

Zetland Transport Partnership

REPORT

To: Zetland Transport Partnership

18 February 2008

From: Lead Officer

LEAD OFFICER'S REPORT

1. Introduction

- 1.1. The Lead Officer's Report is a routine report to the Zetland Transport Partnership Board that gives an overview of current issues and events relating to the business of the Partnership.
- 1.2. This report covers,
 - Update on the approval of the Shetland Transport Strategy;
 - Meeting of RTP Chairs 7 December 2007
 - Progress on Functional Transfers
 - Development of ZetTrans and SIC Transport Service
 - New ZetTrans Web Site

2. Approval of Shetland Transport Strategy

- 2.1. In a letter dated 9 January 2008, The Cabinet Secretary for Finance and Sustainable Growth, John Swinney, wrote to the Chairman of ZetTrans, Cllr. Allan Wishart, giving guidance on the future role of Regional Transport Partnerships (RTPs) and approval of the Shetland Transport Strategy. The detail of the letter and the implications for approval of the Shetland Transport Strategy are dealt with in a specific report later on this agenda.

3. Meeting of RTP Chairs 7 December 2007

- 3.1. The agenda for the meeting of RTP Chairs held in Dumfries was reported to the ZetTrans meeting of 7 January 2008. However the minute of the meeting was not available at the time and this is now included in Appendix 1.

4. Progress on Functional Transfers

- 4.1. In my last report I advised that the draft internal air services functional transfer is with the Scottish Government.
- 4.2. It was also reported that while the Government conducts its review of public sector bodies the draft order has not been progressed.
- 4.3. I can now report that a dialogue with Government officials is underway with regard to how the SNP Government see the delivery of local transport services taking place in the context of those RTPs that have already taken on some functions.
- 4.4. At this time therefore, and until the Government review is complete, it is not possible to provide an estimate of when the transfer orders will be complete. I will undertake to continue to progress this matter with Government officials and report progress to the next meeting of ZetTrans.

5. Development of ZetTrans Organisation and SIC Transport Services

- 5.1. In recent months there has been considerable turbulence in the environment in which Transport planning and delivery must take place as the Government's vision for the public sector in Scotland develops and the role of Regional Transport Partnerships and Local Authorities becomes clearer.
- 5.2. During that time, staff of the Council's Transport Service have been working on a vision for transport planning and delivery and during February officers will continue to work on this with a view to engaging Members in further development during March 2008.
- 5.3. It is expected that the involvement will take the form of a workshop and perhaps some additional meetings during which Members can guide the development of how ZetTrans and the Transport Service are structured and how they work together.

6. ZetTrans Web Site

- 6.1 We have taken the opportunity to launch the new ZetTrans website today (www.zettrans.org.uk). This has been developed by Sean Tulloch, our Graduate Placement, as a simple and user-friendly resource directory that offers people access to:
 - Timetables and other useful information on transport services both within Shetland and to and from Shetland;
 - Useful information for people using various forms of private transport such as walking, cycling and motorcycling;
 - Online feedback forms on all forms of transport relating to Shetland.

In addition to this the site also features information on various aspects of ZetTrans, such as:

- Information on the formation of ZetTrans, its responsibilities and its membership;
- Access to current and past ZetTrans press releases;
- Access to the Shetland Transport Strategy and related consultation documents;
- Access to information on current ZetTrans consultations.

In the coming months, additional resources will be added, such as an online journey planner and a car-share database.

7. Appointment of Adviser

7.1 Mr Andy Steven has been an adviser to ZetTrans since 26 September 2006. He was originally appointed as an Adviser in his capacity as Chair of Sumburgh Airport Consultative Committee (SACC). Mr Steven has now resigned from his position as Chair of SACC, and accordingly stood down from Adviser to ZetTrans. However, Advisers to RTPs are appointed as individuals who can make a valuable contribution to the partnership, and not because of the position they hold. Members are therefore asked to consider whether Mr Steven be invited to continue as an Adviser to the Partnership recognising his skills and experience and his involvement in Visit Shetland.

7.2 ZetTrans may also wish to consider inviting the new Chair of SACC, when appointed, to be an additional adviser to the Partnership.

8. Financial Implications

8.1. The costs of all actions within this report are contained within approved budgets.

9. Recommendations

It is recommended that: -

9.1. The Partnership notes the content of this report and .

9.1.1. consider whether to invite Mr A Steven to remain an Adviser to the Partnership; and

9.1.2. consider whether to invite the Chair of SACC as an additional adviser to the Partnership.

Report Number: ZTP-10-08-F

**Appendix 1 – Agenda and Draft Minutes of Meeting of
RTP Chairs
7 December 2007**

MEETING OF CHAIRS OF REGIONAL TRANSPORT PARTNERSHIPS

ASTON HOTEL, DUMFRIES

**FRIDAY 7 DECEMBER 2007
1030**

AGENDA

- 1 Role and function of the Forum of RTP Chairs (***attached***)
- 2 Note of Last Meeting, 27 September (***attached***) and Matters Arising
- 3 Outcome of Scottish Budget – Implications for future of RTPs
- 4 Correspondence with Cabinet Secretary and forthcoming meeting (***attached***)
- 5 Feedback on evidence presented to Scottish Parliament Transport, Infrastructure and Climate Change Committee
- 6 Agenda for meeting with CPT (***attached***)
- 7 Joint RTP Position Papers – Progress & Programme
- 8 Joint RTPs Conference – Update
- 9 RTP Members briefing event
- 10 2008/09 Financial arrangements
- 11 Date of Next Meeting

BK/26 November 2007

Meeting of Chairs of the Regional Transport Partnerships

Aston Hotel, Dumfries

7 December 2007

Note of Meeting

Present:	Cllr Brian Collins	Chair, SWESTRANS
	Alistair Speedie	SWESTRANS
	Cllr Duncan MacIntyre	Chair, HITRANS
	Dave Duthie	HITRANS
	Eddie Anderson	Deputy Chair, Nestrans
	Derick Murray	Nestrans
	Cllr Russell Imrie	Chair, SEStran
	Alex Macaulay	SEStran
	Cllr Alistair Watson	Chair, SPT
	Rodney Mortimer	SPT
	Eric Guthrie	Tactran
	Cllr Allan Wishart	Chair, ZetTrans
	Michael Craigie	ZetTrans
	Ben Kerfoot	Nestrans (Secretariat)

Apologies:	Cllr Kevin Stewart	Chair, Nestrans
	Cllr Fraser Macpherson	Chair, Tactran

As SWESTRANS was hosting the meeting Cllr Collins took the Chair and welcomed everyone to Dumfries.

It was agreed to take items on the Outcome of the Scottish Budget, Correspondence with the Cabinet Secretary, Feedback from the Scottish Parliament and 2008/09 Financial Arrangements together as they were all relevant to the forthcoming meeting between the RTP Chairs, Cosla and the Cabinet Secretary for Finance and Sustainable Growth.

1. Note of Last Meeting, 27 September 2007

The note of the meeting was agreed. There were no matters arising not covered elsewhere on the agenda.

2. Outcome of Scottish Budget and Forthcoming Meeting with the Cabinet Secretary for Finance and Sustainable Growth

It was agreed that the focus of discussion should be on agreeing a joint strategy for the meeting with the Cabinet Secretary for Finance and Sustainable Growth, John Swinney, and Cosla on 11 December. It was agreed that this would be a crucial meeting for RTPs.

Alistair Speedie outlined the outcome of the Scottish Budget for RTPs. The key issues concerned the transfer of funding for capital projects from RTPs (except SPT) to councils, the removal of ringfencing and the decision to

allocate funding for Rural Public Passenger Transport, Demand Responsive Transport and Community Transport to councils rather than RTPs. It was also noted that the Government's provisional allocation to RTPs for revenue costs for the coming year had produced mixed results, with some RTPs receiving an increase while others stood to receive less. Officers had queried the rationale for this with Scottish Government officials and there was to be further discussion with Government officials on the distribution of "Core" and "non-Core" funding.

Concern was expressed that the removal of direct funding for capital projects from RTPs (except SPT) would weaken the ability to deliver regionally strategic projects and make it more difficult to manage funding on a regional basis. The end of ringfencing gave rise to the possibility that money could be diverted away from transport projects in the event of underspending, rather than being allocated to another transport project in the region. It was also noted that the Government's requirement to have balanced budgets and therefore not build up any reserves had been challenged by SPT. Temporarily transferring funds between RTPs ('bed and breakfasting') was being considered as a means of managing likely over and under spends among RTPs to ensure that funding was not lost from transport.

The Chairs agreed that in approaching the meeting with the Finance Secretary it was important to maintain a strategic focus and highlight the ways in which RTPs were already adding value and how they could help deliver the Government's objectives. This would build on the content of the paper already submitted to the Finance Secretary on the role and future of RTPs and cover the following points:

- The role of RTPs as part of the local government family, working with local authorities to achieve common goals.
- RTPs' role in assisting the Government Economic Strategy
- RTPs' ability to help the shared services agenda
- Efficient government through collaboration
- Innovation in exploring new ways of working, developing new partnerships and finding external sources of funding

It was agreed that each Chair would lead on an agenda item, with Cllr Collins leading off the discussion. The lead officers undertook to produce some briefing papers in advance of the meeting to demonstrate how RTPs can contribute to achieving the national outcomes set out in the Concordat and the Government's Economic Strategy. It was also noted that in moving forward, it may be useful to link in with other Ministers, such as the Enterprise Minister, in view of the contribution that transport makes to economic regeneration.

It was considered important to agree a common position with Cosla and a pre-meeting with Cosla had been arranged to ensure this. The Chairs agreed that it was important to work closely with Cosla and look at how RTPs can help deliver the Concordat. Cllr Watson noted that he had contacted Cllr Pat Watters, President of Cosla, with a view to setting up a meeting between RTPs and the Cosla leadership. The Chairs agreed that there should be increased liaison between RTPs and Cosla. It was also

noted that RTPs needed to be fully involved with their local authorities in the development of Single Outcome Agreements to ensure that transport priorities are included and to work together to achieve the local outcomes.

3. Role and Function of RTP Chairs' Forum

Alistair Speedie introduced a paper produced by the lead officers which reviewed the operation of the RTP Chairs' Forum, sought confirmation of the existing Memorandum of Understanding and proposed ways in which the operation of the Forum could be strengthened.

The Chairs agreed to confirm the existing Memorandum of Understanding as the basis for the operation of the Forum, however also agreed that all statements and representations made on behalf of the RTP Chairs must be on the basis of unanimity. Where unanimity could not be reached, no representations would be made and the issue would either be dropped or rolled forward for further discussion. It was agreed to modify the Memorandum of Understanding to reflect this. Eric Guthrie advised that he had discussed the paper with Cllr Macpherson who was happy with the recommendations. (*The Memorandum of Understanding with amended article 8 is appended to this minute*).

The Chairs also agreed to develop their relationship with Cosla with a view to working more collaboratively in future. It was also agreed that it would be appropriate for the Chairs to meet on a more frequent, bi-monthly cycle at the present time.

Cllr MacIntyre noted that some RTPs were involved in European Union funded transport projects and suggested that the Chairs give consideration to working together on these initiatives, with a view to sharing good practice and attracting European funding. Cllr Watson advised that SPT employed a dedicated European officer and suggested that they give a presentation to the next meeting of the RTP Chairs. RTPs could then consider whether there would be merit in closer joint working on European projects.

4. Agenda for Meeting with CPT, 7 December

The agenda for the meeting with CPT was agreed. Cllr Watson suggested that there would also be merit in the RTP Chairs having meetings with transport operators from other sectors.

Eric Guthrie noted that the Scottish Government had arranged for a high level bus summit to take place on 11 March. Cllrs Watson and Collins had been invited.

Cllr Collins indicated that he was not able to be present for all of the meeting with CPT and asked Cllr MacIntyre to Chair the meeting. Cllr Wishart also gave apologies for the meeting.

5. Position Papers

It was noted that no new joint position papers had been circulated for discussion. Alex Macaulay advised that a proposed joint paper on rail fares

had been produced but was being considered by officers and would be circulated for a future meeting.

6. RTPs Conference

Alex Macaulay referred to the progress update and draft programme which had been circulated to the Chairs for information. He noted that no decision had yet been taken on whether the conference should go ahead and no payments were due at this time. He expected that the programme would need revisited in the light of recent events. Eddie Anderson noted concern at some of the wording proposed by Holyrood for the conference publicity and stressed that the conference would need to emphasise how RTPs can add value.

Cllr Watson suggested inviting Dave Wetzel, a Board Member of Transport for London to speak to the conference about innovative financing of transport projects.

It was agreed that Alex Macaulay would continue to work with Holyrood to develop the conference programme and that a final decision on whether to go ahead would be made at the next Chairs meeting.

7. RTP Members' Briefing Event

Alistair Speedie noted that as the original Members' briefing/training event had been cancelled, consideration should be given to whether there was still merit in holding an event for members of all the RTPs. There was a general view that such an event would be useful. It was suggested considering whether the event could tie in with the proposed RTPs conference.

8. Date of Next Meeting

Agreed to take place on 1st February 2008, to be hosted by HITRANS.

BK/3 January 2008

ANNEX

ACTIONS ARISING FROM RTP CHAIRS' MEETING – 7 DECEMBER 2007

Agenda Item	Action	Responsibility
2	Lead officers to prepare briefing for meeting with John Swinney.	Lead officers
3	Memorandum of Understanding to be amended and re-circulated. Invite SPT European officer to address meeting of RTP Chairs.	Ben Kerfoot Rodney Mortimer
5	Comments to be provided by officers on rail fares position paper and revised version circulated to future Chairs' meeting.	Alex Macaulay
6	SEStran to continue to liaise with Holyrood on programme for proposed conference – consider inviting speaker from TfL.	Alex Macaulay
8	Arrangements for next meeting – 1 February.	Dave Duthie

Forum of Chairs of Scottish Regional Transport Partnerships

Memorandum of Understanding

1. Members

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

2. Objects

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

3. Meetings

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

4. Chair

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

5. Secretariat

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

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

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

6. Withdrawal from the Association

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

7. Alteration of the Memorandum and Dissolution of the Forum

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

8. Statements on behalf of the Association

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

15 September 2006
Amended 7 December 2007

Zetland Transport Partnership

REPORT

To: Zetland Transport Partnership

18 February 2008

From: Transport Development Manager

2007/08 CAPITAL EXPENDITURE

1. Introduction

- 1.1 The purpose of this report is to advise the Members of ZetTrans of progress with the projects in the Zetland Transport Partnership 2007/08 Capital Programme and the implications for the budgets.
- 1.2 It also seeks approval to reallocate funds amongst the projects and to reprofile expenditure in light of the Scottish Government's recent decisions to reduce capital and revenue funding for ZetTrans in 2008/09 (full details in report ZTP-03-08-F to the 7 January 2008 meeting – Min. Ref. 02/08).

2. Background

- 2.1 The Scottish Government allocated Zetland Transport Partnership Capital Funds of £176,719 in 2007/08. There was also an under spend of £11,745 carried forward from 2006/07 to meet commitments on projects, making a total of £188,464.
- 2.2 SIC also approved Capital expenditure of £325,000 in 2007/08 for studies to inform the implementation of the Shetland Transport Strategy.
- 2.3 Zetland Transport Partnership considered report ZTP-08-07 at its meeting on 16 March 2007 (Min. Ref. 11/07) and approved expenditure of £160,000 from the ZetTrans Capital Programme and £325,000 from the SIC Programme as follows:

NUMBER	STUDY	COST	SOURCE
		£	
1.	Undertake an external links Origin Destination Survey	50,000	ZetTrans
2.	Commission study into tunnel costs	75,000	SIC Capital Programme
3.	STAG 2 Whalsay	50,000	SIC Capital

			Programme
4.	Bluemull STAG for ferries / terminals / fixed link	100,000	SIC Capital Programme
5.	Fetlar Issues, inc Ferry Berthing, Housing, Breakwater, Small Craft	10,000	ZetTrans
6.	STAG of Bressay link options	100,000	SIC Capital Programme
7.	More evidence to support South Mouth	25,000	ZetTrans
8.	CT / DRT Audit, and implementation	15,000	ZetTrans
9.	Options for generating additional utilisation and revenue on inter island services	50,000	ZetTrans
10.	Initiate SIC/ZTP Travel Plan	10,000	ZetTrans
TOTAL		485,000	

3. Progress with the approved projects

- 3.1 To allow the Origin and Destination Study to generate meaningful conclusions it is necessary to collect data for all seasons and therefore must continue through to September 2008 with the report by October 2008. The estimated expenditure for this project in 2007/08 is £25,000 with expenditure of the balance of £25,000 being delayed until 2008/09.
- 3.2 The Tunnel Costs study is progressing on timescale and should be concluded in this financial year. It is expected to be on budget.
- 3.3 The Whalsay STAG 2 study is on target to report this financial year. There is an anticipated overspend of some £15,000 due to additional design work and costings for more options than anticipated. This overspend can be compensated by underspends on other projects.
- 3.4 The Bluemull STAG was expected to be carried out over two financial years although the full funding was approved for 07/08. It is anticipated that £25,000 of the expenditure will occur in 07/08 with the balance of £75,000 in 08/09.
- 3.5 The study into the socio-economic benefits to Fetlar has been concluded by internal staff rather than consultants. The original budget is, therefore, no longer required for this purpose.
- 3.6 The Bressay STAG study is proceeding as planned to allow it to report in March 2008. The work is expected to be on budget.
- 3.7 The study into improvements to allow the inter island ferry to use the Skerries South Mouth has been carried out by internal staff. The budget is no longer required for this study. A report will be presented to the next CPRT meeting for the funding for the proposed dredging and marine works.

- 3.8 The proposed CT / DRT audit has not been carried out this year. The budget can be released for other projects.
- 3.9 The Fares Study was enhanced to include specific issues that the Members wanted investigated. The study is on schedule to report in February 2008. The outturn price is likely to be £53,000 compared to a budget of £50,000 due to the additional scope of the work.
- 3.10 The Travel Plan has been prepared and adopted. The cost is slightly over budget at £11,000 compared to a £10,000 estimate.

4. Proposal to reallocate funds

- 4.1 It is proposed that budgets for the Transport Strategy projects be adjusted to maximise the expenditure of the ZetTrans funding in the current year and therefore mitigate as far as possible the impacts of the substantial reduction in funding in 2008/09.
- 4.2 The expenditure on some of the projects will be required to continue in 2008/09. Bids will have to be made to the SIC Capital Project Review Team (CPRT) for this funding. It is hoped that this will be received favourably in light of the projected underspend from the SIC Capital Programme of £131,664 in 2007/08. The projects requiring funding in 08/09 are:
- Origin & Destination Study - £25,000
 - Bluemull STAG - £75,000
- 4.3 It is proposed to split the Tunnel Costs study across the SIC and ZetTrans Programmes.
- 4.4 An additional “project” has been added to cover project management costs which cannot be allocated to individual projects and investigation into a Framework Agreement.
- 4.5 The proposed amended Capital Expenditure programme for the implementation of the Shetland Transport Strategy for 2007/08 is as follows:

<u>NUMBER</u>	<u>STUDY</u>	<u>AMENDED BUDGET 07/08</u>	<u>SOURCE</u>	<u>COMMENT</u>
		£		
1.	Undertake an external links Origin Destination Survey	25,000	ZetTrans	£25,000 delayed to 08/09.
2.	Commission study into tunnel costs	3,336	SIC Capital Programme	
		71,664	ZetTrans	
3.	STAG 2 Whalsay	65,000	SIC Capital	

			Programme	
4.	Bluemull STAG for ferries / terminals / fixed link	25,000	SIC Capital Programme	£75,000 delayed to 08/09.
5.	Fetlar Issues, inc Ferry Berthing, Housing, Breakwater, Small Craft	12,000	ZetTrans	
6.	STAG of Bressay link options	100,000	SIC Capital Programme	
7.	More evidence to support South Mouth	0	ZetTrans	
8.	CT / DRT Audit, and implementation	0	ZetTrans	
9.	Options for generating additional utilisation and revenue on inter island services	53,000	ZetTrans	
10.	Initiate SIC/ZTP Travel Plan	11,000	ZetTrans	
11.	Project Management & Framework Agreement	15,800	ZetTrans	
	Sub total ZetTrans	188,464		
	Sub total SIC Capital Programme	193,336		
TOTAL		381,800		

5. 2008/09 Capital Funding

- 5.1 As indicated in report ZTP-03-08-F to the ZetTrans meeting on 7 January 2008, there will be no direct Capital Funding from the Scottish Government for 2008/09. The Capital Funding which would have come to ZetTrans will be rolled up into the Local Authority settlement and will not be “ring fenced” for Transport.
- 5.2 It is hoped that requests for funding to CPRT will be favourably considered due to the increased funding allocation to SIC on behalf of ZetTrans. Also because of the underspend on the SIC Capital Programme by ZetTrans in 2007/08.

6. Recommendation

I recommend that: -

- 6.1 The Partnership approves the amended expenditure of the ZetTrans and SIC Capital Funds as detailed in paragraph 4.5 above.

Report Number: ZTP-08-08-F

Zetland Transport Partnership

REPORT

To: Zetland Transport Partnership

18 February 2008

From: Lead Officer

SHETLAND TRANSPORT STRATEGY - LETTER FROM CABINET SECRETARY FOR FINANCE AND SUSTAINABLE GROWTH

1. Introduction

- 1.1. In a letter dated 9 January 2008, The Cabinet Secretary for Finance and Sustainable Growth, John Swinney, wrote to the Chairman of ZetTrans, Cllr. Allan Wishart, giving guidance on the future role of Regional Transport Partnerships (RTPs) and the requirement for approval of the Shetland Transport Strategy. The letter is contained in Appendix 1 of this report.
- 1.2. In the letter Mr Swinney asks that ZetTrans reviews the Shetland Transport Strategy in the context of the Government's key strategic objectives and strips out the various interventions to create a high level strategic document with the interventions contained in a supporting Delivery Plan which is agreed with SIC.
- 1.3. This report advises the Committee on the key points of the letter from Mr Swinney and how it is proposed these will be addressed.
- 1.4. The report also outlines how the review and resubmission of the Strategy is proposed to take place.

2. Discussion of the Key Points of the Letter

- 2.1. Mr Swinney's letter contains 4 key statements. These are: -
 - 2.1.1. *"I would confirm that I can foresee RTPs playing a valuable part in improving Scotland's transport infrastructure and services. I would encourage you and your colleagues to work closely with your constituent councils as they develop their plans for single outcome agreements"*
 - 2.1.2. *"ownership of the ZetTrans strategy is rightly a matter for ZetTrans and Shetland Islands Council"*
 - 2.1.3. *"the RTSs should be strategic high-level documents that focus on the transport strategies necessary to support the*

Government's key objectives and the single outcome agreements of the constituent local authorities"

- 2.1.4. *"a delivery plan, agreed by the Partnership and its constituent councils, would take account of all necessary requirements to prioritise interventions including, under the new arrangements, funding in the light of the resources likely to be available as agreed by the Partnership and its constituent councils."*
- 2.2. The statement in 2.1.1 shows that, despite capital funding being directed to the Council rather than ZetTrans in 2008/09, the Government intends to retain the role of ZetTrans and other RTPs as part of the public sector mix.
- 2.3. The statements in 2.1.2 and 2.1.3 clearly steer RTPs and Councils to work closely together to review and resubmit their transport strategies to show how they reflect the Government's key objectives and the Council's single outcome agreement. This is entirely consistent with how the Council and ZetTrans work anyway so a "business as usual" approach will satisfy this principle.
- 2.4. The statement in 2.1.4 introduces a new dimension however. From this statement it is clear that the Government expects ZetTrans and the Council to develop and agree a delivery plan that prioritises the interventions in the Strategy in light of the how the Government has restructured public sector funding and national and local outcomes.
- 2.5. Further discussion with officers of the Government's Transport Directorate and RTP colleagues leads us to conclude that the Government is expecting ZetTrans and the Council not only to prioritise the interventions in the Strategy but also to resolve the funding of the interventions in the context of the enhanced funding package announced in December 2007 and/ or innovative funding mechanisms.
- 2.6. In a meeting with the Minister for Transport, Infrastructure and Climate Change, Stewart Stevenson MSP, on 6 February 2008, it was made clear to the Chairman of ZetTrans that the Government expects ZetTrans and the Council to solve our transport challenges at the local level. Having said that, Mr Stevenson showed an understanding of the significance of the scale of the projects facing Shetland and saw the meeting on 6 February as the beginning of a dialogue to be led by Shetland. This is considered to be a positive start to working with the Government to identify the means by which projects can be funded.

3. Proposal for Review of RTS and Preparation of Delivery Plan

- 3.1. It is proposed that Faber Maunsell is engaged to work with ZetTrans officers to prepare a revised strategy and delivery plan.
- 3.2. As stated above, the steer from the Scottish Government is the submission of a more policy orientated document, rather than a delivery focussed document. The Strategy also needs to clearly show how it maps across to the Government's key strategic national

objectives outlined by the Scottish Government in their Scottish Budget statement.

- 3.3. The initial aim would be to produce a finalised policy document prior to the end of the financial year. This would be updated as far as possible to take account of the situation in March 2008, as opposed to 2007 when the Strategy was originally submitted. This would fulfil the requirements of the Scottish Government.
- 3.4. Thereafter there is a requirement to compile a delivery document – containing the policy and ongoing project details arising from the strategy. This document would provide more detail on the specific outcomes arising from the work currently being carried out (Bressay, Bluemull, Whalsay, Tunnels Study *inter alia*) and the resultant implications for delivery.
- 3.5. It is envisaged there would be four principal tasks: -

Task 1

Undertake an evaluation of the strategy against the key national objectives.

Task 2

Taking existing strategy document as a template, produce an outline draft policy document and an outline draft delivery document. Update key elements as necessary. Circulate for comment by officers / ZetTrans board. Consultation with Shetland Islands Council will take place through the Infrastructure Committee.

Task 3

Complete finalised **policy** document. Report to ZetTrans Members for approval (14 April 2008). Submit to Scottish Government.

Task 4

Review outcomes from current RTS projects – Bluemull, Bressay, Whalsay, Tunnels, etc. Develop draft prioritised, costed delivery plan. Finalise draft delivery document. Consult with Shetland Islands Council through Infrastructure Committee. Submit to ZetTrans Partnership for final approval early May 2008.

- 3.6. The estimated cost of this work is £8000. This will be split equally between the current financial year 2007/08 and next financial year 2008/09.

4. Conclusions

- 4.1. Despite a overall reduction of in revenue funding (£292k) and capital funding (£177k of which £171k has been redirected to SIC) it is clear from the letter in Appendix 1 that the Government supports the continued role of ZetTrans and other RTPs in improving Scotland's transport infrastructure and services.

- 4.2. ZetTrans must resubmit to Scottish Ministers the Shetland Transport Strategy with a separate delivery plan agreed by both ZetTrans and the Council. This will be carried out by officers and the revised Strategy and delivery plan reported to the Partnership in due course.
- 4.3. The delivery plan must take account of all necessary requirements to prioritise interventions including funding under the new arrangements, i.e. the shifting of funds from ZetTrans to the Council. For Shetland this does not significantly alter the fact that the Shetland Transport Strategy will require funding from Shetland Islands Council and significant funding from the Government and other sources.

5. Financial Implications

- 5.1. The expenditure required to carry out the tasks detailed in Section 3 of the report can be met within ZetTrans budgets.

6. Recommendations

- 6.1 I recommend that the Zetland Transport Partnership approve the proposal to resubmit the Shetland Transport Strategy and Delivery Plan as outlined in Section 3 of this report.

Report No: ZTP-12-08-F

Appendix 1 – Letter from Cabinet Secretary for Finance and Sustainable Growth

Cabinet Secretary for Finance and Sustainable Growth
John Swinney MSP

T: 0845 774 1741
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Alan Wishart
Zetland Transport Partnership
Infrastructure Services
11 Hill Lane
LERWICK
ZE1 0HA

9 January 2008

**ZETLAND TRANSPORT PARTNERSHIP
REGIONAL TRANSPORT STRATEGY**

Thank you for attending the meeting the Minister for Transport Infrastructure and Climate Change and I held with Chairs of the Regional Transport Partnerships and CoSLA on 11 December 2007. Prompted by the joint Chairs letter of 8 October, I convened the meeting to hear views directly from the RTPs and COSLA about the value of retaining RTPs to help deliver local and regional transport planning in co-operation with local government under the terms of the Concordat which this Government has agreed with CoSLA.

I was encouraged to hear examples of the added value that RTPs can bring and pleased to hear COSLA's support for the RTP role within the wider local authority family. Both the RTP Chairs and CoSLA representatives recognised that the RTPs could play a useful role in assisting their constituent councils to plan and implement transport provision on a regional basis. RTPs also provide an opportunity to co-ordinate the delivery of services which cross an individual local authority boundary.

Against that background, I would confirm that I can foresee the RTPs playing a valuable part in improving Scotland's transport infrastructure and services. I would encourage you and your colleagues to work closely with your constituent councils as they develop their plans for single outcome agreements.

With regard to approval of the regional transport strategies, I made clear that I consider ownership of the ZETTRANS strategy is rightly a matter for you and Shetland Islands Councils as those best placed, collectively, to deliver the outcomes contained therein at the local level.

I also stated that Regional Transport Strategies should be strategic, high-level documents that focus on the transport strategies necessary to support Government's key objectives and the single outcome agreements of the constituent local authorities. The current draft strategies fulfil that role in part, but also contain interventions which I believe would be best addressed in delivery plans.

Such a delivery plan, agreed by the Partnership and its constituent councils, would take account of all necessary requirements to prioritise interventions including, under the new arrangements, funding in the light of the resources likely to be available as agreed by the Partnership and its constituent councils.

I would be grateful if your Board could consider these comments and submit a revised strategy in due course.

Yours sincerely,



JOHN SWINNEY

Zetland Transport Partnership

REPORT

To: **Zetland Transport Partnership**
Inter Island Ferries Board

18 February 2008
22 February 2008

From: **Transport Development Manager**

SCOTTISH PARLIAMENT'S FERRY INQUIRY

1. Introduction

- 1.1 The purpose of this report is to advise the Members of ZetTrans and the Inter Island Ferries Board of the Scottish Parliament's Transport, Infrastructure and Climate Change Committee holding an inquiry into ferry services in Scotland.
- 1.2 It also seeks the views of the Members on ferry services to allow a response to be made of the views of ferry users and other interested parties to assist the Committee with its inquiry.

2. Links to Council and ZetTrans Priorities

- 2.1 This report is consistent with the Corporate Improvement Plan 2004 – 2008. Section1, "Improving Internal Transport" states that this will be done by "Sustaining internal island communications...."

- 2.2 This report is also consistent with the Shetland Transport Strategy which includes, amongst other, interventions:
UKF 1: *ZetTrans supports the existing arrangements for procurement and tendering of the Northern Isles Ferry Service.*

UKF 2: *ZetTrans will continue to lobby for improvements to the Northern Isles Ferry service.*

UKF 3: *ZetTrans will consider options for the future development of the Northern Isles Ferry Service, including alternative vessel options and route configurations, in order to inform future reviews of the service.*

ECON 1: *Work to ensure ongoing reliability of Shetland's transport networks.*

ECON 7: *Work to achieve beneficial service development and market growth on Shetland's public transport networks.*

3. Background

- 3.1 The Scottish Parliament's Transport, Infrastructure and Climate Change Committee announced on 18 September 2007 that it plans to hold an inquiry into ferry services in Scotland. The Committee hopes to publish the results of its inquiry by summer 2008.
- 3.2 There is also another, similar, study being carried out by the Scottish Government which intends to conduct a comprehensive review of lifeline ferry services as set out in the National Transport Strategy.
- 3.3 The Scottish Parliament website includes a webpage <http://www.scottish.parliament.uk/s3/committees/ticc/inquiries/FerryInquiry.htm> which gives information about the inquiry. The Committee is particularly interested to hear views on:

- **Ferry routes** – how useful are current ferry routes and what potential is there for new routes
- **Frequency and timetabling of services** – are ferry services run at times which are convenient to ferry users?
- **Capacity** – is there sufficient capacity on routes to meet the requirements of ferry users?
- **Integration with other transport modes** – how well does this work in practice?
- **Competition** – how has this affected ferry services?

As well as these issues, the Committee is interested to hear views on any other subjects relating to ferry services in Scotland.

- 3.4 The webpage mentioned in 3.3 above includes an online survey which ferry users and other interested parties are encouraged to return. This link has been circulated to the Members of ZetTrans and the delegates of the External Transport Forum.
- 3.5 There is also an opportunity for more detailed written responses to be submitted by 31 March 2008.
- 3.6 The Committee plans to hold meetings to hear the views of individuals and organisations with an interest in ferry services in Scotland. They propose to hold a meeting in Shetland on Monday 28 April 2008.

4. Proposal

- 4.1 ZetTrans Chairman Cllr. Wishart, Inter Island Ferries Board Chairman Cllr. Henderson and Lead Officer, Michael Craigie met with the Clerks of the Committee on Wednesday 6 February 2008 and discussed a number of points with regard to the visit. In summary the points discussed were: -

- Confirmation that the study will cover both internal and external services.
 - The formal meeting will be held in the Town Hall on Monday 28 April 2008 and fact finding meetings and visits will be carried out by members of the committee during Tuesday 29 April 2008. Cllr Henderson suggested that fact finding meetings in the islands would be an effective way of gathering evidence and this was seen as a good idea by the committee clerks.
 - The detailed format of the meetings has not yet been developed but the aim is to ensure the entire spectrum of stakeholders is represented.
 - The meeting being held in Shetland is the formal consultation event for both Orkney and Shetland so there will be representatives from Orkney and Hitrans invited also.
- 4.2 It is proposed that more detailed response is prepared for submission by 31 March 2008 from ZetTrans and the Inter Island Ferries Board either individually or jointly.
- 4.3 In view of the submissions being required by 31 March 2008 it is proposed that delegated authority be given to Lead officer / Head of Transport and the appropriate Chair to prepare the submission based on the discussion around section 5 below.
- 4.4 It is proposed that the meetings consider the submission they wish to make. Some topics are suggested in section 5 below but discussion does not need to be limited to these.

5. Topics to consider

5.1 External ferry services

- Annual overhaul programme
- Shortage of cabins
- Disruptions
- Diversion port
- Freight vessels
- Additional capacity / daytime sailings
- Fares setting including RET
- Mainland port
- 2012 tender
- Shipment of livestock (incl. small numbers)

5.2 Internal ferry services

- Funding of replacement of vessels and terminals
- State Aids / Maritime cabotage
- Free fares
- Inclusion in national concession schemes
- Crew shortages & hours of work restrictions
- Availability of dry dock facilities
- Future legislation

5.3 Continental / Scandinavian ferry services

- Norwegian ferry service
- Icelandic / Faroese link
- Ferry Route Development Fund

6. Financial Implications

- 6.1 There are no financial implications from the recommendations of this report that cannot be accommodated within existing, approved budgets.

7. Policy and Delegated Authority

- 7.1 The Inter Island Ferries Board has responsibility for operating the service in accordance with overall Council policy and agreed budgets as described in Section 17 of the Council's Scheme of Delegation.

8. Recommendation

I recommend that: -

- 8.1 ZetTrans and IIFB agree to submit collective response(s) as proposed in 4.2 to the Inquiry.
- 8.2 Delegated authority is given as proposed in 4.3 for the completion of collective responses, if it is decided to submit these.
- 8.3 Members discuss the various topics (and others) listed in section 5 and advise officials of any particular points or issues they wish to see addressed within the inquiry being carried out.

Report Number: ZTP-11-08-F



REPORT

To: ZetTrans

18th February 2008

**From: Service Manager - Safety and Risk
Executive Services**

LA-04-F

Representation on Road Safety Advisory Panel

1. Introduction and Background

- 1.1 This report seeks representation to the Road Safety Advisory Panel at Member level from within ZetTrans in the position that would formerly have been held by the Council's Spokesperson for Transport. The Road Safety Advisory Panel is a multi-organisational Member/Officer group that meets to promote community-wide road safety initiatives and programmes.

2. Current Position

- 2.1 The Road Safety Advisory Panel has only recently been reconvened under the new Council with its first meeting being scheduled for Wednesday 5 March 2008. It is important then that the complete membership list is known in advance for all parties to be included in the recipient list for related documents.

3. Proposals

- 3.1 It is proposed that ZetTrans appoint one Member to the Road Safety Advisory Panel.

4. Financial Implications

- 4.1 Attendance at meetings of the Panel will be eligible for payment of travel and expenses, as an approved duty.

5. Links to Corporate Priorities

- 5.1 The Road Safety Advisory Panel will assist the Council in achieving its corporate priorities in relation to community Safety.

6 Policy and Delegated Authority

- 6.1 ZetTrans has the authority to appoint a Member from within its membership to join the Road Safety Advisory Panel.

7. Recommendations

I recommend that ZetTrans appoint one Member to the Road Safety Advisory Panel.

NOTE

**Shetland External Transport Forum
Room 5, Islesburgh House, Lerwick
Tuesday 15 January 2008 at 2.15pm**

Present:

A S Wishart I J Hawkins

Apologies:

C H J Miller
F A Robertson
J Abernethy, NFU
D Paul, JBT Transport
D Sandison, Shetland Aquaculture
H Balfour, Shetland Transport
V Sandison, Lerwick Port Authority
C Hughson, Shetland Council of Social Services/VISP
H Black, Shetland Fishermen's Association
J Budge, Shetland Livestock Marketing Group Ltd.
F Sinclair, Shetland Taxi Owner's Association

In attendance (Officers):

G Spall, Executive Director - Infrastructure
M Craigie, Lead Officer
K Duerden, Transport Development Manager
J Dickson, General Manager, Ports and Harbours Operations
L Gair, Committee Officer

Also:

R C Nickerson, Councillor
R S Henderson, Councillor
S Grier, Chairman, Loganair Ltd
P Tierney, Chief Executive, Loganair Ltd
B Davidson, Chief Executive, Northlink Ferries
N McDougall, Shetland Development Trust
A Steven, VisitShetland
R Henderson, Seafood Shetland Islands Council
B Gunn, Shetland Retailers Association
N Flaws, HIAL
M Johnson, Disability Shetland Access Panel
M Gerrard, Association of Shetland Community Councils
N Leask, Scottish Crofting Foundation
R Smith, Member of Scottish Youth Parliament

Chairman

Mr A S Wishart, Chairperson of Forum, presided.

Circular

The circular calling the meeting was held as read.

Minutes

With the exception of the following, the Forum approved the minutes of the Shetland External Transport Forum meeting held on 7 November 2007.

In the Sederunt, Mr Johnson advised that the organisation he represented should be noted as "Disability Shetland Access Panel"

Min Ref. 04/07 – at page 3 Mr Johnson, Disability Shetland Access Panel, advised that he was quoted as saying that the ambulift in Orkney was in poor condition when he actually said was about the one in the Western Isles. He made no reference to Orkney and therefore the sentence "and queried whether one could be provided in the Western Isles" should be removed.

The Chairman welcomed everyone to the meeting and introduced the representatives from Loganair Ltd and Northlink Ferries.

01/08 Minute of the North Isles Lifeline Ferry Services Tier 2 meeting held in Orkney 15 November 2007

The Transport Development Manager introduced the Minutes, and provided a brief update on the issues discussed. He explained that there would be an additional meeting of the Group on 21 February 2008 in Orkney to discuss the timescales for the preparation of the specification of the 2012 tender to operate the service to Orkney and Shetland.

02/08 Loganair Limited

The Chairman invited the Representatives from Loganair to provide a verbal update on their services.

Update by Scott Grier, Chairman and Peter Tierney, Chief Executive

Mr Grier advised that Loganair announced yesterday that it had entered into a franchise agreement with Flybe. Mr Grier advised that Loganair had been a British Airways franchise for 14 years which had allowed their services to link into a bigger network at that time. He said that in recent times BA had concentrated more on the international services from London, and were not as interested in franchises, where BA once had 8 regional franchises there would soon be none. As a result, BA Connect was sold to Flybe.

Mr Grier advised that the changes would not take effect until October 2008. He advised that although BA were not prepared to extend the franchise, they did agree to a code-share agreement, which in effect would retain through services, allowing passengers to check in at Sumburgh and connect to all BA Services through London and beyond. This would be booked through www.ba.com. Mr Grier said that Loganair had retained the best benefits of the BA franchise.

Mr Grier provided the Forum with an explanation on the background to Flybe and stated that they were now the biggest in the UK and Europe for regional services. Mr Grier said passengers would not see much difference in service in that they would check in as normal through to their ultimate destination with BA or Flybe, with the major benefit of having a much greater choice than before. He said Flybe was a low cost carrier, and although there would be a different product with Loganair from Shetland, passengers would be able to connect to the low cost products offered by Flybe from Aberdeen.

Mr Grier said that had Loganair not become associated with another airline, there would be additional costs to Loganair for technology which would be hugely expensive for their small company. He said that by entering into the agreement, there would be certainty for the future with the added boost that everyone could benefit from.

The Chairman thanked Mr Grier and invited the Forum to ask questions.

Mr R C Nickerson congratulated Loganair, and in response to his query regarding other franchise agreements, Mr Grier advised that it would be a big task to get this service in place by 25 October 2008 and that further alliances had not been considered. He explained that they would not be able to enter into another partner agreement, but that did not exclude them from entering into another code-share arrangement.

In response to a query from Mr J G Simpson, Mr Grier advised that passengers would have the choice to use BA or Flybe to travel to London, stating that it would depend on which airport they wished to use.

Mr Tierney provided an update on operational issues and statistics as follows:

- Punctuality in the 4 months to December – 85% flights departing within 15 minutes of departure time.
- Cancellations – in Quarter 4 there had been 18 cancellations out of 1521 flights which indicated good reliability of aircraft and weather.
- Passenger Growth – in last 3 months comparing year on year there had been a 9% increase in foot traffic, which was good for tourism and the economy.
- Cheaper Fare Structure – In a press announcement there would be saver flights Fare Hopper programme across the network, available from 3 March 2008. There would be a mid section flight every day in the Air Discount Scheme that would range between £22 and £57 one way. Mr Tierney confirmed that these one way flights would be inclusive of all taxes, and the flight numbers and times would be published shortly.
- Baggage Policy – British Airports Authority had announced that the one item hand baggage rule would be removed with the exception of Gatwick. Mr Tierney advised that even though BAA lifted the restriction, other restrictions would be dictated by each operator's flight policy, and current restrictions on the number and size of bags would therefore remain on the Loganair flights.

He explained that Loganair were constrained by the space available in the cabin at the passengers' feet and in the overhead locker.

- Fair Isle – Mr Tierney advised that the Kirkwall to Fair Isle service would run again during the summer in 2008 and there would be a marketing campaign.
- Mr Tierney advised that it would be announced today that a service would be run between Shetland and Bergen from Saturday 7 June to Saturday 30 August 2008. He said there would be one flight on Saturday and one flight on Tuesday, and the stimulus was tourism. He advised that a one-way fare would range between £59 and £145, depending on the ticket, but that it would include all airport taxes. He said that the tickets were not yet on the BA system, but that it would be loaded within the next 5 days.

In response to a query from the Chairman, Mr Tierney confirmed that the luggage restrictions in the hold are 15kg between Shetland and Aberdeen and 23kg onwards.

Discussion on Baggage Handling

Stakeholders queried the situation with regard to baggage handling and difference between the charging systems used by BA and Flybe and how this would affect the Air Discount Scheme. Mr Tierney advised that there were practical issues to be addressed, but hoped that this would be as seamless as possible. It was explained that baggage within the limits would not be charged on Loganair's services to Aberdeen (and other mainland airports) but would be charged on Flybe's services from Aberdeen onwards, and that the Flybe website clearly set out their charges, element by element, with a running total.

Mr Grier advised that the public would be kept informed on when they can book flights beyond 25 October, and an announcement was likely to be made in June, and the October launch would be communicated effectively.

In response to a query regarding flight times being synchronised with connecting flights, Mr Grier explained that Loganair always worked hard to interlink flights where possible, and said it was in their interests as well as being key to the success of the service.

Mr R C Nickerson queried the situation with regard to access to BA Lounges. Mr Tierney advised that there was no access to BA lounges, but that with the Flybe Economy Plus ticket, access to Flybe lounges would be allowed where these were available.

Mr R C Nickerson queried what quality control there was on the Air Discount Scheme and explained that he had booked a flight through the ADS to Edinburgh, which he checked against the BA site, and noted that although it had been cheaper through the ADS, it was not 40% less than the BA site. Mr Grier advised that the scheme was thoroughly audited and that it was the first time he had heard of a problem of this kind, and said his fare should be checked.

The Chairman thanked Mr Grier and Mr Tierney for attending the meeting.

Northlink Ferries

The Chairman advised the Forum that Mr Davidson had asked to attend the meeting as he had an update he wished to provide to the Forum. The Chairman invited Mr Davidson to provide a verbal update on Northlink's services.

Update by Bill Davidson, Chief Executive

Mr Davidson advised the Forum that although Mr Gareth Crichton resigned from Northlink, he was still working on a Consultancy basis. He advised that Ms Cynthia Spencer had been appointed as Commercial Director. He added that Ms Spencer was originally from Orkney, and would attend the Forum in the future.

Mr Davidson advised that Northlink Ferries were monitored by the Scottish Government and they supply data on delays, down to the minute. He said that there was fairly stringent criteria and that weather delays were exempt under the criteria. Mr Davidson provided the Forum with an update on the following services:

- New lairage facility in Aberdeen was complete and put to use last season.
- Livestock container prototype trial went well, modifications were made and fabrication would be progressed.
- A new Livestock handling system was on order.
- New TV Advert promoting holidays was being created to encourage a younger market.
- Hjaltland and Hrossey would undergo a 6 day in water survey in Shetland. There would be a passenger service every other night in February and freight services would be altered to keep the flow of freight.
- Hamnavoe would be in drydock and Hjaltland or Hrossey would be used to cover the service. Dates could not be confirmed as contracts were not yet concluded.
- A Brochure would be produced, aimed at Islanders which clarified discounts, and allay comments regarding no available berths, and inform that berth prices start at £18.
- Freight Cut Off Times – Freight arriving late had been accommodated in the past, as a favour, but the 1 hour cut off would again be enforced. Late sailings incur a fine therefore the cut off would be reinstated with immediate effect. Haulage companies had been advised of this in the last few weeks.

Discussion on forthcoming policy changes

Mr Davidson advised that from May, passengers would be asked to provide photo ID at check-in. He explained that Northlink Ferries are obliged to provide a manifest including age, gender etc. Mr Davidson said that a passport photo, concessionary scheme photo, photo bank card, photo driver licences and some forms of organisation ID such as BP and SIC, would all be acceptable.

The Chairman thanked Mr Davidson for his update and invited questions from the Forum.

With regard to freight cut off times, Ms Henderson, Shetland Seafoods said that producers in remote locations have to curtail packing early to meet the timetable and requested that freight be scheduled to leave as late as possible when the new contracts were being negotiated. Mr N Leask, SCF, said that although produce was to be sent as fresh as possible, it needed to arrive at 7am. Mr Davidson said that in order to leave later and arrive on time, the issue of faster ships would have to be looked at. He added that deliveries that were on time would be loaded first and then late arrivals would be loaded up to the point where the ferry had to be closed for sailing, however late deliveries should not expect to be loaded.

Mr Leask thanked Northlink, and in response to a query Mr Davidson explained that Northlink Ferries were not geared up to provide overnight animal storage facilities and there was no staff resource nor liability cover to provide the service.

Mr R C Nickerson sought assurance from Mr Davidson that Hamnavoe would not be drydocked at the time of the Folk Festival, following last year's problems. Mr Davidson said that he could not give that assurance, but efforts would be made to avoid key dates. He said that it would be determined by the shipyard and explained that three of the six shipyards had declined the invitation to tender. In response to further comments by Mr Nickerson, Mr Davidson said since Northlink began, there were a lot less shipyards and that there was now no shipyard in Scotland able to dock the vessels.

Mr R S Henderson queried whether, during the summer months when there are no cabins available, it would be possible to arrange a quick turn around of the ferries and an additional sailing during the day. Mr Davidson advised that would involve both ferries and it had been done during the Island Games, however it would be a huge cost due to the fuel, crew and staff required. Mr Davidson explained however that Northlink was contracted to carry out a specific service but if there was a demand, it could be looked at for the next contract.

04/08 **Agenda Items/AOCB**

The Chairman, in response to a query from Mr R C Nickerson, advised the Forum that he and the Executive Director, Infrastructure had met with the Chief Executive of HIAL on an introductory visit. He said that the Chief Executive of HIAL was expected back in Shetland in March, and he would widen the audience for him.

05/07 **Dates of Next Meeting**

2.15pm on Wednesday 21 May 2008 in Room 16, Islesburgh Community Centre, Lerwick. Northlink representatives will attend.

The Transport Development Manager advised that dates had also been set as follows:

2.15pm Tuesday 19 August 2008 – Loganair to attend.

2.15pm Wednesday 12 November 2008 – Northlink to attend

The Chairman thanked everyone for attending the meeting.

The meeting ended at 3.25pm.

A S Wishart
CHAIRPERSON

Zetland Transport Partnership

REPORT

To: Zetland Transport Partnership

18 February 2008

From: Transport Development Manager

IMPLEMENTATION OF SHETLAND TRANSPORT STRATEGY

1. Introduction

- 1.1 This report is to update Members on the progress of the implementation of the Shetland Transport Strategy.
- 1.2 The report contains a short summary on a number of the interventions relating to the Strategy and includes those being progressed by both ZetTrans and external personnel.
- 1.3 Some of the interventions listed below are projects within the 07/08 SIC and ZetTrans Capital Programmes which are the subject of a separate report to this meeting.
- 1.4 The Scottish Government's wishes, for the approval of the Shetland Transport Strategy, were conveyed to the ZetTrans Chair in a letter dated 9 January 2008 from the Cabinet Secretary for Finance and Sustainable Growth. There is also a separate report regarding this letter.

2. Shetland Transport Strategy Interventions

- 2.1 Origin & Destination study – The questionnaires for the various aspects of the study are being prepared. Surveys will start during February 2008. The study will report by October 2008.
- 2.2 Fetlar issues – a report into the socio-economic benefits to Fetlar of a breakwater and small berth facility was considered by Capital Programmes Review Team in December. It is understood to be on the Capital Programme, commencing 2009/10, providing 70% of funding. It is hoped additional funding can be sourced from Shetland Community Planning Partnership's Bid to the European Rural Development Fund and other local sources.
- 2.3 Skerries South Mouth – a meeting is planned with the Skerries community on 15 February 2008, to inform them of the work to date on

assessing the costs and likely benefits to transport operations to Skerries if the South Mouth channel was accessible by m.v. *Filla*. At this meeting the community will be made aware that there can be no guarantee that removing the necessary rock will not detriment the shelter currently provided at the berthing. A report is being prepared for Capital Programmes Review Team, for consideration at their March meeting.

- 2.4 Bressay STAG – broad appraisal of options is complete, with details in the STAG 1 report, made available in the Members' Room and online. Work is now underway to complete the detailed appraisal. A verbal update on progress can be made at the meeting.
- 2.5 Fares Study and Increasing Utilisation of Inter Island services – A presentation on the work carried out to date on this study was given to the Inter Island Ferries Board (IIFB) at its meeting on 11 January 2008. Members of ZetTrans were included in this meeting. There will be an Informal Workshop for ZetTrans and IIFB Members to consider the draft report at 3.30 p.m. on Monday 11 February 2008 in the Council Chamber. A verbal update on the outcome of the workshop and the next stages will be given at the meeting.
- 2.6 Travel Plan – The workforce travel plan was approved by Council on 7th February. NHS Shetland is currently undertaking the initial staff survey. Implementations are underway, including the establishment of a car-sharing website by April 2008. Detailed work is also being undertaken with schools.
- 2.7 Tunnels Study – It was reported to ZetTrans on 7 January 2008 that discussions with regulatory bodies and stakeholders would be taking place in late January and early February. Although the various bodies have been contacted we have not yet had any responses. Between the writing of this report and this meeting, officers will endeavour to ensure meeting dates are agreed and set and report progress verbally at this meeting.
- 2.8 Whalsay STAG 2 – The STAG 2 study for the Whalsay link is progressing to schedule. The draft report will be presented to the ZetTrans meeting on 18 February 2008.
- 2.9 Bluemull STAG – the initial stage of consultation is underway, with progress on schedule to develop a short list of options for the transport link by the end of March 2008.
- 2.10 Scandinavian Ferry – The proposed NORSHUKON Norwegian Ferry link has been retendered as a freight only or freight and limited passenger service. Tenders are invited by end February 2008 with the intention of appointing a preferred bidder by end March 2008. The bid for EU Marco Polo funding has to be submitted by 7 April 2008.
- 2.11 External Transport Forum – The External Transport Forum met on 15 January 2008 and heard details of Loganair's arrangement with Flybe and the announcement of their new Sumburgh / Bergen service.

Northlink was also represented at the meeting and announced their I.D. Policy.

The next meeting of the Forum is at 2.15 p.m. on Wednesday 21 May 2008 in Room 16, Islesburgh Centre. Representatives of Northlink will attend this meeting.

- 2.12 Tier 2 Ferry Consultation – The next meeting of the Tier 2 Ferry Consultation forum comprising of HITRANS, Nestrans, ZetTrans and Scottish Government will be held in Orkney on 6 March 2008 (change of date) to discuss the timeline for the 2012 tendering process for the Northern Isles ferry contract.
- 2.13 Area Transport Forums – the purpose of these is to enable users and possible future users to influence the way transport in their area is provided. This covers all bus services and internal ferry and air services, as well as walking and cycling. They are initially being set up in the North Mainland and South, including Fair Isle, with a focus on Timetabling of Internal Transport and Integration with Other Transport Services, before being evaluated and rollout to other areas. There is a consultation period prior to the meetings, which are to be held on 26th February (Sandwick JH School) and 5th March (Brae Hall).
- 2.14 Road Equivalent Tariff (RET) – The next meeting with Halcrow's, the consultants carrying out the RET study for the Scottish Government, will be held in Inverness on 27 February 2008.
- 2.15 Officers responsible for the above projects will be present at the meeting and will answer any queries.

3. Recommendation

- 3.1 I recommend that the Members of ZetTrans note the content of this report.

Report Number: ZTP-09-08-F