Enhancing Rural Accessibility
- Rural Transport Initiatives

Helen Cameron
Scottish Executive
What were the drivers for change?

- Chancellor announced £50 million additional funding to support rural transport measures in UK (Budget: 17 March 1998)
- £4.5m of total allocated to Scotland in 1998-99
What we aimed to achieve?

- To address the problems of exclusion from transport services in remote rural areas
- To improve social inclusion in these areas through support for socially desirable bus services and community transport initiatives
- To sustain rural petrol stations
What has been done so far?

Rural Transport Fund

- Rural Community Transport Initiative (RCTI)
- Rural Public Passenger Transport (RPPT) Grant Scheme
- Rural Petrol Stations Grants Scheme
- Rural Demand Responsive Transport (DRT)
RCTI: Aim

“To fund community transport measures which will be of particular help in the more remote areas of Scotland, particularly where there are no scheduled bus services or where the services are very limited.”
RCTI: Projects

- Services developed to meet local needs and fill gaps in local public transport provision
- Voluntary organisations deliver services eg
  - Dial-a-Bus/Ride services
  - Voluntary car schemes
  - Community ferries
RCTI: Statistics & Evaluation

- £1.5m in 2005-06
- £12.7m awarded since 1998-99
- 153 projects supported to date
- 96 current ‘live’ projects overseen by Steering Group
- 2 independent reviews: 2001 & 2004
RCTI: Benefits

- Improved access to shops, health services, educational opportunities and social facilities
- 1 in 4 users likely to be housebound without RCTI projects
RPPT: Aim

- “To help bus services in all rural areas and to deliver greater help for the more remote areas or 'deep rural areas' of Scotland”
RPPT: Statistics & Evaluation

- £6.1m budget in 2005-06
- Favours rural and remote areas
- Benefits include:
  - Delivered over 400 new services for rural communities
  - Promotes social inclusion
  - 90% say services vital to local community
Rural Petrol Stations Scheme: Aim

“To support the retention of a sustainable and accessible network of fuel supply throughout rural Scotland”
Rural Petrol Stations Scheme: Statistics & Evaluation

- Station must be more than 30 minutes drive from a peri-urban area
- Scheme assists with costs of:
  - Replacing tanks, pipes & pipework
  - Installing LPG tanks & dispensers
- 93 awards to date (61 in H&I)
- 25% for installation of LPG facilities
Rural Petrol Stations Scheme: Benefits

- Retains local services
- Saves local jobs
- Saves an estimated 280,000 miles per year
Rural DRT Pilots: Aim

“To test several DRT initiatives to see what works and what does not with a view to developing a range of flexible, user-friendly and integrated public transport services in rural areas”

(Building on the DRT experiences of the Angus Transport Forum)
Rural DRT: Pilot Projects

- 3 Year Pilot Initiative ending March 2006
- Door-to-door service for people who find it difficult to use public transport
- Benefits:
  - Reducing rural & social isolation
  - Sustaining rural communities and providing better access to services
- Potential for future support for DRT
Where do we go from here?

- National and Regional Transport strategies
- Building on successes
- Identifying further barriers to rural accessibility and priorities
- Developing new policy initiatives in line with emerging priorities eg DRT