide the Chair of the Group.