

THE 6TH ANNUAL SCOTTISH TRANSPORT APPLICATIONS & RESEARCH CONFERENCE

TRANSPORT – A CROSS CUTTING ISSUE

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1. AIM OF PAPER

To inform the Conference of the lessons learned from a study of transport needs and issues in East Ayrshire and the cross cutting transport related issues identified in a community planning environment. These issues emerged from the analyses of the Thematic Community Planning Action Plans developed to deliver the Community Plan Strategy.

The paper sets the context for the commissioning of this work and the methodology used in identifying the issues towards establishing short rather than long term tasks for the Community Planning Partnership. It also reviews the follow up actions pursued and the progress to date. While the detail relates to East Ayrshire, members of the Conference will recognise strong resonances from their own experience. The paper concludes that the approach was a useful one which can be applied anywhere and can be used to make a positive contribution to improved partnership working.

2. BACKGROUND

Transport was an issue concerning East Ayrshire in late 2006 on a number of fronts including the challenges of meeting transport responsibilities to serve educational, social and community health needs. A short term working group (STWG) from the Joint Officers' Group which services the Community Planning Partnership Board was established at the beginning of 2007 to undertake a scoping study to identify East Ayrshire's transport needs and issues to provide a basis for short term partnership action.

The group comprised representatives from Traffic and Transportation, East Ayrshire Council, the local Coalfield Community Transport organisation, NHS Ayrshire and Arran; and Strathclyde Partnership for Transport. (See Appendix 1 in the Technical Appendices for a summary of Stages 1 and 2 of the study.)

3. STAGE 1 OF THE STUDY

There was an initial scoping study, in which each partner reviewed transport needs and issues from their own perspective. The flavour of the findings are given below to set the scene rather than replicate the full report.

The key needs were identified as :

- Connectivity with the regional transport network
- Overcoming inadequacies in the local roads infrastructure
- Access for all – particularly to those who have mobility problems and those who

- live in isolated areas and rural areas
- Access to health care
- Attractive, affordable, seamless and reliable travel by public transport
- Reduced emissions
- All transport is safe and secure

The key issues were how to :

- Improve linkages to the M74 (NB the M77 was recently completed at the time of the study)
- Improve supported and demand responsive transport to meet the needs of those with disabilities and those living in isolated and rural areas.
- Improve the integration of ticketing and integration of bus and rail timetables and multi-modal interchanges.
- Improve the capacity of the Glasgow - Kilmarnock Line
- Address the competition between passenger and freight transport on rail
- Upgrade the stations – attractiveness, DDA compliance, CCTV, park and ride, etc

More specifically how to :

- Meet the needs of servicing 12,000 planned new homes including the provision of public transport
- Tackle the transport needs of planned regeneration in Kilmarnock and most of the other town centres in East Ayrshire.
- Deal with the impacts of deprivation – East Ayrshire was close to the bottom of the SIMD league for Scotland (NB In terms of accessibility to services East Ayrshire is second after Argyll & Bute in terms of proportion of worst 15% datazones.)
- Meet the increasing demands for transport to health care through the specialisation of health facilities, the exercise of patient choice, reduction in out-of-hour GP Services and an aging population
- Improve health care appointment systems which take account of public transport availability and providing public transport information to patients
- Provide adequate funding for Community Transport and addressing how to make effective use of Community Transport Organisations to serve other needs (eg school transport, social work transport, health transport)
- Increase active travel through travel planning and other measures.

The reviewers recognised the current Regional Transport Strategy, the existing Local Transport Strategy (not to mention the draft LTS under preparation) and the NHS Ayrshire & Arran Transport & Access Action Plan addressed many of the issues and had identified interventions to tackle the problems. NB At the time this work was being done the draft Local Transport Strategy was not sufficiently advanced to be incorporated into the review work. However, it was agreed by the STWG that this was unlikely to change the conclusions reached.

Having reached the above conclusions the STWG recommended the next steps to the Community Planning Partnership Joint Officers' Group (CPP JOG) :

- A meeting of the key stakeholders should be arranged to flesh out the actions, strategies and, perhaps, budgets to see if a more integrated approach could be developed.
- To improve information sharing between partners to improve service delivery and planning. An improved evidence base was seen as key to informed policy

and strategy development.

These findings somewhat underwhelmed the Community Planning Partnership. The fact that the various transport strategies did have interventions to address the issues still wasn't 'now'; ie it did not offer much in the way of specific short term actions to improve partnership working. Moreover, the report did not effectively address transport related matters contained within the Community Plan. Indeed the Thematic Action Plans developed from the Plan had not been reviewed in the study. The STWG was therefore sent away to 'think again'.

4. STAGE 2 OF THE STUDY

The STWG reconvened to address the concerns raised. It was concluded it was necessary to undertake a more detailed study looking at the Community Plan Thematic Action Plans. This would be helpful to identify which actions had transport implications in the current Thematic Action Plans. To assist this work it was agreed to use a matrix (see Appendix 3 in the Technical Appendices)

The matrix listed all the actions contained in the plans of all six individual themes (ie Eliminating Poverty, Improving Community Safety, Improving Health, Improving Opportunities, Improving the Environment & Promoting Community Learning). Against each action the matrix recorded

- whether the action was transport related,
- what strategy or plan the action was implemented through (if it were transport related; eg the Regional Transport Strategy, the Local Plan, etc)
- who the key community planning partners were; and
- additional comments (for clarification)

NB The determination of whether an action was transport related was decided by the group as a whole not just the 'transport experts'.

At this stage, the STWG also looked at the actions contained in existing strategies and action plans as a means of cross-referencing these actions with those contained in the thematic action plans (see Appendix 4 in the Technical Appendices). This exercise highlighted the complexity of the relationships between the thematic actions and planned transport interventions. This demonstrated transport is a genuine cross-cutting issue.

The STWG then focused solely on those actions which were considered to have a transport relationship (see Appendix 5 in the Technical Appendices). The matrix listed by theme :

- The action
- The plan or strategy it was implemented through
- The Key Community Planning Partners (ie the driving force)
- Partners existing contributions (ie other partners making a contribution)
- Additional Comments (for clarification)

This review of the Thematic Action Plans revealed that there were a total of 154 actions. Of these :

- One third (51) were transport related or influenced by transport factors (NB SPT was only identified as a key partner in 7 of the actions. This underlines that other organisations and individuals have transport responsibilities other than the specialist transport organisations).

- All 6 themes had transport related actions (ie The themes were: Eliminating Poverty, Improving Community Safety, Improving Health, Improving Opportunities, Improving the Environment & Promoting Community Learning).
- The greatest concentration of transport related themes were found in Improving Opportunities and Improving the Environment.
- The analysis revealed that there are many, often complex relationships involved, some direct and some indirect.

The STWG reported the above findings to the CPP JOG noting that the analyses demonstrated that transport matters have a wide-ranging impact across all the thematic groups action plans. At that time inter-relating them would be complex and made more difficult because of external factors including the recent budget settlement and the COSLA Concordat which was still under scrutiny. It was necessary to bridge the gaps if partnership working is to be effective

It was for these circumstances that the STWG believed that there was a need for the matrix to be reviewed by

- The partners individually; and
- the thematic groups.

What the Group had not been able to address effectively was the identification of short term actions which would improve partnership working. This is because there were many more players involved beyond the representation on the STWG. It was for this reason the STWG recommended that this consultation be followed by a 'conversation' through a conference or seminar so that there can be a wider debate. The aim was to bring all the agencies together and to help close any gaps. It would also help to inform how best to manage the complexity of the relationships and deliver a collective view. Moreover, the approach would be more likely to identify changing circumstances.

Trying to deal with a further round of consultation by correspondence once the above deliberations were complete was likely to be laborious, time consuming and delay early action. It was also felt that the approach would not effectively address cross-cutting issues in the way possible through a discussion on a multi-agency basis.

Finally in making this suggestion, the STWG was mindful that this was the first time an attempt has been made to establish cross-cutting relationships systematically. It could therefore lead to partners learning valuable lessons which can be applied elsewhere.

5. STAGE 3 OF THE STUDY – THE PARTNERSHIP TRANSPORT SEMINAR

The Core Partners' Group of East Ayrshire's CPP considered and approved the STWG's recommendations. The Group were keen that the seminar not just be a talking shop and set out the following objectives :

- To improve Thematic Group members' collective understanding of partners' transport activities
- To identify issues arising from transport related actions (ie practical day to day barriers to employment, accessing services and other problems impacting on the community's well-being and quality of life.)
- To identify and prioritise list of appropriate solutions / follow up actions for the Partnership to pursue either collectively or individually.

It was the last objective which was seen as the most important to the CPP. In essence the STWG hoped the discussion would reveal what the transport related barriers are to delivering a better service.

Some 43 representatives attended the Seminar in May 2008 with representation from all the Community Planning partners. The event proved to be a great success and was clearly enjoyed by the delegates. The event achieved its objectives; namely

- The event improved delegates awareness of transport matters and cross-cutting issues
- It identified areas where value could be added; and
- Identified tasks which could be addressed in the early future

While it is true to say that most of the transport barrier issues identified were not new, it is fair to say that they were not equally understood across the partnership. Moreover, it was clear amongst partners that once something was identified as a transport problem, it became someone else's problem and dropped off the radar. However, by not flagging the issue up nor raising it with the transport specialists no remedies could be explored or put in place.

As a result of the event some useful thematic perspectives and helpful ideas emerged from the collective discussion. Most importantly a meaningful number of tasks were identified for the STWG to refine into an action list for partners (see next Section).

6. KEY TASKS TO EMERGE FROM THE SEMINAR

The STWG reviewed the deliberations of the seminar workshops and developed a manageable number of short term tasks.

The key objective was that they should contribute to improved partnership working and the delivery of 'added value'; ie in terms of contributing to the improved planning and delivery of services in East Ayrshire. These tasks were to :

- Improve signposting of services and dissemination of information amongst partners and stakeholders;
- Take forward SPT's 6 point plan 'Step Change for Bus';
- Develop the Integrated Care Transport Initiative with Strathclyde Partnership for Transport, East Ayrshire Council, Scottish Ambulance Service and Coalfield Community Transport;
- Promote travel planning and active travel opportunities and improving access to employment, services including education and healthcare and community activities
- Improve Safety and Security

These tasks are amplified in Appendix 2 in the Technical Appendices. It should be noted that they did not seek to compete with the responsibilities of the Regional and Local Transport Plans which would continue to be implemented in the usual way. It was believed that the outcomes from the above actions would complement actions contained in a wide range a strategies ranging from the Community Plan, the Regional Transport Strategy, the Local Transport Strategy and the Local Plan.

The tasks were agreed by the east Ayrshire Community Planning Partnership and the partners and lead officers of the thematic groups were charged with taking it forward. They developed a work plan to ensure that agreed actions were initiated and monitored.

7. PROGRESS ON THE TASKS (Snapshot to December 2009)

It should be noted that some of the progress outlined below reflects normal work in hand as well as the outcome of the seminar workshops. However, it is evident that the initiative has resulted in improved partnership working as a result of improved sharing of information and joint working.

7.1 Improve signposting of services and dissemination of information;

As regards addressing the actions emerging from the Seminar, it was decided that it was easiest to take the agenda forward through the thematic groups was to delegate the responsibility to the Delivering Community Regeneration Thematic Group to optimise the use of staff time and resources. Measures are in place for the thematic group lead officers to be informed on matters of mutual interest and concern.

This newly titled thematic group reflected a rationalisation of the original six groupings to take account of the changes brought about by the introduction of Single Outcome Agreements. In addition, there was an increased need to relate future actions to National and Local Outcomes for reporting purposes. This was reflected in the Action Plan matrix to emerge (see Appendix 6 in the Technical Appendices).

It will be seen from the extract in the appendix that Transport Solutions were addressed as a specific aim of the Community Regeneration Action Plan. Moreover, the matrix is crafted to identify :

- links to the SOA in terms of National and Local Outcomes
- outcome indicators, baselines and targets which will be monitored
- the individual actions, the projected outputs, timescales, partners involved, and
- whether the action is related to another theme.

In short, this new matrix has been established to inform the Single Outcome Agreement process as well as taking the agenda forward.

The Delivering Community Regeneration Thematic Working Group developed an Action Plan drawing on a number of sources including the tasks identified in the transport seminar. The plan identifies a series of actions relating to 10 overarching challenges; namely :

- improve the appearance of our towns and town centres and deal with dereliction;
- sustain and support the development of existing businesses;
- support the development of new businesses in the area, either as “start-up” or by business location into the area;
- understand employment needs and the local skills base and tailor our employability programmes to them;
- develop sustainable housing solutions;
- promote tourism and culture and leisure offerings;
- promote transport solutions to all parts of the council area;

- support early education and childcare linking this to employment and training opportunities as a key part of the economic infrastructure;
- break intergenerational cycles of poverty and inequality in early years; and
- continue to protect our environment and respond to climate change.

Some 16 transport related actions were identified by the East Ayrshire Community Plan Delivering Community Regeneration Thematic Working Group to contribute to the improvement of signposting and disseminating information with respect to the aim of promoting Transport Solutions. How this is being achieved is illustrated in Appendix 6 which is an extract of the Community Regeneration Action Plan. The progress made to date is given below.

7.2 Step Change for Bus Strategy

This partnership initiative with SPT was launched in February 2009. (See Appendix 2 in the Technical Appendices). Since then Bus Wardens (Compliance Inspectors) have regularly visited East Ayrshire. It has already resulted in the Traffic Commissioner taking regulatory action against one bus operator. This sort of action contributes to the overall improvement of bus services in East Ayrshire for the benefit of the travelling public.

Other Step Change activities include:

- Overview of Bus Network and Operator activities; eg helping resolve residents' concerns about services in Bellfield, improving frequency and reliability of supported services in Burnton/Dalmellington.
- Working in Partnership with East Ayrshire Council and Stagecoach Western to provide Real Time Passenger Information (RTPI) system on principal bus routes and infrastructure provision in Priestland.
- Bus Infrastructure Improvements (eg raised kerbs and bus shelters at Galston, Queen's Drive, Kilmarnock and Glasgow Road, Muirkirk)
- Coalfields Community Transport (CCT) has been given extended funding for Community Transport.
- A new Cumnock Connector Demand responsive service has been introduced under the enhanced DRT funding arrangements with Coalfield Community Transport
- Support for improving routes to the M74 including A70, A71, A77-M77 and the provision of trunk road bypasses at Mauchline and New Cumnock.
- Helping EAC improve Park& Ride facilities at Stewarton and Dunlop
- Support for EAC in developing a new station at Mauchline as well as rail services and infrastructure improvements on the Glasgow –Kilmarnock-Carlisle Line.
- Support for Transport Connection Improvements to Dumfries House

7.3 Develop the Integrated Care Transport Initiative with Strathclyde Partnership for Transport, East Ayrshire Council, Scottish Ambulance Service and Coalfield Community Transport;

SPT has been working with East Ayrshire and adjoining North and South Ayrshire Councils to develop an Integrated Fleet Management Model. This work is still at an early stage. With Scottish Ambulance Service (SAS), the partners are actively pursuing an Integrated Transport with Care Project in support of a health project in the Cumnock area. Working with information from the SAS and using SPT's

scheduling software, it is anticipated that Coalfield Community Transport could free up an ambulance for other duties on one day a week.

While this is modest in scale, an incremental approach is favoured rather than a big bang approach. Indeed, the approach has already been extended to North Ayrshire. In time it is hoped that the service will accommodate an evening visitor service to hospitals. The overall aim is to achieve improved services while achieving efficiencies and reduce vehicle down time.

7.4 Promote travel planning and active travel opportunities;

Green Transport Plans are being developed to minimise car use and maximise walking, cycling and use of public transport. Preparation of these plans is in hand by all Community Planning Partners (see Action 5.15 in Appendix 6 in the Technical Appendices). In addition, Green Transport Plans have been prepared for all schools across East Ayrshire.

7.5 Improve Safety and Security

In part this is being addressed by the Bus Wardens under the Step Change for Bus Strategy above. This includes measures being taken to improve the safe operation of bus services and improved lighting and infrastructure at bus stops.

SPT has introduced regular bi-monthly meetings with Strathclyde Police and has other meetings with national security agencies, as and when required, to monitor terrorism and extremist activity with respect to transport in the Strathclyde area. Arrangements are in place to ensure that SPT can respond to concerns and threats should they arise. This includes working with transport providers and other stakeholders to minimise risks to, and the safety of, the travelling public and transport staff.

Strathclyde Police continue to support information sharing to allow information to be freely passed between relevant agencies. This has been highly beneficial in addressing antisocial behaviour. Regular multi-agency meetings continue to address related problems and The Public Reassurance Strategy has now been implemented.

A new Community Policing model has also been launched. This initiative aims to raise awareness of community policing and its benefits, motivate people to contact community police so their concerns can be addressed and raise awareness that community police actively engage with their community.

Strathclyde Police have been working hard to improve community level reporting and this has seen a 300% increase in the number of intelligence reports from our force area relating to potential terrorist threats. Counter terrorist presentations have also been given to our partners including local authority & local Housing Associations.

8. CONCLUSIONS

This exercise set out as a one stage scoping study on transport needs and issues from which it was expected that a list of short term tasks would emerge that would improve partnership working and deliver 'added value'. In practice it ended up as a three stage process because it was realised that

- there was a need to analyse the actions being taking under the Community Plan's Thematic Action Plans in addition to transport needs and issues; and
- the cross-cutting nature of the transport related issues could be better addressed through a seminar/workshop multi-agency approach to allow a collective view to help identify practical short term tasks which would improve partnership working.

The first two stages were readily within the abilities of the STWG under the guidance of the Joint Officers' Group. However, the complexity of the findings of the Thematic Action Plans analyses required a one day seminar with workshops involving all the partners to avoid a burdensome time consuming consultation exercise. This had the advantage of a collective approach involving all partners in the teasing out the issues and identifying practical steps forward. While little was new, gaps in understanding did emerge which resulted in the identification of a short list of tasks.

The identified tasks are principally about improved communication and sharing of information leading to improved partnership working and planning.

In this regard the event revealed that there is a varying awareness of transport matters amongst partners and a tendency for transport issues to be sidelined because it's someone else's responsibility (eg we're not a transport organisation). This failure to address such issues usually means that advice and guidance is not sought from those better placed to explore the problems and advise what steps could be taken to overcome them.

The tasks provided a basis for the Delivering Community Regeneration Working Group to take the agenda forward. This resultant Action Plan has been very helpful in strengthening partnership working. Discussion with partners suggests that the whole process has been useful and raised partnership working on transport to a new level. Moreover, as has been demonstrated, the actions can be crafted into an approach which is consistent with the new demands arising from the recent introduction of Single Outcome Agreements.

While this proved to be a ground breaking exercise, it is acknowledged that there was little rocket science involved. It has proven to be worthwhile because it has resulted in improvements to partnership working and delivering added value. In short there are no reasons why the lessons learned cannot be applied elsewhere.

AM/JW February 2010

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TECHNICAL APPENDICES

MARCH 2010

EAST AYRSHIRE : TRANSPORT NEEDS AND ISSUES STUDY

SUMMARY OF STAGES 1 & 2

Transport was an issue concerning East Ayrshire in late 2006 on a number of fronts including the challenges of meeting transport responsibilities to serve educational, social and community health needs. A short term working group from the Joint Officers' Group (equivalent of the CPCG) was established at the beginning of 2007 to undertake a scoping study to identify East Ayrshire's transport needs and issues. The Group was also to consider how these might be addressed in partnership and report back to Community Planning Partnership.

The group comprised representatives from East Ayrshire Traffic and Transportation, East Ayrshire, the local Coalfield Community Transport organisation, NHS Ayrshire and Arran; and Strathclyde Partnership for Transport.

The working group produced an initial report of its findings in May 2007. The main issues addressed included:

- Social Inclusion ; i.e. Need for access for all especially to those who are disadvantaged and live in isolated and rural areas
- Inadequacies in public transport in terms of lack of integration in routing and timetabling, lack of integrated ticketing, low level of services in rural areas, need for better information, etc
- Need for connectivity with the regional transport network especially to the Glasgow Conurbation and M74 corridor
- Roads issues; e.g. road safety, journey time reliability, lack of park and ride, etc
- Rail issues; e.g. lack of capacity on the Kilmarnock line, poor services south of Kilmarnock, need for new and upgraded stations, etc
- Need for reduced emissions
- Need for all transport to be safe and secure

It should be noted that issues such as the need to improve links to the national motorway network and the need to improve rail links are longer term. As a result they were already embedded in the Regional Transport Strategy and the draft Local Transport Strategy which was under preparation. Consequently they did not feature in the short term tasks later identified.

TRANSPORT NEEDS AND ISSUES : INITIAL FINDINGS

An outline of the broad transport needs and issues identified by the Short Term Working Group (STWG) is provided below. The focus of the needs and issues identified reflected STWG members' individual responsibilities.

Identified Transport Needs and Issues

In very broad terms, East Ayrshire's transport need is to have a transport network which allows people to get to where they want to go, whether it be to where they live, work or play, and effectively and efficiently serves business and commerce. Of course, this aspiration is constrained by practicalities of geography and resources.

Regional Needs and Issues

From the regional perspective the key needs are:

- connectivity with the regional transport network especially to the Glasgow Conurbation and the national motorway network;
- access for all, especially to those who are disadvantaged and live in isolated and rural areas;
- attractive, affordable, seamless, reliable travel by public transport; and reduced emissions.

Related to the above key needs, there is an implicit need for all transport to be safe and secure.

The detailed report also addressed the above in more detail with respect to:

- Roads
- Buses
- Rail
- Land Use / Transportation Planning.

The then recently drafted Regional Transport Strategy (RTS) submitted to the government addressed the above needs and related issues. A number of caveats were made about the success of the RTS hinging on the following issues:

- effective partnership working;
- developing appropriate and effective travel demand management tools;
- improving the delivery of core SPT functions;
- legislative frameworks; and
- funding.

Local Transport Needs

It is clear from the STWG's discussions that the regional needs identified are consistent with East Ayrshire's perceptions of transport needs. However, in local terms they can be expressed as follows:

- Business and commerce in East Ayrshire need for good transport links to the Glasgow Conurbation and national transport networks.
- There is also a need for public transport to give people access to work, services and leisure activities. This includes reviewing current problems and the needs of major planned future business and residential developments.
- Planned town centre regeneration schemes need improved transport, parking and public transport arrangements to ensure success.
- There is a need to ensure that East Ayrshire's disadvantaged populations, namely worst 15% SIMD datazones, especially those living in rural areas, have access to jobs, services, and cultural and leisure pursuits.
- There is a need for integrated ticketing and the ability to move seamlessly between services and different modes of transport.
- There is a need for improved sustainable travel, namely improved travel planning to reduce reliance on private cars, and increased walkways and cycleways.
- For planning purposes, there is a need for an improved evidence base and
- transportmodelling capability.

Local Transport Issues

The main issues identified and addressed in the draft report relate to:

- Land Use / Transportation Planning issues related to future development
- Social Inclusion for deprived and disadvantaged communities
- Roads Issues
- Public Transport Issues
- Sustainable Travel / Behaviour Change
- The lack of an evidence base and how to exploit new transport modelling capabilities.

Demand Responsive Transport and Community Transport Needs and Issues

The rural nature of much of East Ayrshire's geography is very challenging with respect to public transport and it is clear that demand responsive transport (DRT) and community transport can play a significant role in meeting the general population's transport needs. It should be noted that demand responsive transport caters primarily for door to door journeys, whereas community transport mainly provides a service for groups.

The Needs

The needs identified with respect to DRT and community transport are twofold:

- a need for affordable and accessible transport to serve vulnerable local groups and individuals. This is to meet the need for access to jobs and services and to provide the means to participate in community activities
- allied to this, there is a need to secure sustainable funding sources to support other demand responsive transport beyond Dial-a-Bus and Ring'n'Ride in rural areas.

The Issues

The issues discussed by the working group are as follows:

- funding for Coalfield Community Transport and other CT Providers; and
- matching Demand Responsive Transport to changing needs

Access to Health Needs and Issues

At the present time, there are many pressures for change on the delivery of NHS services. This is having knock on effects for transport whether relating to patients, staff or visitors. Some of the changes include the shorter working hours for young doctors, increasing specialisation, evolving technology, difficulties in meeting training requirements and centralisation of facilities.

The Needs

The Transport Needs for communities and individuals in terms of access to healthcare are:

- transport for patients who need care, have mobility problems or are in pain. This can include patients who do not meet these criteria but need ambulance services provided for social or geographical reasons.
- Allied to the above needs, is the need:
 - for adequate resourcing to meet these transport needs; and
 - for effective and efficient liaison and coordination between the SAS, the NHS Boards and the Council. (NB includes Adjoining SAS Divisions and NHS Boards)
- making the most effective use of modern technology and data processing systems to enhance public transport information and includes the need to improve appointments systems and the delivery of improved travel planning.
- helping staff (and materials – eg records, samples, etc) move between health
- facilities.
- providing a practical level of car-parking to meet the needs of patients, staff and visitors.
- improving direction signs to provide drivers with the right information at the right time.

The Issues

A number of specific transport related issues were identified by the STWG. These include:

- Lack of NHS funding and resourcing to address transport issues.
- Transport issues triggered by changing circumstances in the NHS.
- Possible Land Use/Transport Planning issues, namely possible Planning Agreements arising as a condition of planning permission for new NHS facilities.
- Parking policy issues to cope with increasing demand
- Travel planning to reduce the reliance on the private car and improve lifestyles
- Technology – new problems or opportunities?
- Appointment systems - the need to take account of patient travel requirements
- Partnership working – how to improve joint planning and delivery of services
- with stakeholder partners

Conclusions

The report considered by East Ayrshire Joint Officers' Group advised that the key transport needs to be met were:

- Connectivity with the regional transport network especially to the Glasgow Conurbation and M74 corridor
- Access for all especially to those who are disadvantaged and live in isolated and rural areas
- Attractive, affordable, seamless, reliable travel by public transport
- Reduced emissions
- For all transport to be safe and secure; and
- The need to improve the evidence base on which strategies are being developed

Despite the fact that many of these issues were being addressed in the then draft RTS and the Local Transport Strategy and the NHS strategies under preparation, the Joint Officers' Group wanted further work to be done to identify what actions could be taken by the partnership to address the cross cutting issues.

The agreed follow up actions were as follows:

- Issues identified should be categorised into short, medium and long term actions with route forward for action identified. □ More specifically 4 to 6 short term actions require to be identified which would bring added value if driven forward jointly
- In recognition that transport is a crosscutting issue linking to all the thematic Partnership Action Plans, the Head of Planning & Economic Development was invited to prioritise issues and agree a way forward with the short term working group.

When the STWG met again It was agreed the next steps should be:

- Circulation of Thematic Action Plans to STWG members for info and

reference

- Prepare a draft matrix of Community Plan Thematic Plan actions to identify transport cross-cutting relationships and opportunities for intervention.
- Each team member to review each Action plan and populate the matrix
- Prepare Report of findings and make recommendations on future action(s) to a future meeting of the Joint Officers' Group

At the time it was recognised the attempt to distil the cross-cutting transport factors contained in the Thematic Community Plan Action Plans represented a cutting edge body of work. The approach was seen to have the potential to assist in identifying priorities and cross-cutting issues and, therefore, inform the development of other strategies.

TRANSPORT NEEDS AND ISSUES : FINDINGS OF THE CROSSCUTTING MATRIX

When reviewing the actions in the Thematic Action Plans, the matrix identified only those actions which are considered to have a relationship with transport. The matrix also identified the key community planning partners associated with each action contained in the thematic action plans. It also identified where partners have a policy, strategic or operational role which affects the 'environment' within which actions were influenced. This had the benefit of making partners' activities which are currently invisible, visible

A review of the Thematic Action Plans revealed that there were 154 actions with a transport relationship. Of these :

- One third (51) are transport related or influenced by transport factors (NB SPT was only identified as a key partner in 7 of the actions).
- All 6 themes have transport related actions (ie Eliminating Poverty, Improving Community Safety, Improving Health, Improving Opportunities, Improving the Environment & Promoting Community Learning)
- The greatest concentration of transport related themes are found in Improving Opportunities and Improving the Environment
- There are many, often complex relationships involved, some direct and some indirect

The second part of the matrix, which identifies actions within current transport related plans illustrated the complexities more clearly. At the time it only contained details relating to NHS Ayrshire&Arran and SPT. NHS Ayrshire&Arran's transport planning includes:

- Cycle to Work Scheme,
- Tax Free Bus Travel Scheme,
- NHS Travel Plans,

SPT's Core Activities include:

- Planning the Regional Transport Network,

- Delivering Transport Projects,
- Delivering School Transport,
- Providing Bus Infrastructure,

The Regional Transport Strategy Action Plans include:

- Bus Action Plan,
- Walking & Cycling Action Plan,
- Access to Health Care Action Plan,
- Park & Ride Action Plan

The draft Local Transport Strategy was not sufficiently advanced to be incorporated into the matrix at the time. However, it was concluded that this was unlikely to change the conclusions reached.

The STWG struggled with the issue of how the thematic group actions and the transport planning actions could be interlinked. There were gaps present which needed to be bridged. The issues could not be resolved by the limited membership of the group.

The issue was not simply about structures and processes to bridge the gap in terms of bringing the key players together. It was recognised that all the actions have a life of their own and can be moving at different speeds. For example, at the time this work was being undertaken, SPT had recently approached East Ayrshire Council with proposals on a six point plan for local bus services. Work was also in progress in relation to quality care integrated transport. These were being addressed separately. Finally there are also external factors such as the budget settlement and the COSLA Concordat which had just emerged at that time and were still under scrutiny.

The STWG proposed a two step approach to making progress; namely

- All the partners individually and jointly through the thematic groups be consulted on the matrix and how it influences identified actions and cross-cutting relationships.
- This be followed by a conference or seminar where the cross cutting issues could be discussed collectively without a further laborious and time consuming consultation exercise.

This was agreed by the Joint Officers' Group. It was accepted identifying gaps and proposing solutions requires a multi-agency approach. It was concluded that in a multi-disciplinary seminar environment would be easier to develop a more integrated way of dealing with cross-cutting issues leading to positive actions. Thus after all the thematic partnership groups were consulted on the Matrix, a seminar for all the partners was arranged in May 2008.

February 2010

OUTPUT FROM STAGE 3 :TASKS IDENTIFIED FROM THE FINDINGS OF THE SEMINAR

1. Improve signposting of services and dissemination of information:

This includes a raft of measures including :-

- Information leaflets
- Transport timetables
- Educating patients about available transport services
- Mapping public/community transport services
- Better publicity/promotion of transport and community transport services
- Occasional partner seminars/conferences to exchange information on services and transport needs

2. 'Step Change for Bus' : East Ayrshire Council has agreed to work with SPT to take forward the six point plan outlined in brief below (The full text is contained in the Appendix). It is believed that these actions will make a significant contribution to the improvement of bus services in East Ayrshire.

- That EAC appoints SPT as agent to regulate bus compliance requirements for the operators.
- That EAC invites SPT to undertake a survey of existing bus provision detailing accessibility at peak times, inter-peak, evening and Sundays and highlighting gaps in this provision with regard to access to health care, employment opportunities, leisure, education and regeneration.
- That EAC works with SPT's Network Design Team to scope the optimum integrated bus provision network.
- That the work undertaken above forms the basis of SPT leading on EAC's behalf in developing a range of Statutory Quality Partnerships (SQPs), Performance Improvement Plans (PIPs) and where appropriate, if market failure remains, Quality Contracts (QCs).
- Concurrently with the above, SPT agrees a programme to accelerate and enhance the provision of quality public information through an expanded range of information points, timetables and bus stop information.
- That EAC supports SPT in working with Bus Operators to introduce dedicated police services on buses in order to protect both the travelling public and the transport operators' staff, vehicles and revenue. This includes monitoring and intervening in locations and routes where vandalism and disorder is observed. This force will also work in collaboration with EAC staff in controlling congestion and parking in order to ensure the efficient movement of buses and traffic.

3. Develop the Integrated Care Transport Initiative: Investigations have been taking place and pilot projects implemented elsewhere in Scotland and the SPT area to explore the potential to make more efficient use of transport fleets with respect to social care transport; i.e. transport dealing with vulnerable and young people attending hospitals, clinics and care facilities for those with special needs. Indeed there has also been a recent EAC internal cross-cutting

review of transport which included supporting the SPT Initiative as an action. With these bodies of work it is believed that it is timely for EAC to work with SPT to develop an Integrated Social Care Transport Initiative with the Scottish Ambulance Service and Coalfield Community Transport.

4. Promote travel planning opportunities: A variety of pressures are highlighting the need to change people's travel behaviour. Over 70% of transport journeys are now by private car. This results in congestion, loss of fitness which aggravates obesity problems, additional atmospheric pollution from vehicle emissions and causing parking problems which are very expensive to solve. It has been recognised that changing behaviour will not be achieved overnight and that action is needed to make people aware of the alternatives to the use the private car and the benefits in terms of health, safety and improving the environment. In recent times action has been taking place amongst public sector bodies to produce travel plans for their work force, including school travel plans to encourage pupils to reduce the use of the car. However, the Working Group feels more still needs to be done to deliver the message and achieve a step change in people's behaviour. This may require additional resources in terms of staff and funds from Community Planning budget sources to promote walking, cycling and use of public transport and also for the preparation of travel plans in respect of schools, private businesses, health facilities, public sector organisations and residential developments.

5. Improve Safety and Security: In addition to the safety and security reference under SPT's Step Change for Bus, the Working Group feels that an integrated approach to safety across a broad front is necessary. This includes considering

- the safety of pedestrians and cyclists,
- improving lighting especially at bus stops, taxi ranks, stations, parking areas
- introducing 20 mph speed limits in residential areas and near schools
- providing drop kerbs for wheelchair users and young mothers with prams and buggies
- Taking this agenda involves a wide range of players including EAC, Strathclyde Police, Transport Operators, etc.

February 2010

MATRICES : APPENDICES 3 TO 6

Foreword

Please note that only extracts of each different matrix has been attached to illustrate the methodology. The full matrices can be obtained on request from A Murray, Head of Community Planning, SPT.

**PART 1
ELIMINATING POVERTY**

APPENDIX 3

Current Actions		Transport Related	Implemented Through	Key Community Planning Partners	Additional Comments
1.1	Support further development and expansion of Credit Union activity	No			
1.2	Ensure information on a range of low cost financial services is accessible and available	No			
1.3	Increase the take up of money advice and debt management, ensuring the promotion and co-ordination of a joined-up approach	No			
1.4	Promote and deliver appropriate financial education and advice	No			
2.1	Maximise the income of all identified carers	No			
2.2	Ensure more carers are identified	No			
2.3	Change cultures within organisations to make sure that all staff recognise carers as partners	No			Re NHS comment : Not transport matter
2.4	Develop innovative and flexible services that meet carers' needs	Indirect	Wider ongoing Work re Access to Health Care Action Plan	Carers Centre EAC NHS A&A	SPT Policy & Operational Support through

			Bus Action Plan	SPT	RTS & Routine Statutory/Agency activity. More appropriate in Matrix 2
3.1	Provide appropriate information, advice and assistance to individuals and families identified as being liable to disadvantage through fuel poverty	Fuel Poverty Issue			Re NHS comment : Not transport matter
3.2	Strengthen the provision of quality information and advice from all partners on housing issues	No			
3.3	Promote and support access to leisure, recreational and cultural activities	Yes	Rural Areas Action Plan Access to Health Care A Plan Bus Action Plan PT Information Action Plan Equalities Action Plan SPT Core Activity	EAC (as existing) SPT Bus Operators Private Sector Community Transport Providers	Work in progress SPT Policy & Operational Support through RTS & Routine Statutory/Agency activity. Also see Imp Opps 6.1 More appropriate in Matrix 2
3.4	Ensure people moving from benefit to employment are not subsequently disadvantaged through inability to access appropriate information, advice or assistance	Yes	PT Information Action Plan Bus Action Plan Smarter Choices Action Plan Equalities Action Plan SPT Core Activity	EAC SPT Bus Operators Private Sector Community Transport Providers?	Work in Progress SPT Policy & Operational Support through RTS & Routine Statutory/Agency activity. More

3.4	Ensure people moving from benefit to employment are not subsequently disadvantaged through inability to access appropriate information, advice or assistance	Yes	PT Information Action Plan Bus Action Plan Smarter Choices Action Plan Equalities Action Plan SPT Core Activity Wheels2Work?	EAC SPT Bus Operators Private Sector Community Transport Providers?	Work in Progress SPT Policy & Operational Support through RTS & Routine Statutory/Agency activity. More appropriate in Matrix 2
3.5	Provide appropriate support to prevent homelessness	No			
3.6	Increase awareness of Kilmarnock Shopmobility scheme	Yes	SPT Core Activity	North Communities Federation All Partner Organisations	Improve relationship between Shopmobility and DRT Services
4.1	Promote and develop the provision of accessible welfare benefits advice, income maximisation and money advice services via partnership working to ensure capacity is available on an equitable basis to those in need	No			Re NHS Transport factor addressed elsewhere eg through DWP, NHS, etc

NB Similar Matrices were prepared for Improving Community Safety, Improving Health, Improving Opportunities, Improving the Environment & Promoting Community Learning.

PART 2 (Extract)

APPENDIX 4

ACTIONS WITHIN CURRENT TRANSPORT PLANS OF RELEVANCE TO EAC COMMUNITY PLAN

Related Actions Within Linked Documents		Linked Document	Community Plan Theme	Key Community Planning Partners	Additional Comments
1	NHS Ayrshire & Arran Cycle to work scheme	NHS Ayrshire & Arran Transport and Access Action Plan	Green Travel	NHS Ayrshire & Arran	
2	NHS Ayrshire & Arran Tax free bus travel Scheme	NHS Ayrshire & Arran Transport and Access Action Plan	Green Travel	NHS Ayrshire & Arran	
3	NHS Ayrshire & Arran support for stagecoach route 24 extension	NHS Ayrshire & Arran Transport and Access Action Plan	Access to healthcare	NHS Ayrshire & Arran	
4	NHS Ayrshire and Arran travel plans	NHS Ayrshire & Arran Transport and Access Action Plan		SPT, Local Councils	
5	NHS Ayrshire & Arran Cycle commuter facility improvements	NHS Ayrshire & Arran Transport and Access Action Plan	Green Travel	NHS Ayrshire & Arran	
6	NHS Ayrshire & Arran installations of Infopoint Travel Information Help points	NHS Ayrshire & Arran Transport and Access Action Plan	Improved provision of information	NHS Ayrshire & Arran	Improved provision of public transport information and help lien contacts
7	SPT Core Activities – Transport Planning & Delivery	Regional Transport Strategy	Themes covered by		

Related Actions Within Linked Documents	Linked Document	Community Plan Theme	Key Community Planning Partners	Additional Comments
<p>Functions: The following listed activities include the continued delivery and continuous improvement of existing SPT core functions, services and infrastructure, and working in partnership with member councils, Scottish Government, Transport Scotland, Regional Transport partnerships, health boards, the enterprise network, transport operators and community planning partners:-</p> <ul style="list-style-type: none"> • Planning the regional transport network • Delivering projects • Operating the Subway Network • Providing ferries • Delivering school transport • Developing the rail network • Developing integrated ticketing initiatives • Addressing transport affordability 		<p>SPT Core Activities</p> <p>Eliminating Poverty Actions: 2.3, 2.4, 3.3, 3.4, 3.6</p> <p>Improving Community Safety Actions: 1.2, 1.4, 3.4</p> <p>Improving Health Actions: 1.1, 2.1, 2.11</p> <p>Improving Opportunities Actions: 1.2, 1.3, 1.6, 1.8, 2.1, 2.7, 2.8 4.4, 5.1, 5.2, 6.1, 6.2, 6.3, 6.4,</p> <p>Improving the Environment Actions: 1.1, 1.2, 1.4, 4.2, 4.3, 4.5, 4.8, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7,</p>	<p>See Part 1 of the Matrix (NB Action Numbers in Bold are mainstream SPT actions)</p>	<p>While SPT may not have been identified as a key partner in individual Thematic Actions, it's normal planning and operational functions may influence the environment in which these actions take place. In addition, in a similar fashion the policies and interventions identified in the Regional Transport Strategy may also influence the environment in which these actions take</p>

Related Actions Within Linked Documents	Linked Document	Community Plan Theme	Key Community Planning Partners	Additional Comments
<ul style="list-style-type: none"> • Making journeys safer • Providing bus infrastructure • Travel information for the public • Supporting bus services • Demand responsive transport • Promoting 'Smarter Choices' and providing travel planning advice • Promoting equality • Developing walking and cycling initiatives • Connecting freight • Integrating transport <p>In terms of delivery of these core activities, the RTS sets SPT's policy framework for the strategy. More specifically, the RTS sets out a number of Action Plans to deliver detailed measures to complement the broad thrust of the strategy.</p> <p>:</p> <p>NB This Matrix has been cropped for illustration purposes.</p>		<p>5.8, 7.1, 7.2, 8.2, 8.3 & 8.4</p> <p>Promoting Community Learning</p> <p>Actions: 1.1, 2.1, 2.4, 4.4, 4.5</p>	<p>See Part 1 of the Matrix (NB Action Numbers in Bold are mainstream SPT actions)</p>	<p>place. It should be noted that this will be true of other partners policies, strategies and operations.</p>

TRANSPORT MATRIX BY THEMATIC ACTIONS
PART 1 (Extract)
IMPROVING OPPORTUNITIES

APPENDIX 5

	Current Actions	Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
1.2	Improve quality and accessibility of business space in Kilmarnock and Cumnock town centres	Local Plan / Local Transport Strategy Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2 for more details of SPT actions).	EAC SEA	SPT Local Transport Providers	Should seek to ensure good access by all transport modes.
1.3	Develop and promote strategic business locations including identification of access issues	Local Plan / Local Transport Strategy Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2 for more details of SPT actions).	EAC SEA Private sector	SPT Local Transport Providers	Assess access issues using transport models (eg accessibility modelling) & through development control process.
1.6	Create an environment that will increase employment and grow the creative industry sector	Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2	EAC SEA Private sector	SPT, Local Transport Providers	Good transport provision makes an important contribution to this sector.

Current Actions		Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
		for more details of SPT actions)			
1.8	Implement co-location policy in partnership with stakeholders for the benefit of local communities	Community Plan Local Transport Strategy Plus support from SPT Core Activity & RTS and NHS A&A Transport & Action Plan. (See Part 2 for more details of NHS & SPT actions).	EAC NHS A&A Strathclyde Police	SPT, Local Transport Providers	Co locating facilities near transport routes has built in benefits to users and staff.
2.1	Address the needs of young people not in employment, education or training (NEET) or in danger of exclusion from employment, education or training	Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2 for more details of SPT actions).	EAC Community Learning & Development Psychological Services FE Colleges Social Work Careers Scotland	SEA Jobcentre Plus SPT	Lack of transport to employment, training or employment acts as a barrier to meeting the needs of young people. Needs to be addressed as part of the equalities agenda. Wheels2Work might be one

	Current Actions	Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
					option in challenged areas.
2.7	Develop and promote employment programmes for Young People	Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2 for more details of SPT actions).	Job Centre Plus SEA	Voluntary Sector EAC SPT	Good transport provision makes an important contribution to this. See 1.6 and 2.1 above and Eliminating Poverty 3.4
2.8	Support the development of a new build facility for Kilmarnock College	Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2 for more details of SPT actions).	Kilmarnock College SEA EAC	SPT, Local Transport Providers	Good transport provision will make an important contribution to the College.
3.2	Develop training provision that addresses skills shortages and economic opportunities	Community Plan	SEA Kilmarnock college Ayr College Jobcentre Plus	SPT Private Sector Voluntary sector CCT	Good transport provision is important to access training and jobs. NB There is a need for PCV / HGV/ Driving skills

Current Actions		Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
3.3	Sustain employability programmes in a changing funding environment	Community Plan	Jobcentre Plus SEA Kilmarnock College Ayr College	Private Sector SPT	Good transport provision is important to sustaining employability programmes. Partners Equalities Schemes all contribute (Race, Gender & Disability) Also see 1.6 & 2.7 above and Eliminating Poverty 3.4
4.1	Support and develop new and existing social businesses in East Ayrshire	Community Plan	EAC Business Gateway SEA Communities Scotland	Private Sector Voluntary Sector SPT	Good transport provision is important to supporting and developing businesses. Access to transport is vital in rural area.
4.2	Develop joined up employability programmes for	Community Plan	EAC North Ayrshire Council	All partners / Voluntary & Private Sectors	Good transport provision is important to

	Current Actions	Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
	workless people, including innovative approaches that address identified need		South Ayrshire Council Jobcentre Plus		sustaining employability programmes. Access to transport is vital in rural area.
4.4	Improve employment opportunities for young people	Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2 for more details of SPT actions).	Jobcentre Plus EAC Kilmarnock College Ayr College NEET Strategy Group	All partners Private Sector Voluntary Sector Local Transport Providers	Good transport provision is important to supporting young people. Access to transport is vital in rural area Partners Equalities Schemes have a role to play as well.
4.5	Develop a range of employment initiatives for vulnerable adults	Community Plan	Kilmarnock College Ayr College	All partners Private Sector Voluntary Sector	Good transport provision is important for vulnerable adults. Access to demand responsive transport is vital especially in rural areas Partners Equal-

Current Actions		Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
					ities Schemes have a role to play as well.
5.1	Develop and market a range of tourism, leisure and cultural opportunities	Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2 for more details of SPT actions).	EAC VisitScotland Heritage lottery Fund SAC Scottish Museums Council Scottish Government Sustrans	Private Sector Voluntary Sector SPT, Local Transport Providers EAC – bus infrastructure measures to aid access to public transport; implementation of EAC cycle route network	Good transport provision is important to tourism, leisure and culture. Access to transport is vital in rural area to enjoy leisure and cultural activities.
5.2	Work to increase the interaction of the community with culture and leisure programmes and collections	Community Plan Plus support from SPT Core Activity & RTS Action Plans. (See Part 2 for more details of SPT actions).	EAC Creative Scotland Scottish Museums Council Heritage Lottery Fund	SPT, Transport Operators, Community Transport EAC – bus infrastructure improvements; cycle / pedestrian network	Good transport provision is important to leisure and culture. Access to transport is vital in rural area to enjoy leisure and cultural activities, eg the Dumfries House Project. Tackling barriers to access is part of the

Current Actions		Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
					equalities agenda. See also 1.6, 2.7, 3.3 & 4.4 above and Eliminating Poverty 3.4
5.6	Develop Green Network and economic development opportunities	Community Plan	EAC SEA Private Sector	SPT EAC – develop Green Transport Plan for the Council; development of Green Transport Plans through development control process	Employers' green travel planning can also contribute to sustainable travel. See also Improving the Environment 1.4
6.1	Improve transport links to town centres from poorly connected areas	Local Transport Strategy Regional Transport Strategy & SPT Core Activity NHS A&A Transport & Access Action Plan	EAC SPT Private Transport Operators Private Sector	NHS Ayrshire&Arran Voluntary sector Community transport EAC – bus infrastructure improvements; implementation of the cycle / pedestrian network; accessibility modelling	Work in Progress in terms of enhanced bus services, park & ride, walking and cycling. Consider Hub & Spokes approach. Tackling barriers to access is part of the

Current Actions		Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
					equalities agenda
6.2	Sustain and develop community transport solutions across East Ayrshire	Local Transport Strategy Regional Transport Strategy & SPT Core Activity NHS A&A Transport & Access Action Plan	Coalfield Community Transport EAC SPT NHS A&A Private Transport Operators	Voluntary sector	Work in Progress in terms of enhanced community transport. Tackling barriers to access is part of the equalities agenda
6.3	Support enhancement of rail services in East Ayrshire	Local Transport Strategy Regional Transport Strategy & SPT Core Activity	Transport Scotland Network Rail SPT EAC	Local Transport Providers	Work in Progress; eg planning for Lugton Dynamic Loop, longer platforms, track and signalling improvements south of Kilmarnock.
6.4	Identify preferred routes to M74 (ie improvements to the A70 and A71)	Local Transport Strategy Regional Transport Strategy & SPT Core Activity,	EAC SPT	Transport Scotland South Lanarkshire Council Private Sector EAC – rural route action plan implemented to	A70 & A71 Upgrade / bypass studies sought.

Current Actions		Implemented Through	Key Community Planning Partners	Partners Existing Contributions	Additional Comments
				improve safety; promote measures with community plan partners that reduce delays , improve reliability of journey times and tackle environmental problems in communities	

NB Similar Matrices were prepared for Eliminating Poverty, Improving Community Safety, Improving Health, Improving the Environment & Promoting Community Learning.

Extract from east Ayrshire's Community Regeneration Action Plan 2009-2011

Aim 5	To promote transport solutions, particularly for rural areas, ensuring that good quality affordable choices are available.
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Links to SOA <ul style="list-style-type: none"> • National Outcome 1 • Local Outcome(s) • National Outcome 10 • Local Outcome(s) • National Outcome 13 • Local Outcome(s) 	<p>We live in a Scotland that is the most attractive place for doing business in Europe</p> <p>Attractiveness, reliability and integration of the transport network enhanced</p> <p>We live in well-designed, sustainable places where we are able to access the amenities and services we need</p> <p>Transport solutions improved, particularly in the rural areas, ensuring that good quality affordable choices are available</p> <p>We take pride in a strong, fair and inclusive national identity</p> <p>Access to opportunities outside the local area improved</p>
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Outcome Indicator (How will we measure whether the aim has been met?)	Baseline (including source) at April 2007	Target (Anticipated change in baseline position by 2011)
Proportion of residents finding public transport as very or fairly convenient improved	91% (Scottish Household Survey, 2005/06)	Improve by 2%
Proportion of the population travelling to work and education by train, bus, cycle or on foot increased	29% (Scottish Household Survey 2005/06)	Improve by 2%

Actions (What needs to be done?)		Projected Outputs (What specific services or activities do we propose to do?)	Timescale (When will the action be completed?)	Partners (Which organisations are involved?)	Action relevant to other themes
5.1	Improve the condition of the road network	Reduce % of the road network considered for maintenance treatment by 2% (43.5% in 2007/08)	2009-11	EAC	
5.2	Improve transport links to town centres from poorly connected areas	Demand for enhanced bus services, park and ride facilities and walking and cycle routes investigated	2009-11	EAC Strathclyde Partnership for Transport (SPT) Bus Operators Private Sector	Improving the Environment Improving Health and Wellbeing
5.3	Sustain and develop community transport solutions across East Ayrshire	2 new transport services introduced by 2011 Passenger numbers increased by 5% per year from 2008/09 baseline	2009-11	Coalfield Community Transport (CCT) EAC SPT	Improving the Environment Improving Health and Wellbeing
5.4	Support enhancement of rail services in East Ayrshire	Platforms lengthened and other works implemented between Kilmarnock and Barrhead to accommodate longer trains commencing 2009 Dynamic loop constructed at Lugton to accommodate a more frequent services between Kilmarnock and Glasgow	2009-11	EAC Network Rail SPT Transport Scotland First ScotRail	Improving the Environment Improving Health and Wellbeing

Actions (What needs to be done?)		Projected Outputs (What specific services or activities do we propose to do?)	Timescale (When will the action be completed?)	Partners (Which organisations are involved?)	Action relevant to other themes
5.5	Identify preferred routes to M74	<p>Appraisal of the "Access to Ayrshire" links between M74 and Ayrshire completed</p> <p>Joint working with neighbouring local authorities to achieve consistent standards, improve safety and enhance the reliability of journey times on cross boundary routes</p>	2009-11	<p>EAC SPT</p> <p>EAC SAC NAC South Lanarkshire SPT</p>	<p>Improving the Environment</p> <p>Improving Health and Wellbeing</p>
5.6	Develop and implement a Green Network Action Plan	<p>Lottery funding obtained and staff to implement Green Network Action Plan appointed</p> <p>2 local green networks centred on settlements defined, established and promoted</p>	2009-11	<p>EAW EAC SNH Greenspace Scotland</p>	<p>Improving Health and Wellbeing</p> <p>Improving Community Safety</p>
5.7	Continue to implement the agreed Easy Ayrshire integrated cycling strategy	<p>Renewal of Daldorch Bridge to accommodate cyclists and pedestrians</p> <p>River Ayr walkway upgraded between Sorn and Catrine to accommodate cyclists</p> <p>New major developments connected to the East Ayrshire</p>	2009-11	<p>EAC SPT SUSTRANS Private developers</p>	

	Actions (What needs to be done?)	Projected Outputs (What specific services or activities do we propose to do?)	Timescale (When will the action be completed?)	Partners (Which organisations are involved?)	Action relevant to other themes
		cycle network			
5.8	Carlisle to Kilmarnock rail study	<p>Timetable recast south of Kilmarnock, creating capacity for added rail freight and more reliable passenger services</p> <p>Double track working between Annan and Gretna and additional signal capacity between Kilmarnock and Annan introduced to provide planning headway of 15 minutes</p> <p>Other measures identified in Network Rail's Route Utilisation Strategy implemented</p>	2009-11	<p>Network Rail EAC SPT Transport Scotland First ScotRail</p>	
5.9	Provide pedestrian links to major developments	<ul style="list-style-type: none"> Continuous footway connections to all major developments provided 	2009-11	<p>EAC Sustrans Private developers</p>	
5.10	Implement the SPT 'Park and Ride' strategy	<p>Feasibility study progressed for strategic bus-based park and ride adjacent to the A77 corridor near the Bellfield or Meiklewood Interchanges</p> <p>Extension to the park and ride</p>	2009-11	<p>EAC SPT Network Rail Bus operators First ScotRail</p>	

Actions (What needs to be done?)		Projected Outputs (What specific services or activities do we propose to do?)	Timescale (When will the action be completed?)	Partners (Which organisations are involved?)	Action relevant to other themes
		<p>car park at Stewarton Station constructed</p> <p>Feasibility study progressed to establish the parking demand at Kilmarnock, Kilmaurs and Dunlop stations and identify capacity enhancement as needed</p> <p>Studies of bus and rail interchanges at other key locations in East Ayrshire progressed</p>			
5.11	Develop a preferred bus service network	<p>Demand for enhanced bus services to link development areas with town centres and the main public transport interchanges investigated</p> <p>Provision of service enhancements encouraged, where necessary</p> <p>Opportunities for statutory and informal Quality Partnerships with bus operators investigated</p>	2009-11	EAC SPT Bus operators Private sector	
5.12	Implement mandatory and advisory 20 mph limits where needed to protect environmentally sensitive areas	12 mandatory 20 mph zones implemented in residential areas, near schools, and in other sensitive areas	2009-11	EAC Strathclyde Police	

	Actions (What needs to be done?)	Projected Outputs (What specific services or activities do we propose to do?)	Timescale (When will the action be completed?)	Partners (Which organisations are involved?)	Action relevant to other themes
		10 advisory 20 mph limits (20s Plenty) implemented in residential areas			
5.13	Develop a transportation modelling capability to assess the environmental and transport impacts of future development proposals	Detailed transport models prepared for significant development areas in East Ayrshire Strategic transport modelling capability in Ayrshire prepared in partnership with Strathclyde Partnership for Transport (SPT), the Ayrshire Local Authorities and other Community Planning Partners	2009-11	EAC SPT SAC NAC	
5.14	Provide enhanced public transport information	Quality of information at bus stops throughout East Ayrshire and in the main bus stations improved Real-time information provided on Service 1 and 11 routes	2009-11	EAC SPT NAC Bus operators	
5.15	Develop Green Transport Plans to minimise car use and maximise walking, cycling and use of public transport	Green Transport Plans prepared by all Community Planning Partners and key actions implemented	2009-11	EAC SPT NHS A&A Strathclyde Fire and	

Actions (What needs to be done?)		Projected Outputs (What specific services or activities do we propose to do?)	Timescale (When will the action be completed?)	Partners (Which organisations are involved?)	Action relevant to other themes
		Green Transport Plans prepared for all schools across East Ayrshire		Rescue SE Strathclyde Police	
5.16	To provide a Mauchline bypass and rail halt	Draft heads of agreement agreed with developers for the provision of a bypass and rail halt to facilitate future development in the A76 corridor	2010/11	EAC SPT Transport Scotland Network Rail Private developers	

FEBRUARY 2010