

Strategy -

3a Directors report on liaison between RTPs, and with the Scottish Government and Others

- Purpose of Report

The purpose of this report is to update the Board on liaison with other RTPs and with the Scottish Government and other organisations.

- Background

The following series of meetings have been agreed by the Board or have evolved through the meetings agreed by the Board:

- RTP Chairs and the Minister for Transport to meet twice yearly.
- RTP Chairs to establish an Association and to meet quarterly.
- Nestrans Liaison Sub Committees appointed for meetings with HITRANS/ ZetTrans and TACTRAN as neighbouring RTPs.
- RTP Lead Officers meeting quarterly now including Scottish Government and CoSLA.
- LABOF, Health and Transport & Freight Forum Steering Group meetings

- Recent Developments

Since the last Board meeting on 15 February 2012, the following meetings have been held:

- ❖ **RTP Chairs meeting with the Transport Minister, Edinburgh, 7 March 2012**

Following the statutory establishment of Regional Transport Partnerships a forum of RTP Chairs was established to enable cross-RTP discussion and liaison on matters of joint interest and to provide opportunities to improve transport planning and delivery through sharing of best practice and information. The Memorandum of Understanding for the Group is attached at Appendix A for information.

The Chairs met with the Minister for Housing & Transport, Keith Brown MSP. At that meeting discussion focussed on the how the RTPs can support Scottish Government in delivering the National Transport Strategy (NTS), including improving and maximising the role of bus services; promoting Active Travel; addressing Health & Transport issues; and delivering on proposals contained in the Scottish Government's Strategic Transport Projects Review (October 2009) and Infrastructure Investment Plan (December 2011).

It was agreed to establish a joint RTPs/Transport Scotland Working Group to act as a focus for ongoing development and collaborative working on delivery of NTS and RTS priorities across the range of modal transport issues. A Terms of Reference for that group has been developed in consultation with Transport Scotland and is included at Appendix B for information. Work is continuing on the development of a Work

Programme, as referred to in the Terms of Reference, for reporting on progress to the next RTP Chairs meeting, which will be held on 5 September 2012 at Swestrans.

❖ RTP Lead Officers, Perth, 16 May 2012

The RTP Lead Officers met to discuss the following:

- Bus issues
 - The STP bus regulation paper (discussed at Item 3b on the agenda)

Nestrans had submitted in advance the North East response to the SPT paper and it was agreed that the collective responses would be forwarded to the Scottish Governments Bus Stakeholder Group for consideration.
 - Talking traveline phone app

A discussion on a traveline proposal to develop a phone app to assist people with visual disabilities – request for funding at around £2k - £3k per RTP. Agreed to discuss further with traveline.
 - Letter from the Traffic Commissioner re bus service registrations in Glasgow

A discussion on a response from the traffic commissioner on what appeared to be an attempt by operators to register services as running on leaving the depot to reduce “dead mileage” not subject to Bus Service Operators Grant (BSOG)
 - Letter from Keith Brown to CoSLA re seat belts on school buses

Noting that there will be a formal consultation on this issue once the order to devolve powers has been completed.
- National Roads Maintenance Review
 - Option 25 – travel information

Discussion on an option to improve real time information across all modes for travellers via the traffic Scotland website being proposed by the national roads maintenance review. Noted and raised later at the North East strategic transport officers liaison group (STOLG)
- Update on Scottish Government working groups on air quality and health and transport
 - Noted little progress for various reasons
- E-cosse Electric Vehicles Initiative
 - Noted new initiative and requested RTP involvement
- CoSLA Strategic Transport Task Group – Legacy Paper
 - Paper noted

- ° RTP Chairs meeting 5 September in Dumfries
 - Agenda to be agreed at Lead Officers meeting on 15 August.
- ° Publications and records monitoring scheme
 - Requirements noted

Following the meeting there was a further meeting to discuss the Terms of Reference for the RTP/ Transport Scotland meeting discussed above.

❖ **Health and Transport Action Plan Steering Group, Aberdeen, 22 May 2012**

This meeting was postponed as the Scottish Government have not yet decided on the application for funding for the proposed information hub. This has been re-arranged for 5 June.

❖ **Freight Forum, Aberdeen 21 May 2012**

A note of the meeting is attached as Appendix C

❖ **LABOF Steering Group, Aberdeen, 24 May 2012**

This meeting was postponed due to unavailability of participants. It has been re-arranged for 18 June.

❖ **Health and Transport Action Plan Steering Group, Aberdeen, 05 June 2012**

A note of the meeting will be tabled at the Board meeting.

❖ **Scottish Transport Awards, Glasgow, 14 June 2012**

A verbal update will be available at the meeting.

❖ **Scottish Government Health Directorate, Edinburgh, 15 June 2012**

A verbal update will be available at the meeting.

❖ **Nestrans Member Induction, 18 June 2012**

○ **Future Programme of Meetings**

- ❖ **SCDI dinner with the Transport Minister, Aberdeen, 26 June 2012**
- ❖ **Health and Transport Action Plan Steering Group, Aberdeen, 03 July 2012**
- ❖ **Press briefing, Aberdeen, 04 July 2012**
- ❖ **AGCC Chamber Breakfast on Transport, Aberdeen, 26 July 2012**
- ❖ **RTP Lead Officers, Perth, 15 August 2012**
- ❖ **LABOF, Aberdeen, 16 August 2012**
- ❖ **RTP Chairs, 5 September 2012**

- Recommendation

The Board is recommended to note progress on liaison arrangements with other RTPs, the Scottish Government and others and arrangements for future meetings.

RGM 30 May 2012

Forum of Chairs of Scottish Regional Transport Partnerships

Memorandum of Understanding

1. Members

The Chairs of the Highland & Islands, North-East of Scotland, South-East of Scotland, South-West of Scotland, Shetland, Strathclyde and Tayside & Central Scotland Transport Partnerships (respectively referred to as HITRANS, Nestrans, SEStran, SWestrans, ZetTrans, SPT and Tactran) agree to form an informal association to discuss matters of mutual interest relating to regional, local and national transport strategy and delivery. The association shall be known as the Forum of Chairs of Scottish Regional Transport Partnerships.

2. Objects

- a) To provide a forum for discussion of matters of common interest to member Partnerships and a means by which joint views may be formulated and expressed.
- b) To provide opportunities to improve transport planning and delivery in Scotland through the sharing of best practice.
- c) To disseminate and share accurate and timely information on all matters relating to transport and other relevant issues.
- d) To make available the skills of the individual Partnerships to provide a range of cost-effective services to other Partnerships in accordance with their wishes.

3. Meetings

Meetings shall be held quarterly, or as required, and shall deal with such business as may have been notified by the Chairs of the Partnerships to the Secretariat. Each Partnership shall be represented by its Chair, Vice Chair or other nominated member, accompanied by an officer if they wish. In the event of no member being available, an officer of an RTP may represent their Partnership.

4. Chair

The Chair of the Partnership hosting any meeting shall chair the meeting.

5. Secretariat

The Forum shall appoint one of its member Partnerships to provide a Secretariat which will hold office for a period of 2 years, following which provision of the Secretariat shall pass to another member Partnership, and so on in rotation.

The Secretariat shall ensure the timely preparation and issue of Agenda and all relevant reports that member Partnerships may wish to place before the Forum.

The Secretariat shall take a note of each meeting which, once approved in draft by the Chair of that meeting, shall be circulated to members prior to adoption at the next meeting of the Forum.

6. Withdrawal from the Association

At any time a Partnership may intimate by notice in writing to the Secretariat the withdrawal of that Partnership from the Forum with immediate effect.

7. Alteration of the Memorandum and Dissolution of the Forum

At any meeting a Partnership may propose that this Memorandum be altered or that the Forum be dissolved. Such a proposal shall take immediate effect if passed by a majority of the Partnerships in membership of the Forum at the time when the motion is proposed, each Partnership having a single vote.

8. Statements on behalf of the Association

Statements or other representations will only be made in the name of the Forum or on behalf of the RTP Chairs where there is unanimity of view to do so.

15 September 2006

Amended 7 December 2007

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
- TS Director
- Reps from TS Bus and Local Transport Policy Team (plus specialist reps as and when required)
- COSLA (Observers)

CHAIR

The RTP Secretariat will provide the Chair of the Group.

OUTPUTS AND TIMESCALES

The first meeting will agree the remit for the Group and develop this into a Work Programme and tasks will be allocated to individuals or sub-groups. Servicing of the Group will be dependent on the work streams that are developed to meet the purpose of the Group. It is envisaged that the Group will complete its initial purpose within 6 – 9 months of establishment.

The Group will report on the following basis:

- Terms of Reference agreed by RTP Leads meeting May 2012
- Terms of Reference submitted to RTP Boards' in June/July 2012
- Terms of Reference agreed by Minister in June 2012
- Progress report to Minister and RTP Chairs in September 2012
- Final report to Minister and RTP Chairs in December 2012

FREQUENCY

Group to meet on the same frequency as RTP Lead Officers and ad-hoc as required.

May 2012



North East Scotland Freight Forum – Monday 21 May 2012

**Aberdeen City Council Offices, Conference Room 4
Marischal College, Broad Street, Aberdeen, AB10 1AB**

In Attendance:

Name	Organisation
Allan Malcolm	Peterson SBS
Andrew Robb	AECOM
Bill Kennedy	Kennedy Transport (Aberdeen)
Bill Walker	Walker Transport
Colin Lawson	Colin Lawson Transport
Dan Cathcart	Road Haulage Association
Derick Murray	Nestrans
Douglas Norris	CILT
Eddie Anderson	ARR Craib Transport Ltd
Graeme Robbie	BAA Aberdeen Airport Ltd
Greg Skinner	Peterson SBS
Ian Armstrong	Scottish Council Development & Industry
Ian Jessiman	Aberdeen Harbour
Jason Moir	Dyce Carriers
John May	Transport Scotland
Paul Finch	AECOM
Philip Smart	GreCor
Rab Dickson	Nestrans
Richard Freeland	Freeland Freight Service
Sandy Hogg	James Jones & Sons Ltd
Vycki Shade	Aberdeen City Council

Introduction

Chair Eddie Anderson welcomed all delegates to the fourth North East Scotland Freight Forum. He added that it was encouraging to see a cross-section of various interests represented in the room, including a contingent of local North East based hauliers.

Presentations were made by Rab Dickson of Nestrans, on the latest developments on Nestrans projects of freight interest, Philip Smart of Aberdeenshire Council on the GreCoR project, and Paul Finch of AECOM on work to identify priorities for future freight actions in North East Scotland.

Delegates were also provided with the opportunity to feedback in small groups on possible priorities for action in the new Freight Action Plan, roads issues, and any other areas of interest. The outcomes of these discussions are summarised below, with full notes from each group provided within the Appendix.

Update on Nestrans Projects of Freight Interest (*Rab Dickson, Nestrans*)

Rab Dickson (Nestrans Transport Strategy Manager) updated the Forum on the progression of several projects. Of those of interest to the freight industry, it was noted:

- The legal challenge to the Aberdeen Western Peripheral Route (AWPR) will be considered in the Supreme Court on 9 and 10 July. Other schemes, as well as the locking in of the benefits of the AWPR, are dependent on the route progressing.
- Work to address the bottleneck at Inveramsay Bridge on the A96 is progressing and there is a long-term commitment to dualling the A96.
- Other key projects, such as the Third Don Crossing, have been progressed to “scheme ready” level.
- There has been investment in both Aberdeen and Peterhead harbours.
- Through a Strategic Transport Fund, there is a potential fund of £90m for strategic projects in the region over the next 20 years.

Reference was also made to the forthcoming rail freight event at the Scottish Government (Victoria Quay) on Thursday 24 May which is placing emphasis on investigating how small/medium sized operators could move small or infrequent loads by rail instead of road.

GreCoR Project (*Philip Smart, Aberdeenshire Council*)

Philip Smart of Aberdeenshire Council presented GreCoR to the Forum. GreCoR (Green Corridors in the North Sea Region) is a new European freight related project which is being undertaken locally by Aberdeenshire Council, supported by Nestrans.

Philip stated that GreCoR provides a funding vehicle for freight in North East Scotland, and is a continuation of the StratMoS project, the work of which has been the focus of previous meetings of the Forum.

The project has robust objectives developed by a long list of partners in Sweden, Norway, Denmark, Germany, Holland and Scotland.

While the funding provided by GreCoR prohibits investment in infrastructure, it can be used for feasibility studies, data collection and other research.

Possible Priorities for Action in the new Freight Action Plan (*Paul Finch, AECOM*)

Paul Finch of AECOM presented outcomes from recent stakeholder consultations on the priorities for future freight actions in North East Scotland. He noted that a key challenge for the Freight Action Plan will be to ensure it continues to be relevant and appropriate, with the Freight Forum continuing to be a mechanism for communication.

Of the 35 actions in the Freight Action Plan, many of these have been delivered, and together with various issues (such as recent changes in local government administrations and new development plans), there is an opportunity to update the Plan.

Possible priorities for consideration relate to management issues, roads issues, and other issues. These areas formed the focus for small group workshop discussions in the second part of the Forum.

Workshop Discussions

Management Issues

Key issues included:

- Health and Safety Management Issues. Is there potential for a move to a common standard?
- The implications for abnormal load movements under a Single Police Force.

- Raising the image of the freight industry as a career in the context of an ageing (driver) workforce. The Road Haulage Association has funding available to support modern apprenticeships.
- The preparation and maintenance of a database of North East Haulage Companies.

Roads Issues

Key Issues included:

- The potential for widening Dyce Drive.
- Concerns over current proposals to close the Marshall Trailers / A96 junction.
- Could freight vehicles be permitted to use bus lanes on Wellington Road?
- Improving the flow of traffic on Great Southern Road / the Bridge of Dee.
- The use of left turn only lanes on the lead up to roundabouts, but the difficulties this could cause for HGVs.
- The A96 dualling strategy must take cognisance of the effects on HGV movements (at roundabouts etc).

Other Suggestions

Other issues raised by the floor included:

- The use of technology to communicate road closures etc.
- Co-ordination of planned roadworks.
- Problems for HGV flows caused by obstructive car parking.
- Issues with regard to freight movement on Market Street.

Conclusions

Delegates were thanked for their valued time and contribution to the Forum.

It was agreed that, in due course, a set of minutes would be circulated inviting further comments, with the Forum reconvening in around six months time.

In closing, Derick Murray of Nestrans referred to work being undertaken on a health and safety campaign by BAA Aberdeen and the Robert Gordon University.

Appendix – Workshop Discussions

Group A – Management Issues

The break out table discussed actions relating to the Management Theme.

Better Promote Capabilities / Local Database

Overall the hauliers represented at the table observed that each haulier tends to have its own network of clients, who have been built up over time through personal contacts and networks, and perhaps there wasn't an overwhelming need for such an intervention at the current time.

Operator Recognition Programme – Examples include FORS and EcoSTAR

This would provide registered company with recognition in terms of their performance. Transport for London are currently rolling out the FORS scheme, which is being piloted in Newcastle. EcoSTAR has been launched in Edinburgh.

Truck Awareness for Cyclists / School Children etc

Some local operators already undertake exercises whereby trucks are demonstrated to specific target groups, in order to raise awareness of truck blind spots etc. It also indirectly provides a means to boost the image of the local sector. There was some support for building on this initiative.

Clearer One Stop Website

This may help to achieve better communication with freight interests in the North East.

Promote SAFED driver CPD

Issue here relates to funding available for these initiatives.

Establish Better Links to RHA / FTA

Attendance of these bodies at Freight Forum can assist, as well as RTP attendance at ScotFLAG meetings.

Other Issues Discussed

- The hauliers previously collaborated on common health and safety issues – common practice for local industry.
- Opportunity for training etc on abnormal load movements and requirements. Perhaps some changes due to move to single police force.
- Better use of Variable message signs and roadwork co-ordination.
- Key current problems for hauliers are generally fuel costs, and getting the right quality of staff. In north east a particular problem. Also many drivers getting older, fewer young drivers coming in at the bottom. Agency drivers a real issue with quality.

Group B – Roads Issues

General titles were given for discussion and these are expanded upon below where comments were received.

Examine junction pinch points – impacts everyone not just freight

Issues have been experienced in the assessment of traffic improvements for Wellington Road (access from the South study) as within the traffic models created the congestion occurring at Bridge of Dee impacts directly on the efficiency of the network on Wellington Road. No options can be tested on Wellington Road until the model network can suitably deal with Bridge of Dee traffic. Once this issue is resolved Wellington Road opportunities will be explored.

More efficient and consistent local traffic management – lines, signs, treatment of roundabouts, etc

Dyce Drive – congestion is going to increase as further development comes on line along the corridor. There is an additional threat to accessibility to/from Dyce from the review of the Marshall Trailers junction where consideration is being given to closing the A96 central reservation on safety grounds. Objections have been made by Nestrans as it would move traffic onto other heavily congested points in the network or onto unsuitable rural roads. Delegates requested that some short to medium term traffic management options were considered pre AWPR e.g. open route to 3 lanes with central lane working in alternate directions at peak hours. Once AWPR is in place a new dualled section linking from AWPR junction to Airport junction will be installed (it is anticipated that this will be early in the construction programme) and this is expected to provide major relief to existing links.

Bridge of Dee roundabout lane discipline issues were raised by Grampian Police. This issue is currently being reviewed by the police along with the traffic management team from ACC. The problem is traffic on Great Southern Road using the left hand lane (less congested) to turn right into Bridge of Dee. Hatching maybe required to clarify the situation for drivers.

A further issue that was raised by delegates was the reallocating of lanes on roundabouts which appears to be undertaken with no regard to the turning movements of large vehicles. Examples (mostly in the Inverness area) were sited where entry lanes to roundabouts for straight ahead movements were moved from the left hand lane to the right hand lane (left lane being left turn only) and HGV's often end up overrunning the central island. Roundabouts at Nairn and north of the Kessock Bridge were particular problems.

Opportunities to contribute to planning of major road schemes, (and subsequently) road work proposals

Dualling of the A96 is at a very early stage. Long term aspiration and consultation with stakeholders has commenced.

Stuart Wilson of Transport Scotland sent this comment prior to the meeting; "My colleagues, who are working on the A96 proposals, met various freight interests at the ScotFLAG (Scottish Freight & Logistics Advisory Group) meeting on 29 Feb 2012 at Victoria Quay. This included representation from the Freight Transport Association, Road Haulage Association and North East Transport Partnership.

Future freight discussions on the A96 will be conducted with further meetings of the ScotFLAG group and it may be appropriate, in the context of the query being raised, to consider how the North East Freight forum may best contribute to that through the ScotFLAG representatives."

The co ordination of roadworks was raised and proposed roadworks in Dyce were queried as signs say that Riverside Drive and Victoria Street were due to close at the same time.

The following link is to ACC's website page for the roadworks in Aberdeen. It is clearly stated here that the proposed closures will operate at different times (see area north page). http://www.aberdeencity.gov.uk/transport_streets/roads_pavements/road_closures.asp

Freight priority within Aberdeen City Council

Delegates requested that the use of bus lanes by HGV's be revisited. The initial study reviewed Wellington Road and was not taken forward following concerns being raised by cyclists and the bus companies. Consideration should be given to freight priority on Wellington Road.

Car driver awareness of truck requirements.

No comments were made regarding truck awareness.

Group C – Other Suggestions / Areas of Interest

Notes on the discussion of Other Issues not included in first tranche

A number of possible issues had been included, but there was an opportunity for other issues to be raised.

Electronic information

Members raised the opportunity to better inform drivers through electronic media, of routing issues, particularly when emergency or unusual circumstances kick in. Sat nav and electronic information boards should give sufficient information to enable drivers to change route, sit out major delays or avoid congestion, which can impact on drivers' hours and cause serious problems. It was felt that current information is inadequate, unhelpful and sometimes misleading.

Co-ordination of roadworks

It was suggested that there should be better co-ordination and advance warning of planned roadworks. Concerns were raised that both Riverview Drive and Victoria Street in Dyce appear to have works scheduled in the coming weeks.

Obstructive car parking

It was noted that illegal car parking can cause delays or obstruction to HGVs. Examples given included Regent Quay beside Aberdeen Harbour, which has regular unregulated and uncontrolled parking due to no single organisation taking responsibility for enforcement.

Specific roads and routes causing concerns

A number of specific concerns were raised, including Dyce Drive (particular concerns if Marshall Trailers road is stopped up), Bridge of Dee and Market Street.