



SCOTLAND'S **TRANSPORT**

SCOTLAND'S TRANSPORT FUTURE:
PROPOSALS FOR STATUTORY REGIONAL
TRANSPORT PARTNERSHIPS

October 2004



SCOTTISH EXECUTIVE

**SCOTLAND'S TRANSPORT FUTURE –
PROPOSALS FOR STATUTORY
REGIONAL TRANSPORT PARTNERSHIPS**

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MINISTERIAL FOREWORD

The Scottish Executive's proposals for the formation of new statutory regional transport partnerships were set out in our recent transport white paper *Scotland's Transport Future*. As announced by the First Minister on 7 September 2004, a Transport Bill proposing powers to create transport partnerships is being presented to Parliament.

I said in *Scotland's Transport Future* that I would consult further on the number and boundaries of regional transport partnerships and on the functions that they could exercise. The white paper has also stimulated discussion of the constitution and funding of the partnerships and I have therefore decided to include these issues in the consultation.

I am keen to garner opinion on the number and boundaries of regional transport partnerships, their constitution, particularly their membership and voting arrangements, their functions and how they are funded.

I look forward to hearing your views on how we can build regional transport partnerships that make a real difference to the delivery of better transport in Scotland.

A handwritten signature in black ink that reads "Nicol Stephen". The signature is written in a cursive, flowing style.

Nicol Stephen MSP

Minister for Transport

October 2004

Introduction

- 1 The purpose of this consultation exercise is to gather views on a number of questions relating to the creation of statutory regional transport partnerships (RTPs) in Scotland. We consulted on the principle and form of regional transport partnerships in the consultation last year on Scotland's Transport: Proposals for a New Approach to Transport in Scotland.¹ This consultation builds on that and focuses on the detail of what regional transport partnerships will look like, how they will operate and what functions they will exercise.
- 2 The white paper Scotland's Transport Future,² set out the Executive's proposals for stronger national and local government transport delivery structures in Scotland and for a more strategic approach to the planning and delivery of transport at all levels.
- 3 At the national level, we will establish a national transport agency during 2005-06. The agency will be directly accountable to the Scottish Ministers and will work with the Scottish Executive in exercising the Scottish Ministers' transport functions. An effective working relationship between the agency and the regional transport partnerships will be crucial to the success of both.
- 4 At the regional level, the Executive is bringing forward legislation³ that will include provision for the creation of regional transport partnerships. Building on the success of Strathclyde Passenger Transport (SPT) and the current voluntary regional partnerships, the new statutory bodies will be able to take a strategic view of the transport needs, and offer a consistent service, for the people and businesses in their region. Journeys increasingly cross the council boundaries created in 1996, due in part to many of the council areas being relatively small and to progressive increases in the distances people travel to work. RTPs will, through agreed regional transport strategies, identify and focus effort and investment on key improvements that might be beyond the reach of individual councils. The partnerships will be able to draw on the perspectives and expertise of external members and should be able to wield more influence in discussions with government at Scottish, UK and EU levels and with the providers of transport infrastructure and services. This will require local authorities to focus on the strategic transport needs of people and businesses within the region. The current voluntary partnerships have proved that this can be achieved and our proposals for legislation are intended to take this co-operation to the next level.
- 5 Regional transport partnerships will have rights, duties and responsibilities similar to those of local authorities, particularly when it comes to matters of employment of staff and financial propriety. They will work closely with their constituent councils to improve transport services for people and businesses in their region.

¹ Scotland's Transport – Proposals for a New Approach to Transport in Scotland, Scottish Executive, September 2003 <http://www.scotland.gov.uk/library5/enterprise/stnats-00.asp>

² Scotland's Transport Future, Scottish Executive, June 2004 <http://www.scotland.gov.uk/library5/transport/stfwp-00.asp>

³ Legislative programme announcement, 7 September 2004

<http://www.scottish.parliament.uk/business/officialReports/meetingsParliament/or-04/sor0907-02.htm#Col9871>

- 6 The core function of each regional transport partnership will be the production of a regional transport strategy, taking account of guidance from the Scottish Ministers. These strategies will be used to steer the funding priorities of the regional transport partnerships themselves, their constituent councils and, to the extent to which it contributes to the achievement of the national strategy, the national transport agency. The national transport agency will hold at least some discretionary funding – how much will depend upon Executive-wide budget decisions, national spending priorities and decisions on how regional transport initiatives are best funded; an issue that is explored later in this paper. Regional transport strategies should form the basis for any bids for central funding; but they will not be primarily bidding documents as the partnerships and their constituent councils will continue to be responsible for the majority of funding provision and decisions below the national level. To achieve these purposes, regional transport strategies will have to link the specific transport investments proposed to identified regional needs such as improving access to jobs, markets and services in particular areas.
- 7 The RTPs will need to work in partnership with a range of regional, local and national bodies and take account of the provision of the whole range of local public services as well as transport. We propose that they become statutory participants in community planning and they will also be expected to contribute to structure plans and, in due course, city region plans and local development plans. They should also consider involvement in, for example, local economic forums.
- 8 The regional transport partnerships will be constituted on the basis of recommendations of the local authorities, SPT and the voluntary partnerships themselves, informed by discussion with Community Planning Partnerships and other appropriate regional stakeholders. The boundaries of the partnerships, and their constitution, membership and voting arrangements, will only be determined by Scottish Ministers following detailed consultation with local authorities and other interested parties and, so far as possible, on the basis of consensus agreement amongst the constituent members.
- 9 This consultation document addresses those issues. The responses will be used to inform Parliamentary discussion of the Transport Bill. All views are therefore welcome.

Timetable

- 10 The timeline on page 24 shows the steps we propose to take leading up to the launch of regional transport partnerships and an indicative timetable for the preceding and succeeding years.
- 11 It is intended, subject to Parliamentary approval, to bring statutory regional transport partnerships into being by the spring of 2006. The Executive's proposal is not to create the partnerships directly through the Bill but to use the Bill to place a duty on Scottish Ministers to create the partnerships by

order. If this course of action is agreed by Parliament then it is intended to lay the orders establishing RTPs before Parliament in autumn 2005 for the formal establishment of the statutory partnerships in early 2006.

- 12 We would encourage the constituent councils to start working together, and where applicable through the existing partnerships, in advance of the formal creation of the new statutory partnerships. We intend to make some funding available specifically to support preparatory work such as identifying regional priorities and doing preliminary work to develop a regional transport strategy. The new RTPs, once formally constituted, would then have up to 12 months to prepare their regional transport strategies although preliminary work on the development of strategies can precede the formal establishment of the partnerships. These documents will enable each RTP and its constituent councils to identify the powers that the partnership will need in order to deliver the strategy. The orders conferring powers on RTPs will then be laid before Parliament for approval. A slightly different timetable will be required in the west of Scotland to ensure that there is no disruption to the transport services currently provided by SPT.

SECTION A

BOUNDARIES

- 13 The white paper *Scotland's Transport Future* stated a number of basic principles concerning RTP boundaries:
- statutory regional transport partnerships would cover the whole of Scotland (paragraph 5.15)
 - every part of Scotland would be a member of just one RTP (paragraph 5.17)
 - it would be possible for a council area to be split between 2 or more RTPs (paragraph 5.17).
- 14 The boundaries cannot be perfectly drawn and cannot in themselves ensure high quality service delivery – that depends on the willingness of the constituent members to work effectively together. Journeys and transport routes will cross whatever boundaries are laid down. The definition of RTP boundaries will not prevent cross-boundary projects being taken forward jointly by neighbouring RTPs, local authorities and, in some cases, the Scottish Executive. Our over-riding aim is to make it easier for organisations to work in partnership, building on existing public sector boundaries where appropriate, and ensuring that the resulting RTP boundaries lead to more effective delivery of public services.
- 15 The partnerships that have been formed by councils on a voluntary basis⁴ give at least an indication of the interests and focus of each council. However, it is recognised that the current boundaries have evolved to suit the gradual development of voluntary partnerships; we now have to move to more binding commitments whilst retaining a consensual approach consistent with statutory partnerships preparing statutory and binding regional transport strategies.
- 16 In the west of Scotland, the SPT Area currently includes the whole territory of 7 local authorities⁵ and parts of an additional 5 council areas.⁶ Within its Area, SPT rather than the local authorities hold the statutory powers and duties related to the delivery of public transport. The white paper makes clear Ministers want to see an RTP created in the west of Scotland that builds on the strengths of SPT and it is difficult therefore to imagine this RTP being smaller than the current SPT Area.
- 17 The table below and the map presented on page 25 proposes a way forward for the boundaries of the statutory regional transport partnerships. In many

⁴ HITRANS, NESTRANS, WESTRANS and SESTRAN

⁵ Glasgow City, East Dunbartonshire, West Dunbartonshire, Renfrewshire, East Renfrewshire, Inverclyde and North Lanarkshire

⁶ North Ayrshire, South Ayrshire, East Ayrshire, South Lanarkshire and Argyll and Bute. Some parts of Stirling Council were also once part of the Greater Glasgow Passenger Transport Area, the predecessor to the SPT Area.

cases, the core membership of each partnership seems reasonably clear and is largely consistent with current voluntary arrangements. In drawing this map we were required to strike a balance between a number of different and sometimes opposing principles and considerations:

- Reflecting travel to work patterns and other user needs.
- Following the existing boundaries of local authorities and other public bodies.
- Avoiding the division of a local authority area between more than one partnership other than where there were compelling transport reasons.
- Capturing a regional boundary that would make sense to its inhabitants.
- Bringing together local authorities with common interests and issues.
- Ensuring partnerships with sufficient critical mass to deliver services effectively but without including so many members so as to become unwieldy.

18 Some particular issues in various parts of Scotland also steered our considerations:

- Maintaining the alignment of a Highlands and Islands Partnership with that of the existing HITRANS boundary (which reflects the Highlands and Islands Enterprise (HIE) boundary). This has implications for, in particular, Argyll and Bute and North Ayrshire councils and leads us to suggest maintaining Arran, the Cumbraes and Argyll and Bute (less the area around Helensburgh) in a Highlands and Islands partnership.
- Recognising that the current SESTRAN area includes a number of local authorities whose interests are peripheral to the main concerns of the Edinburgh city-region and that there are a group of councils in central Scotland who have common interests if not strongly interwoven travel patterns. This includes Dundee City and Angus Councils who are not part of the current voluntary partnership structures. Fife has important transport connections with both Edinburgh and Dundee and an approach reflecting solely travel to work areas would suggest parts of the council joining the South-East and Central & Tay partnerships. However, our proposal is that Fife should remain wholly within a South-East partnership.
- Maintaining the integrity of the current SPT Area and bringing into a strong west of Scotland partnership those parts of South Ayrshire, East Ayrshire and South Lanarkshire that are currently outside of that Area. The geographical position of Dumfries and Galloway means that its partnership options are limited. We propose that the council be a full member of a west & south-west of Scotland partnership. Uniquely, this will require a transfer of public transport powers from the council to the RTP, but we believe that the existing local accountability for public transport can largely be maintained through a local office arrangement.

19 The proposals we are making are set out in the table below and also in the map on page 25.

West & South-West	South-East	Central & Tay	North-East	Highlands & Islands
Argyll & Bute (Helensburgh)	City of Edinburgh	Angus	Aberdeen City	Argyll & Bute (less Helensburgh)
Dumfries & Galloway	Clackmannanshire	Dundee City	Aberdeenshire	Comhairle nan Eilean Siar
East Ayrshire	East Lothian	Perth & Kinross		Highland
East Dunbartonshire	Falkirk	Stirling		Moray
East Renfrewshire	Fife			North Ayrshire (Arran & Cumbraes)
Glasgow City	Midlothian			Orkney
Inverclyde	Scottish Borders			Shetland
North Ayrshire (less Arran & Cumbraes)	West Lothian			
North Lanarkshire				
Renfrewshire				
South Ayrshire				
South Lanarkshire				
West Dunbartonshire				

Questions

- 1. We would welcome views on these proposed regional transport partnership boundaries. Would you suggest any modifications?**
- 2. What are the benefits and/or disadvantages of these proposals from the perspective of your organisation or the council area in which you live? Could a regional partnership based on these boundaries deliver improvements to transport in your area?**

SECTION B

CONSTITUTION

- 20 The white paper (paragraph 5.16) sets out a number of basic criteria regarding membership of RTPs:
- there will be one representative from each of the councils in the geographic region covered by the partnership;
 - each councillor member's vote would be weighted (in effect counting for 1, 2, 3 or 4 votes) according to the relative population of their council;
 - around a third of the voting membership (external members) would be drawn from the business sector and other organisations in the region;
 - non-voting external (observer) members could also be appointed.
- 21 Within this framework, a number of issues remain outstanding. These are outlined below.

Number of RTP Board Members

- 22 The white paper stated that around a third of the voting membership should be made up of external members and we would expect no less than 30% of members (excluding non-voting members) of each partnership to be external members. This leaves sufficient flexibility for each partnership to develop arrangements that meet its particular needs. We propose to legislate to ensure that, as a fail safe, the voting weight of the council members shall never be less than two-thirds of the total.

Councillor Members

- 23 The Executive proposes that:
- Each constituent council of an RTP will be represented by a single councillor, such as the leader of the council, the chair of the council committee responsible for transport or the executive member for transport (in councils operating a cabinet system of administration).
 - Members appointed by councils will be serving elected members of the council nominating them. If they should lose their seat, or are de-barred for any reason from office, they would equally lose their membership of the RTP.
 - Councillor members should be able to send substitutes in case of unavoidable absence from meetings. Substitutes would however have to be

elected members of the same council. They would have the same (weighted) voting rights as the councillor for whom they are substituting.

- Local authorities should have the power to terminate, at any time, the tenure of the councillor representing them on an RTP (subject to any notice period agreed by the RTP for reasons of orderly and efficient administration).

External Members

- 24 The Executive proposes that external members be appointed for their personal contribution and the experience they bring, while being drawn from key interested groups such as users, including business users. External members should be detached from any political or purely local geographical constituency and therefore offer a different perspective on the issues under discussion. Care will have to be taken to avoid conflicts of interest – in particular where external members may have commercial interests that would be affected by the decisions of the RTP. This should not automatically mean that such people cannot be RTP members if the merits of this outweighed the safeguards that would have to be put in place to prevent a conflict of interest arising. Having a number and range of external members will be one safeguard.
- 25 It is proposed that once RTPs are up and running, the external members of each partnership will be appointed by the partnership itself, these appointments being confirmed by the Scottish Ministers. Guidance on external members will be provided that sets out broad principles, consistent with Nolan principles, and ensures transparency in the appointments process. However, the first partnerships will only come truly into being once their external members are appointed so the Scottish Ministers propose to take responsibility for the first set of external appointments, which will expire at the time of the council elections in May 2007. In practice, these appointees will be based on nominations from the constituent councils and, in the west of Scotland, from the constituent councils and SPTA.
- 26 Appointments could be on the basis of a rolling series of fixed-term tenures, of up to 4 years, to ensure some continuity.
- 27 Clearly not all potential interested parties can be represented on an RTP board. In addition to external members with voting rights, additional members could be appointed as non-voting members (or observers) though care would need to be taken to ensure that the size of the RTP does not become unwieldy. The RTP should also give consideration to how it can engage with interests not directly represented on an RTP board, for example through Community Planning Partnerships, a consultative forum or similar body. It is likely that as with the existing voluntary arrangements, council and RTP officials will meet as a 'management team' to support the RTP board, and external interests, including Scottish Executive officials, could be represented on this group even if not on the board itself. It will also be expected that consultation on regional transport strategies will be thorough and wide-ranging.

Questions

3. What should the role of external members be?

- (a) To what extent do you think that external members should be:
(i) representative of other stakeholder organisations; (ii) experts in particular spheres related to transport; (iii) representative of interests outside the transport world?
- (b) Do you agree that external members on the board of the partnership once approved should be there on the basis of the personal contribution, skills and experience they bring rather than representing a particular organisation or interest group?

It will in most cases be possible for RTP boards to have a sufficient number of external members to cover a range of interests.

4. Do you agree that decisions on who are appointed as external members are taken by RTPs themselves in conformity with guidance issued by Scottish Ministers?

5. How should the RTP involve people and stakeholders within its region? For example:

- (a) Is there merit in co-opting key stakeholders to work at management team level?
- (b) Would a stakeholder forum be a practical way of including broader interests?
- (c) Are there any other means of ensuring wider engagement?
- (d) How can RTPs make best use of Community Planning to deliver better transport solutions? What should the Executive do to support them in this?

6. Are there some particular organisations that you believe ought to be represented on some or all of the new partnerships? Are there any organisations that should not be represented?

Decision-making

- 28 We envisage most decisions being reached by consensus, particularly once regional transport strategies are in place to guide decision-making. However, there may be exceptional occasions when progress depends on putting decisions to a vote. We propose this is on the basis of a simple majority of votes cast (the vote of some councillor members will be weighted so that it counts for 2, 3 or 4 votes; external members will always have only one vote and observer members will not have a vote).
- 29 However, we recognise that there may be votes taken on constitutional issues (for example) for which some partnerships and councils may wish to require a higher share of the votes in favour (two-thirds for example or unanimity).

Weighting of Votes for Councillor Members

- 30 In principle, votes will be allocated on the basis of relative population within the partnership area. It will only be possible to determine this in detail once the boundaries of the partnerships are firmly established. We intend to make use of the full range of voting weights (1-4) wherever it makes sense to do so and to ensure as far as possible that councils with similar populations in the same partnership have the same voting weight. Nevertheless, each of the bandings may encompass quite a wide variation in population size. If, on the basis of these principles, the constituent authorities that are to form each RTP can agree a fair approach to the voting system for their region then this would be approved by the Scottish Ministers, failing which Ministers would themselves determine an appropriate system.

Questions

- 7. Do you agree that on occasions when a vote is needed to reach a decision, that this ordinarily be decided by a simple majority?**
- 8. On what issues (e.g. on issues involving the sharing or transferring of local authority transport functions) should decisions require a larger majority?**

SECTION C

FUNCTIONS

- 31 The regional transport partnerships will also be expected to take on other transport functions, either solely or in conjunction with their constituent local authorities. The conferring of functions on an RTP will be by Ministerial order but will, as with the order establishing the partnerships, be driven by the wishes of the partnership itself and its constituent councils. Scottish Ministers will provide guidance, following consultation, which will set out a small number of models for the allocation of functions.
- 32 The Bill will provide that the Transfer of Undertakings (Protection of Employment) Regulations 1981 (TUPE) will apply in relation to the terms and conditions of staff whose functions transfer from one body to another. There will be issues, such as pension issues, which are not covered by TUPE which will need to be addressed. Our working assumption is that the *Statement of Practice on Staff Transfers in the Public Sector* issued by the Cabinet Office in January 2000 will be followed.
- 33 The Executive sees scope for three models for the regional transport partnerships to consider when first set up. It will of course be possible to evolve from one model to another. However, it seems preferable to have a reasonably consistent approach across Scotland so that at any time there is not a proliferation of different arrangements in place.

Model 1: Regional Strategy and Limited Transport Powers

- 34 Every RTP will have, as its base function, the requirement to produce a regional transport strategy. This strategy will identify regional priorities, how these are to be achieved with what resources and who should achieve them. It will make sense for the regional transport partnership itself to deliver parts of the strategy and in some cases this will probably require the RTP to have additional powers.
- 35 At present, local authorities hold a wide range of transport powers and duties. Transferring some of these to the regional level is an option (see models 2 and 3) but it is envisaged that in the first years of operation it might be preferred to keep the range of local authority functions intact and to extend competence in certain specific areas to the RTP too, i.e. having concurrent functions.
- 36 An example could be quality bus corridors connecting a city with its commuter belt, which includes towns in other authority areas. The RTP could identify a network of regionally-significant bus routes and conclude that these should be designated as regional quality bus corridors (QBCs) in order to improve bus journey times and encourage modal shift. The RTP might conclude that the roads themselves should remain the responsibility of the local authorities (for

maintenance purposes etc.) but that the RTP should take responsibility for implementing the QBC. This could include responsibility for installing and maintaining road markings, signage, new bus shelters, bus priority measures, real-time information systems and any other aspects of the road which are required to support the QBC. The RTP's role could extend to agreeing a quality partnership or quality contract for the operation of bus services along the QBC. Associated matters such as speed limits, parking enforcement and road maintenance could continue to be carried out by the local authorities through which the QBC passes.

- 37 Other areas where functions could be exercised concurrently by RTPs and their constituent local authorities include provision of travel information, promotion of road safety and actions to achieve road traffic reduction targets.

Questions

- 9. What current local authority functions could be appropriate for an RTP to exercise concurrently with its constituent local authorities (in your region)?**

Model 2: Regional Strategy and Some Transport Powers Transferred

- 38 This model represents an evolution of the first. Starting, again, with the regional transport strategy, the RTP would identify those parts of the strategy that it was to deliver and the powers that it would require to achieve that. A transfer of functions would then take place from the local authorities in the partnership to the RTP itself. This would be through secondary legislation and would only take place following appropriate consultation.
- 39 Further discussion will be required to identify those transport functions best delivered at regional level for either strategic, delivery or scale-economy purposes. One example could be negotiating and managing contracts for supported bus services, quality partnerships and quality contracts. This could be either to take a strategic regional approach to these measures or in order to develop a regional 'centre of expertise' in contract management. If the latter, it could be the case that the local authorities maintained a role in defining service requirements with the RTP effectively acting as an agent.
- 40 Other functions that could be considered for delivery at regional level could include parking policy and enforcement and integrated ticketing schemes. Sharing some functions concurrently with local authorities, as in model 1, would remain possible under this model.

Questions

10. What current local authority transport functions could be appropriate for delivery at regional level by an RTP (in your region)?

Model 3: Regional Strategy and Significant Public Transport Powers Transferred

- 41 This model further expands model 2 and reflects the current arrangements in the SPT Area in west-central Scotland. Unlike elsewhere in Scotland, public transport functions are already delivered at regional level and it is intended that this should continue to be the case in a new RTP in the region. In time, other RTPs may evolve along similar lines.
- 42 This model is also capable of further modification in that it would also be possible to deliver additional functions at regional level either as transferred functions (as in model 2) or shared functions (as in model 1). It would therefore be possible to integrate roads and public transport functions at the regional level in a way that goes further than the PTA/E model.

Questions

- 11. Do you agree that this model should be adopted by a west of Scotland RTP in order to ensure the continuity of the public transport services provided by SPT?**
- 12. What powers currently held by local authorities in the SPT Area would it make sense to deliver alongside SPT's existing public transport powers in a new west of Scotland RTP?**

General questions on functions:

- 13. Which of these 3 models would you like to see your region adopt?**
- 14. Do you envisage that the RTP in your region will gain further functions as it develops? If so, which ones?**

SECTION D

FUNDING

43 As set out in the white paper, regional transport partnerships will have 3 major sources of funding:

- requisition from their constituent councils;
- borrowing under the prudential borrowing regime;
- grant from the Scottish Executive.

Revenue Support

44 Regional transport partnerships will receive the majority of their running costs through requisition from their constituent councils. This would include any expenses associated with the delivery of services where particular functions had been transferred to the RTP. The clear principle would be that where a transfer (or sharing) of functions takes place that this should be supported by the requisition. In support, the Scottish Executive will also provide, as at present, some additional funding for core running costs.

45 We recognise that requisition is not popular with councils. Nevertheless, requisition ensures that there is a proper democratic link to the spending decisions of the RTP – in particular that its constituent councils, through councillor members, have the major say on which transport projects or services are pursued by the RTP. It also avoids the situation where one council could have a power of veto over projects or refuses to co-operate in funding the implementation of the regional transport strategy – the discretionary funding arrangements currently supporting SPT have been a source of instability for the organisation.

46 We do not see advantages in the alternative of direct funding from the Scottish Executive. That would centralise with the Executive decisions on what initiatives to support rather than leaving them devolved with the RTPs themselves. Such an approach would also require complex negotiations to transfer funding from the Local Government settlement back into the Executive's transport budget.

47 We recognise that splitting of council areas may result in administrative complexities, including the management of the funding arrangements, for example where a local authority is contributing through requisition to the funding of 2 RTPs and 2 regional transport strategies, and where the 2 RTPs may not have the same functions.

Capital

48 Where a regional transport strategy includes plans for investment in infrastructure projects, these could be funded in a number of ways:

- the constituent local authorities will be able to put money towards the project, borrowing if required under the prudential borrowing regime (in which case the asset-ownership would rest with the authorities);
- the RTP itself will also be able to borrow money under the prudential regime in the same way. It would have to cover the costs incurred by such borrowing through its budget in future years – this is likely to fall on the constituent authorities to fund as part of the requisition discussed above;
- the Scottish Executive will also be able to contribute to regional projects of a strategic significance;
- for individual projects, other partners (both commercial and public sector) may contribute funding.

Questions

- 15. Do you agree that there is no alternative to requisition if regional transport partnerships are to have a stable and secure source of funding?**
- 16. What classes of expenditure (e.g. core staffing, running costs, provision of services, capital investment) are best met through (a) requisition, (b) prudential borrowing, (c) grants from the Scottish Executive?**

SECTION E

SUMMARY OF QUESTIONS

Boundaries

1. We would welcome views on these proposed regional transport partnership boundaries. Would you suggest any modifications?
2. What are the benefits and/or disadvantages of these proposals from the perspective of your organisation or the council area in which you live? Could a regional partnership based on these boundaries deliver improvements to transport in your area?

Constitution

3. What should the role of external members be?
 - (a) To what extent do you think that external members should be: (i) representative of other stakeholder organisations; (ii) experts in particular spheres related to transport; (iii) representative of interests outside the transport world?
 - (b) Do you agree that external members on the board of the partnership once approved should be there on the basis of the personal contribution, skills and experience they bring rather than representing a particular organisation or interest group?

It will in most cases be possible for RTP boards to have a sufficient number of external members to cover a range of interests.

4. Do you agree that decisions on who are appointed as external members are taken by RTPs themselves in conformity with guidance issued by Scottish Ministers?
5. How should the RTP involve people and stakeholders within its region? For example:
 - (a) Is there merit in co-opting key stakeholders to work at management team level?
 - (b) Would a stakeholder forum be a practical way of including broader interests?
 - (c) Are there any other means of ensuring wider engagement?
 - (d) How can RTPs make best use of Community Planning to deliver better transport solutions? What should the Executive do to support them in this?

6. Are there some particular organisations that you believe ought to be represented on some or all of the new partnerships? Are there any organisations that should not be represented?
7. Do you agree that on occasions when a vote is needed to reach a decision, that this ordinarily be decided by a simple majority?
8. On what issues (e.g. on issues involving the sharing or transferring of local authority transport functions) should decisions require a larger majority?

Functions

Model 1

9. What current local authority functions could be appropriate for an RTP to exercise concurrently with its constituent local authorities (in your region)?

Model 2

10. What current local authority transport functions could be appropriate for delivery at regional level by an RTP (in your region)?

Model 3

11. Do you agree that this model should be adopted by a west of Scotland RTP in order to ensure the continuity of the public transport services provided by SPT?
12. What powers currently held by local authorities in the SPT Area would it make sense to deliver alongside SPT's existing public transport powers in a new west of Scotland RTP?

General questions on functions

13. Which of these 3 models would you like to see your region adopt?
14. Do you envisage that the RTP in your region will gain further functions as it develops? If so, which ones?

Funding

15. Do you agree that there is no alternative to requisition if regional transport partnerships are to have a stable and secure source of funding?
16. What classes of expenditure (e.g. core staffing, running costs, provision of services, capital investment) are best met through (a) requisition, (b) prudential borrowing, (c) grants from the Scottish Executive?

CONSULTATION PROCESS AND TIMING

Responses to this document are invited by **Wednesday 19 January 2005**. In order to inform the debate on the issues covered by this consultation, the Scottish Executive intends to follow its normal practice of making copies of responses received available to the public on request. We will therefore assume that responses can be made publicly available unless respondents indicate that they wish their comments to remain confidential. Any such request for confidentiality will be strictly respected.

Responses to the consultation and requests for further copies of this document should be sent to:

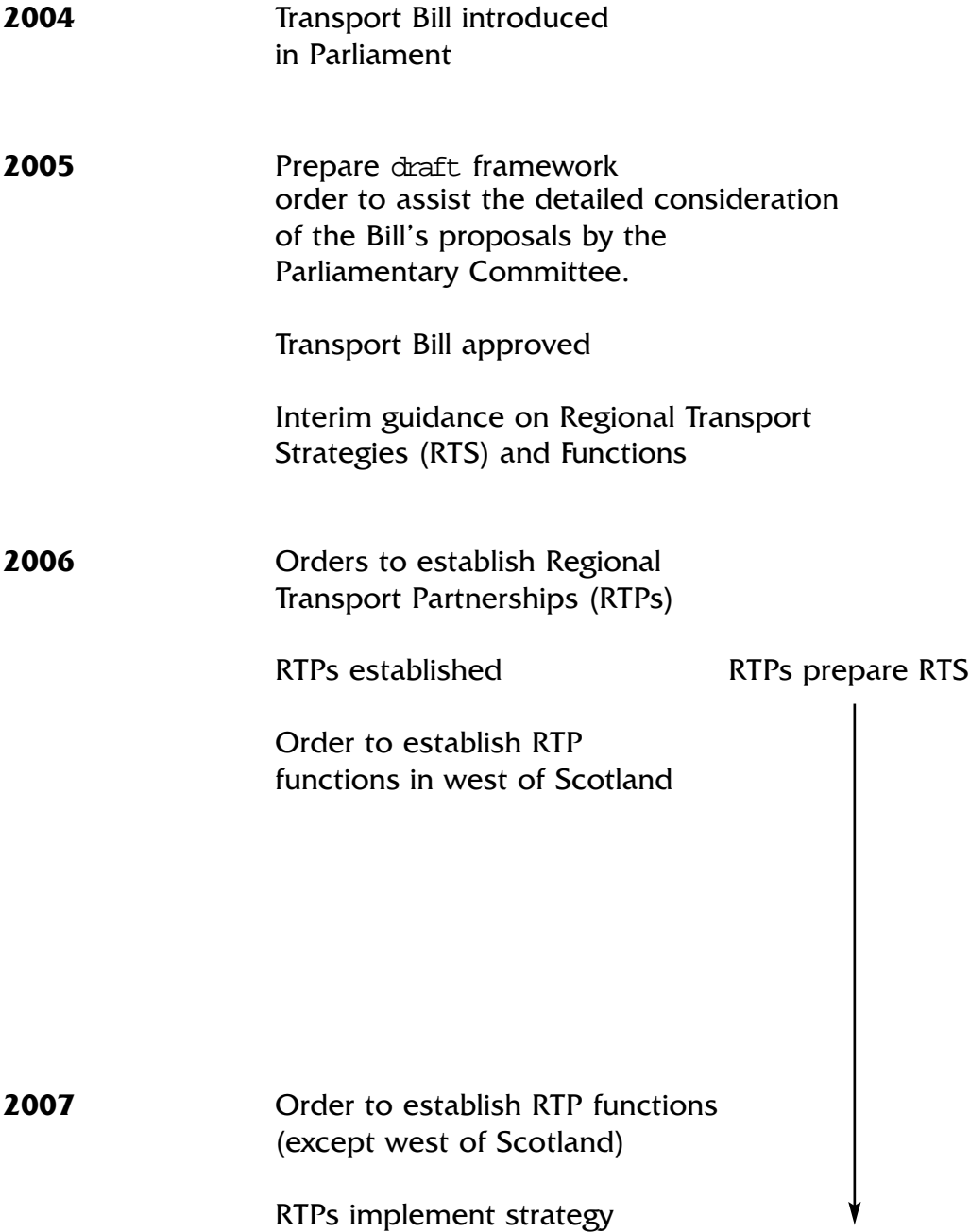
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transport@scotland.gsi.gov.uk

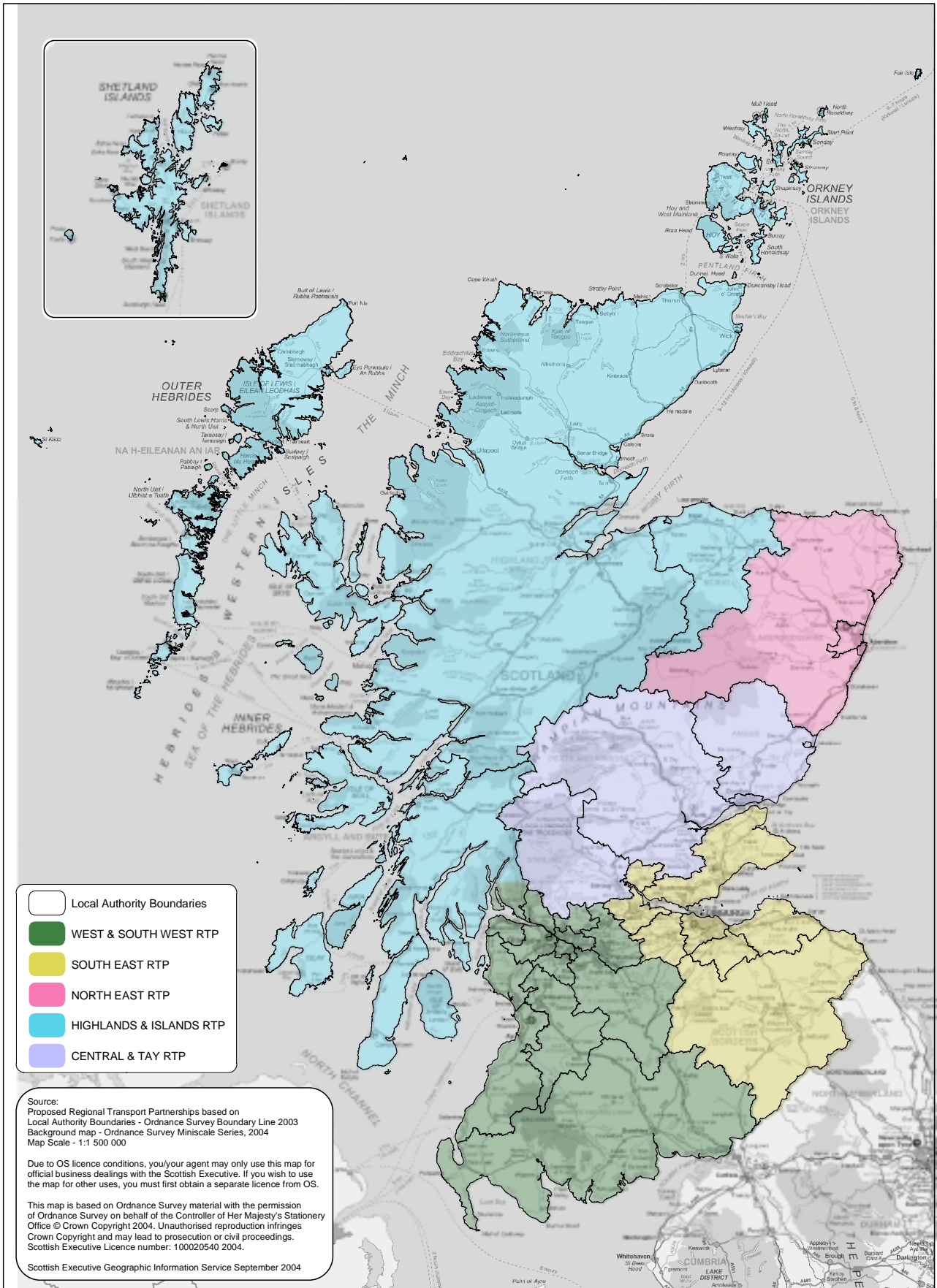
A copy of the consultation is also available on the Scottish Executive website:

www.scotland.gov.uk/publications

Proposed Timeline



Map of Proposed Regional Transport Partnerships



Notes

Notes

Notes

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SCOTTISH EXECUTIVE

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Fax: 0131-244 7281
Ian.kernohan@scotland.gsi.gov.uk
<http://www.scotland.gov.uk>

Your ref:
Our ref:

27 October 2004

Dear Colleague

CONSULTATION ON PROPOSALS FOR STATUTORY REGIONAL TRANSPORT PARTNERSHIPS

Following on from the publication of the transport white paper and the commitment to consult further on aspects of the statutory partnerships, I am pleased to enclose a copy of the consultation document, *Scotland's Transport Future: Proposals for Statutory Regional Transport Partnerships*.

This document gives the existing voluntary transport partnerships, local authorities, Strathclyde Passenger Transport and key stakeholders the opportunity to comment on the Scottish Executive's proposals on the form of the new statutory partnerships.

Specifically, your views would be welcomed in response to the questions asked pertaining to the boundaries, constitution, functions and funding of the new partnerships.

Yours sincerely

IAN D KERNOHAN
Team Leader

CONSULTATION ON

SCOTLAND'S TRANSPORT: PROPOSALS FOR STATUTORY REGIONAL TRANSPORT PARTNERSHIPS

Responding to this consultation paper

We are inviting written responses to this consultation paper by Wednesday 19th January 2005.
Please send your response to:

transport@scotland.gsi.gov.uk

or

Scottish Executive
Transport Strategy & Legislation Division
Victoria Quay
Edinburgh
EH6 6QQ

If you have any queries contact Ian Kernohan on 0131 244 0840.

We would be grateful if you could clearly indicate in your response which questions or parts of the consultation paper you are responding to (using the consultation questionnaire if appropriate) as this will aid our analysis of the responses received.

For future engagement:

If you wish to access this consultation online, go to <http://www.scotland.gov.uk/view/views.asp>. You can telephone Freephone 0800 77 1234 to find out where your nearest public internet access point is, if you prefer to submit your response by e-mail to transport@scotland.gsi.gov.uk

1.1.1 SEConsult

A new email alert system for SE consultations ([SEconsult](#)) was launched in December 2003. This system will allow stakeholder individuals and organisations to register and receive a weekly email containing details of all new SE consultations (including web links). SEconsult will complement, but in no way replace SE distribution lists, and is designed to allow stakeholders 'keep an eye' on all SE consultation activity, and therefore be alerted at the earliest opportunity to those of most interest. We encourage you to register as soon as possible.

Access to consultation responses

We will make all responses available to the public in the Scottish Executive Library by Tuesday 8th February 2005 and on the [Scottish Executive consultation web pages](#) by Tuesday 8th February 2005, unless confidentiality is requested. All responses not marked confidential will be checked for any potentially defamatory material before being logged in the library or placed on the website.

B. RESPONDEE INFORMATION FORM

Please complete the details below and attach it with your response. This will help ensure we handle your response appropriately:

Name:

Postal Address:

Consultation title:

1. Are you responding as: (please tick one box)

- (a) an individual (go to 2a/b)
(b) **on behalf of** a group or organisation (go to 2c)

2a. INDIVIDUALS:

Do you agree to your response being made available to the public (in SE library and/or on SE website)?

- Yes (go to 2b below)
No, not at all

2b. Where **confidentiality is not requested**, we will make your response available to the public on the following basis (**please tick one** of the following boxes)

- Yes, make my response, name and address all available
Yes, make my response available, but not my name or address
Yes, make my response and name available, but not my address

2c. ON BEHALF OF GROUPS OR ORGANISATIONS:

Your name and address as respondees **will be** made available to the public (in the SE library and/or on SE website). Are you content for your response to be made available also?

- Yes
No

3. We will share your response internally with other SE policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for the Scottish Executive to contact you again in the future for consultation or research purposes?

- Yes
No

C. The Scottish Executive Consultation Process

Consultation is an essential and important aspect of Scottish Executive working methods. Given the wide-ranging areas of work of the Scottish Executive, there are many varied types of consultation. However, in general Scottish Executive consultation exercises aim to provide opportunities for all those who wish to express their opinions on a proposed area of work to do so in ways which will inform and enhance that work.

While details of particular circumstances described in a response to a consultation exercise may usefully inform the policy process, consultation exercises cannot address individual concerns and comments, which should be directed to the relevant public body. Consultation exercises may involve seeking views in a number of different ways, such as public meetings, focus groups or questionnaire exercises.

Typically, Scottish Executive consultations involve a written paper inviting answers to specific questions or more general views about the material presented. Written papers are distributed to organisations and individuals with an interest in the area of consultation, and they are also placed on the Scottish Executive web site enabling a wider audience to access the paper and submit their responses¹. Copies of all the responses received to consultation exercises (except those where the individual or organisation requested confidentiality) are placed in the Scottish Executive library at Saughton House, Edinburgh (K Spur, Saughton House, Broomhouse Drive, Edinburgh, EH11 3XD, telephone 0131 244 4552).

The views and suggestions detailed in consultation responses are analysed and used as part of the decision making process. Depending on the nature of the consultation exercise the responses received may:

- indicate the need for policy development or review
- inform the development of a particular policy
- help decisions to be made between alternative policy proposals
- be used to finalise legislation before it is implemented

If you have any comment about how this consultation exercise has been conducted, please send them to:

Name: Ian Kernohan
Address: Scottish Executive
Transport Strategy and Legislation Division
2-D
Victoria Quay
Edinburgh
EH6 6QQ

E-mail: transport@scotland.gsi.gov.uk

¹ www.scotland.gov.uk