



Transport Outcomes Reports 2016/17

Date of meeting 17 June 2016

Date of report 18 May 2016

Report by Assistant Chief Executive (Operations)

1. Object of report

The object of the report is to:

- Inform the Partnership of the preparation of Transport Outcomes Reports (TORs) for SPT's constituent councils and Community Planning Partnerships (CPPs);
- Highlight the relationship between SPT activity and the local outcomes from each of our constituent council's Single Outcome Agreements (SOAs);
- Inform the Partnership of the process for circulating the TORs and for presentations to the Community Planning Partnerships; and
- Evidence the significant benefits to individuals, communities and councils who make use of SPT services.

Draft copies of the TORs for North Lanarkshire, North Ayrshire and West Dunbartonshire are attached at Appendix 1. The remaining TORs will be prepared and circulated over the summer period.

2. Background

- 2.1 SPT has prepared TORs annually since 2008 as a means of summarising the range of SPT projects, investments, services and initiatives delivered in each council area over the past year and detailing the plans for the year ahead.
- 2.2 The TORs directly link to the RTS Delivery Plan 2014 – 2017¹, and are the local monitoring and planning element of SPT's suite of strategic plans.
- 2.3 The TORs summarise our commitment and contribution as a Community Planning Partner by detailing the links between SPT activity and each CPP's local outcomes from the SOAs.

¹ As approved by the Partnership on 9 May 2014
http://www.spt.co.uk/documents/latest/rtp090514_agenda8.pdf

3. Outline of proposals

3.1 Content of TORS

3.1.1 The RTS Delivery Plan and the TORs are linked through the 15 key work streams set out in the Delivery Plan. SPT officers consult with council colleagues to select from the work streams those most relevant to that council area. These sub-sets of the Delivery Plan's key work streams are known as the 'joint work streams' within each TOR.

3.1.2 The TOR structure is flexible and other key work streams from the Delivery Plan may be included in a council's TOR next year if there is a shift in local priorities, or if a new local transport issue is identified.

3.1.3 The main content of each 2016/17 TOR is as follows:

- *Working in Partnership* - This section sets out the 4 RTS Outcomes and the associated joint work streams, as agreed with each council;
- *Improving outcomes for local residents* – This section explains the relationships between the local outcomes from each council's Single Outcome Agreement and the TOR joint work streams that most support the achievement of the local outcomes;
- *SPT Activity and Investments* – This section highlights the SPT activity including services and initiatives that have benefitted that council area's residents over the past year and capital investments made over the past three years;
- *Measuring progress* – This section shows a key transport-related measure for each strategic outcome with figures for both the local area and SPT area as a whole;
- *Main body of the document* – The main body of the TOR includes four sections – one for each of the four RTS Outcomes – and each section provides a progress update on investments, other work undertaken under each joint workstream and a look at the year ahead. Key supporting statistics are provided²;
- *Appendices* – These sections provide a list of supported bus services operating in the council area during 2015/16 and a list of the 2016/17 capital projects for that council area; and
- *Back cover* – The back cover includes contact details for the main public transport operators within the council area.

3.2 TOR circulation and presentation

3.2.1 The draft TORs will be submitted to each council Chief Executive for final comment and then sent to each CPP chairperson.

3.2.2 SPT representatives will provide a presentation on the TOR to each CPP board from August 2016 onwards to highlight the contribution SPT makes towards the SOA. Members will be invited to attend the presentation for their relevant CPP.

² Detailed background information for each workstream is located in the RTS Delivery Plan and the 2014/15 TOR

3.3 Value of SPT services

3.3.1 Against a background of a contracting bus market, aging population and many other factors increasing the demand for services, SPT services continue to benefit communities, with it estimated that the value of services provided by SPT is approximately 2 to 2.5 times the requisition received from councils.

3.3.2 Many projects and services have both regional and local benefits. Some examples include:

- supporting bus services across the region to optimise the overall bus network;
- improving the region's bus fleet through investment in vehicles operating on supported services and MyBus services;
- leading key issues for the region including bus policy, rail service levels and investment in rail;
- improving travel information throughout the region through the provision of additional travel information points, support to Traveline Scotland and investing in new bus stop poles, flag and information cases;
- developing smartcard integrated ticketing;
- developing strategic park and ride solutions; and
- delivering Subway Modernisation.

3.3.3 Furthermore, SPT provides significant expertise in undertaking agency work for school contracts, processing National Concessionary Travel Scheme cards, administering the Strathclyde Concessionary Travel Scheme and the ZoneCard forum. The estimated combined saving from delivery of these services on a regional basis is in the region of £10m.

3.3.4 In totality, the information compiled for the TORS shows that the regional planning and delivery of services not only realises a significant value of service delivery across the west of Scotland but also provides significant savings.

4. Conclusion

SPT continues to be a committed CP partner, and the TORs are an essential tool in demonstrating SPT's contribution to local outcomes and the benefit of SPT activity for residents.

5. Partnership action

The Partnership is recommended to note:

- The preparation of the Transport Outcomes Reports for SPT's constituent councils and Community Planning Partnerships;
- The relationship between SPT activity and the local outcomes from each of our constituent council's SOAs;
- The process for circulating the TORs and for presentations to the Community Planning Partnerships;
- The preparation of the 2016/17 TORs and the TOR presentations for SPT's constituent councils and CPPs; and
- The significant value of SPT services for councils and CPPs.

6. Consequences

Policy consequences	<i>As a statutory CP partner, SPT's policies and plans require to align with the respective SOAs of the twelve CPPs across the SPT area. By setting out aligned and agreed priorities, TORs provide a demonstrable link between SPTs activities and local outcomes.</i>
Legal consequences	<i>SPT has a statutory requirement to participate in and support CP. The TORs are SPT's key document in demonstrating this commitment.</i>
Financial consequences	<i>The services and projects, as set out in the TORs to be delivered in 2016/17 are contained within SPT approved capital and revenue budgets. As a CPP partner, SPT is required to demonstrate a clear alignment between resource allocation and fit with SOA outcomes.</i>
Personnel consequences	<i>None identified.</i>
Equalities consequences	<i>TORs reflect all RTS outcomes and the local outcomes of the CPPs SOAs.</i>
Risk consequences	<i>SPT has a statutory obligation to support Community Planning. There is a focus within guidance on how CPP partners demonstrate an evidence-based approach to the delivery of local outcomes.</i>

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