

DIAL A



COMMUNITY BUS

Buchan Dial-a-Community Bus
Area Office, Nethermuir Road, Maud, AB42 4ND
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**Response to Consultation on Scotland's Transport Future:
Proposals for Statutory Regional Transport Partnerships.**

Buchan Dial-a-Community Bus is a community transport provider in North East Aberdeenshire. As a CT group part funded by the Scottish Executive's Rural Community Transport Initiative and working in partnership with Aberdeenshire Council on several projects, we obviously have an interest in the consultation. We have therefore prepared an answer to certain of the questions in the paper.

Section A: Boundaries

We do not feel that we are in a position to answer these questions; however the current NESTRANS geographical area seems to be covered by the boundaries indicated which would seem sensible.

Section B

Question 3; *what should the role of external members be?*

In our opinion the role of external members should be to ensure a broad representation of transport interests, in order that as many different perspectives as possible can be considered. This may mean that representatives of interests outside the transport world may have to be included e.g.; Health.

Question 3B; *To what extent do you think that external members should be 1) representative of other stakeholder orgs; 2) experts in particular spheres related to transport; 3) representative of interests outside the transport world?*

In our opinion external members from organisations such as Inclusion Scotland, SCVO and the Community Transport Association should be representing the wider sector issues and not just those of their organisation. Otherwise every organisation would want to be represented and this would be impractical/impossible. We would suggest however that organisations such as those detailed above should nominate local members.

Question 4; *do you agree that decisions who are appointed as external members are taken by RTP's themselves in conformity with guidance issued by Scottish Ministers?*

In essence we would agree with this.

Question 5;

A; *Is there merit in co-opting stakeholders to work at management team level?*

This may be practical for a short term appointment if there is a specific issue that requires input from a stakeholder with a specialised interest.

B; *would a stakeholder forum be a practical way of including broader interests?*

In our opinion a stakeholder forum is an effective way to include as wide a range of viewpoints as possible.

C; *Are there any other means of ensuring wider engagement?*

There are other means of ensuring wider engagement, including consultation with other forums in the area, publicity, email etc. However, in our opinion a stakeholder forum with as much diversity as possible included is the most effective means.

D; *how can RTP's make best use of Community Planning to deliver better transport solutions? What should the Executive do to support them in this?*

Community Planning is in theory an excellent tool, however in order to work properly Community Planning Partners should encourage representation from as many different interests as possible. As yet this has not happened and perhaps this is an area the Executive could help with.



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Question 6; Are there particular organisations that you believe ought to be represented on some or all of the new partnerships?

In our opinion Community Transport should be represented in all partnerships by a local member. A local representative will have more understanding of the area issues and will be able to contribute on a local level. However we would also suggest that the CTA (in conjunction with a local CT forum should there be one) nominates the representative in order to ensure that both the local and wider sector issues are addressed.

CT is a growing industry and an important part of the wider transport network. It provides an invaluable service in both urban and rural areas, and should be included in the RTP in order to provide the wide coverage of experience that is necessary.

Question 7 & 8; Voting

We do not feel qualified to answer the specified questions. However we would like to comment on the membership criteria. If we read this correctly then there will be 1 representative from each council on the RTP with the councils having $\frac{3}{4}$ of the vote, the other $\frac{1}{4}$ will go to external members. That in effect means that there will only be 3 people making up the voting North East RTP Membership. This may be a little difficult since it will not provide the variety and breadth of opinion needed to create a viable RTP.

Section C:

Questions 9 to 14; Functions and funding

No specific comments.

Section D:

Questions 15 & 16; Funding

No specific comments.

However, we would like to raise an issue that is concerning us at this point.

The Rural Community Transport Initiative (RCTI) and the Urban Community Transport Initiative (UCTI) are grants provided directly by the Scottish Executive's Transport Dept.

These grants are extremely well run and we feel that the partnership between the RCTI / UCTI funded groups and the Department is excellent. Applications for grant under the RCTI are considered by an independent Steering Group and this perspective means that all applicants, regardless of the size of their group or organisation, are assessed on the same basis.

Although we broadly welcome the advent of the Agency and the RTP's we are very concerned for the future of the RCTI/UCTI.

We are apprehensive that should relatively small grants like these be dispersed in to the RTP's it is possible that they could be overlooked, or be swallowed up into other areas. The RCTI and UCTI have been a great success in Scotland and we would like to see that success remain and grow with more funding being provided centrally.

It would ensure that CT groups preserve their independent natures and can maintain the provision of quality, affordable, accessible transport for the most vulnerable people in Scotland while at the same time continuing to work in partnership with other agencies including councils and RTP's.



B. RESPONDEE INFORMATION FORM

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

Name: *Mrs Rachel Milne*
Buchan Dial-a-Community Bus

Postal Address: *Area Office, Nethermuir Rd.*
Maud
Aberdeenshire
AB42 4ND

Consultation title: Proposals for Statutory Regional Transport Partnerships

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

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

2a. INDIVIDUALS:

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

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

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

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

2c ON BEHALF OF GROUPS OR ORGANISATIONS:

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

- Yes
- No

SHARING RESPONSES/FUTURE ENGAGEMENT

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

- Yes
- No

