

Connecting Shetland
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ZETLAND TRANSPORT PARTNERSHIP



Annual Report for 2006/07

April 2007



Chairman's Introduction



This is the first Annual Report of Zetland Transport Partnership. It summarises the business of the year 2006/07 and reports the out turn of activities during this year.

It has been a busy year, with the majority of the work being done in the preparation and completion of the Shetland Transport Strategy. The Strategy, submitted for approval to Scottish Ministers on 30th March 2007, has taken nearly two years to complete and is the culmination of an extensive consultation, appraisal and prioritisation process.

The Strategy sets the course for the planning and development of external and internal transport for the next 10 to 15 years and sets the detailed priorities and delivery plan for 2007/08.

Delivering internal links within the growing constraints of capital and revenue expenditure is going to require innovative approaches to both service delivery and procurement of capital assets. Added to that, we are going to have to develop more flexible and responsive public transport networks and services and we are going to have to re-examine our priorities across transport as the political and fiscal landscape changes over time.

I am proud to have led the Partnership in this first year of business and I believe we have laid a strong foundation and given a clear direction for the future. I would take this opportunity to offer future Members my best wishes in carrying out their functions over the coming years.

Background

Zetland Transport Partnership (ZetTrans) was established in December 2005 following the introduction of the Transport (Scotland) Act 2005, following a successful campaign to be recognised as a Regional Transport Partnership (RTP) in its own right.

ZetTrans consists of a Board comprising of four elected Members of Shetland Islands Council (SIC). It is supplemented by a member from the Health Board and one from the Local Enterprise Company. In addition, individual representatives from Lerwick Port Authority, SIC Ports and Harbours Department and the Sumburgh Airport Consultative Committee are invited as Advisers to the Board.

ZetTrans has the responsibility for the development and delivery of the Regional Transport Strategy.

In November 2006, responsibility for bus services was transferred to ZetTrans and inter-island air services will follow in 2007. Responsibility for the inter-island ferry service will transfer to ZetTrans in 2008/09. Roads remain a function of SIC.

At officer level, the service delivery functions of ZetTrans are currently undertaken by SIC's Transport Service.

Operational funding for the Partnership is secured from SIC, with support provided by the Scottish Executive. The majority of projects and actions arising from the Transport Strategy are likely to be funded either through SIC's capital and revenue funds, or from the Scottish Executive.



Members of ZetTrans

Shetland Islands Council nominated the following members to serve on Zetland Transport Partnership:

Councillor Jim Irvine

Councillor Alistair Inkster

Councillor Gordon Mitchell

Councillor Drew Ratter

The following members were substitutes:

Councillor Iris Hawkins

Councillor Jim Henry

NHS Shetland nominated **Dominique Rommel**

Shetland Enterprise nominated **Steven Leask**

All of the above served for the full year 2006/07.



The Zetland Transport Partnership meeting on 26 August 2006 agreed to appoint the following as Advisers to the Partnership:

Jim Dickson, General Manager, Shetland Islands Council Ports and Harbours.

Andy Steven, Chairperson, Sumburgh Airport Consultative Committee.

Allan Wishart, Chief Executive, Lerwick Port Authority.

Councillor Irvine served as Chair of Zetland Transport Partnership for the whole of 2006/07 and Councillor Mitchell as Vice Chair.



Officials of ZetTrans

Lead Officers – **Graham Spall**, Shetland Islands Council's Executive Director of Infrastructure Services, was Lead Officer for ZetTrans from its inception until September 2006.

Michael Craigie, was appointed as Shetland Islands Council's Head of Transport in September 2006 and took over the responsibility as Lead Officer.

Proper Officers – **Jan Riise**, Shetland Islands Council's Head of Service, Legal & Administration, is the Proper Legal Officer and Secretary for ZetTrans.

Graham Johnston, Shetland Islands Council's Head of Service – Finance, is the Proper Finance Officer for ZetTrans.

Secondment - **Ken Duerden**, Shetland Islands Council's Ferry Services Manager is seconded to ZetTrans for a two year period from 1 July 2006 until 30 June 2008 as Transport Development Manager.



Activities of ZetTrans in 2006/07

ZetTrans met formally five times during 2006 /07.

The majority of the effort of the Partnership was concentrated on the preparation of the Shetland Transport Strategy (see below).

Other topics considered by the Partnership included:

- Functional transfer of Bus Services
- Ferry Users' Consultation Arrangements
- Review of Scottish Ports Policy
- Name of Partnership and Logo (see below)
- Scandinavian Ferry Link
- Scottish Executive's National Transport Strategy
- Review of other Regional Transport Strategies
- Future Consultation Process
- Setting Bus Fares.



ZetTrans hosted the quarterly meeting of the RTP Chairs in Shetland in January 2007. This event included a meeting between the Chairs and the Scottish Executive Minister for Transport.

The Chair and Lead Officer of ZetTrans also attended other meetings of the RTP Chairs in other regions.

ZetTrans has been designated as a "Model 3" Regional Transport Partnership. As such, it has responsibility for the actual delivery of transport services as well as the strategic commitments. The responsibility for the delivery of the bus services (excluding school transport) were functionally transferred from Shetland Islands Council to Zetland Transport Partnership on 1 November 2006. The Partnership entered into an agreement with Shetland Islands Council to procure and manage the provision of bus services on its behalf.

ZetTrans received Grant-in-Aid funding from the Scottish Executive towards the Revenue expenditure it incurred. In 2006/07, this funding consisted of:

- Core funding £50,000
(match funded by Shetland Islands Council)
- Strategy Development £50,000
- Feasibility Studies £25,000
- Transitional costs £10,971.



Capital Projects Supported by ZetTrans in 2006/07

Zetland Transport Partnership received a grant for Capital Projects of £176,719 in 2006/07 as its share of a £45 million allocation to the 7 Scottish RTPs.

This funding was spent on the following projects:

- **Purchase of an Accessible Bus**
To provide an additional large, easy access vehicle to accommodate wheelchairs for dial-ride shopper services.
- **Catfirth Junction Improvements**
To provide safe interchange between mainline and feeder bus services and to extend park and ride provision.
- **Ulsta Marshalling Area Improvements**
To provide new layout, white-lining and signage for the area used to marshal vehicles awaiting shipment from Yell to the mainland.
- **Ulsta Marshalling Area - Cattle Grid**
To keep animals out of the ferry marshalling area.
- **Urgent Ferry Terminal Repairs**
To extend the life of the structure of inter-island ferry terminals to allow them to continue in use until longer term solutions are available.
- **Ferries e-log System**
To provide an electronic system to capture, analyse and report carrying and performance data for the inter-island ferry service.

The total expenditure on the above projects was £164,974 leaving an underspend of £11,745 to be carried forward to 2007/08.

Shetland Transport Strategy

The submission of the Shetland Transport Strategy to the Scottish Executive Ministers on 30 March 2007 saw the culmination of almost two years work in preparing the Strategy.

Zetland Transport Partnership (ZetTrans) has a statutory responsibility to prepare a Regional Transport Strategy. The Strategy was shaped by, and responded to, the direct requirements of Shetland over the next 5 to 15 years. This means an emphasis on external links that meet the needs of their users, investment to secure the ongoing integrity of key inter-island links, ensuring that communities have levels of accessibility to maintain their viability and vitality, and that individuals do not suffer unacceptable loss of opportunities or social exclusion due to transport issues.

The three key messages arising from the Transport Strategy are as follows:

- 1) It is essential that the actions arising from the Strategy focus on the essential rather than the desirable.
- 2) It is also necessary that schemes and policies are developed which are fit for purpose for Shetland.
- 3) Finally, it will be important to prioritise interventions on basis of need, benefit and effectiveness.

Consultation

The Transport Strategy has benefited from extensive consultation with a wide range of stakeholders. This has been a key element in driving its content and development. Consultation was initially undertaken between October 2005 and February 2006. The aim was to develop a comprehensive understanding of the challenges, problems and opportunities that should be addressed through the Transport Strategy. Once the Draft Transport Strategy had been published, consultation was again undertaken from November 2006 to January 2007. The results from this phase were used to finalise the Transport Strategy.

Key Issues

The results from the initial consultation, supplemented by additional analysis, revealed a number of key issues which together mean that a “business as usual” approach cannot necessarily be sustained. These issues include:

- a) Changing economic situation for Shetland;
- b) Issues related to reliance on lifeline links;
- c) Changing patterns of mobility within Shetland;
- d) Rising Fuel Prices;
- e) Responding to Climate Change;
- f) Responding to opportunities to improve the health of Shetland;
- g) Opportunities arising from New Delivery Structures; and
- h) Constraints on Shetland Islands Council (SIC) and External Funding.

Vision and Objectives

The Transport Strategy's vision and objectives have been developed following an extensive period of community and stakeholder consultation, analysis of constraints and drivers, and also assessment of the key problems and opportunities presented to ZetTrans.

The vision of ZetTrans is as follows:

To develop an **effective, efficient, safe** and **reliable** transport system for Shetland. The transport system will comprise an **integrated** network of **accessible**, and **affordable** internal, inter-island and external links, which will contribute to the development of a **safe, healthy, vibrant** and **inclusive** society; a **diverse, successful** and **self-sufficient** economy, and enhanced **environmental quality**.

Appraisal

Recent attention given to achieving revenue savings particularly highlights the challenges in implementing beneficial schemes associated with additional revenue burdens. In this context, the focus of this Strategy points towards making best use of what is currently available, and continued management of current revenue expenditure levels.

Environmental Policies

The development of the Transport Strategy has been complemented by a parallel Strategic Environmental Appraisal (SEA) process.

Delivery Plan

Based on the proposed policies and actions, an Implementation Plan has been derived.

Delivery

Having been formally approved by ZetTrans, the Strategy was submitted to the Scottish Executive's Transport Minister for approval on 30 March 2007.

The submitted Shetland Transport Strategy and all the supporting documents can be found at www.shetland.gov.uk/transport/stp/transportstrategy.

ZetTrans gratefully acknowledges the role that Faber Maunsell played in developing the Strategy.

Logo and Brand

Senior art students of the Anderson High School in Lerwick were invited to design an appropriate Logo and Brand for Zetland Transport Partnership. The resulting design can be seen here and on the cover of this report and will be implemented during 2007/08.

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Plans for 2007/08

The main priority for Zetland Transport Partnership in 2007/08 will be to commence the implementation of the Transport Strategy.

The Local Government elections in May 2007 will result in some of the existing members standing down from office. This will lead to some changes in the membership of the Partnership.

The Functional Transfer of the inter-island air service from the Shetland Islands Council to Zetland Transport Partnership is scheduled for 2007/08. There will also be preparatory work required during the year to allow the Functional Transfer of the inter-island ferry service in 2008/09.

Budgets for 2007/08

ZetTrans has been allocated the following Revenue funding for 2007/08:

Scottish Executive Core Funding	£247,000
Shetland Islands Council Match Funding	£247,000
Scottish Executive Additional Funding	£200,000
TOTAL	£694,000

ZetTrans will receive funding from the Shetland Islands Council for the delivery of bus services.

Delivery of Bus Services £882,430

In addition to the Revenue funding, Scottish Executive has committed £176,719 for Capital Projects in 2007/08. Application has been made to Shetland Islands Council for Capital funding of a further £325,000. These amounts will be utilised for studies and projects for the delivery of the Transport Strategy.



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