

## **TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**

Minute of the Meeting of the Tayside and Central Scotland Transport Partnership held in the Council Chambers, County Hall, Forfar on Tuesday 28 October 2008 at 10.30am.

Present: Councillors Iain Gaul and John Whyte (Angus Council); Councillors Fraser Macpherson and Brian Gordon and Bailie Roderick Wallace (Dundee City Council); Councillors Alan Jack and Ann Gaunt (Perth and Kinross Council); Councillors Andrew Simpson and Jim Thomson (Stirling Council); Professor Malcolm Horner, and Gavin Roser (Members)

In Attendance: E Guthrie (Director); G Taylor (Secretary); J Symon (Treasurer); N Gardiner (TACTRAN); J Valentine and P Frazer (Perth and Kinross Council); I Cochrane (Angus Council); M Galloway (Dundee City Council); L Goodfellow (Stirling Council); and C Wyllie (Henderson Loggie).

Apologies for absence were received from Professor Tony Wells, Bill Wright, Robert Andrew (Members); and Councillor John Kellas (Perth and Kinross Council).

Councillor Macpherson, Chair, Presiding

### **1. DECLARATIONS OF INTEREST**

There were no declarations of interest made in terms of the Code of Conduct.

### **2. MINUTE OF THE MEETING OF 24 JUNE 2008**

The minute of the Partnership meeting of 24 June 2008 was submitted and approved as an accurate record.

### **3. MATTERS ARISING**

#### **Regional Transport Strategy (RTS) and Sub-Strategies (Item 5, para 9 refers)**

In response to a question from Councillor John Whyte on the proposed Bannockburn Station, Les Goodfellow, Stirling Council, confirmed that this proposal had been the subject of earlier discussions between Stirling Council and Transport Scotland, resulting in a commitment by the previous Transport Minister to further develop proposals for a rail-based Park and Ride station serving the major growth area on the south-side of Stirling and to cater for commuter demand between Stirling and Glasgow. The Director confirmed that the Park & Ride strategy to be addressed further under item 8 on the Agenda took account of the need for development of this and other rail based Park & Ride schemes.

#### **4. APPOINTMENT OF NON-COUNCILLOR MEMBER**

There was submitted a report by the Director (RTP/08/24) confirming the resignation of Robert Andrew as a non-Councillor member and seeking the approval of the Partnership to appoint a replacement. The Chair expressed his thanks, on behalf of the Board, for the significant contribution that Robert Andrew had made to the work of TACTRAN during the last two and a half years and wished him every success in his new role with the Stagecoach Group.

**Resolved:**

- (i) The resignation of Robert Andrew from the position of non-Councillor member of the Partnership, effective from 1 November 2008 was noted.
- (ii) It was agreed that a recruitment process to fill the resultant vacancy would be entered into, with authority delegated to the Executive Committee to carry out the process in accordance with the arrangements set out in the report.
- (iii) The Partnership extended its congratulations to Robert Andrew on his appointment to the position of Regional Director North within the Stagecoach Group and offered its thanks and appreciation for his significant contribution to the work of the Partnership since his appointment in April 2006.

#### **5. ANNUAL ACCOUNTS 2007/08**

There was submitted a report by the Treasurer and Director (RTP/08/25) in respect of the Annual Accounts 2007/2008. Cathie Wyllie, Partner, Henderson Loggie, Chartered Accountants, confirmed that the signed Audit Certificate and the Report to those Charged with Governance had been issued on 25 August 2008. The Auditors' opinion was that the Accounts had been properly completed and no material issues had arisen during the Audit.

**Resolved:**

The 2007/2008 Audited Accounts and the Report to Members and the Controller of Audit, as detailed in Appendices A and B to Report RTP/08/25, were noted.

#### **6. ANNUAL REPORT 2007/08**

There was submitted the TACTRAN Annual Report 2007/08 for submission to Scottish Ministers and for general publication, as required by the Transport (Scotland) Act 2005.

**Resolved:**

The TACTRAN Report 2007/08, as set out in the Appendix to Report RTP/08/26 was approved for publication and submission to Scottish Ministers and general distribution to interested parties.

## **7. FINALISED REGIONAL TRANSPORT STRATEGY FOR PUBLICATION**

There was submitted a report by the Director (RTP/08/27) that sought the Partnership's approval of the Finalised Regional Transport Strategy (RTS) for publication.

The finalised RTS, submitted as Appendix B to the report, was a developed version for publication of the revised RTS, as approved by the Partnership for re-submission to Scottish Ministers on 29 April 2008 (Report RTP/08/02 refers). This had now gained Ministerial approval as confirmed by the Minister for Transport, Infrastructure and Climate Change in a letter dated 24 June 2008.

The Director expressed his thanks to Stirling Council's Print and Design Unit for their assistance in production of the revised RTS document, incorporating a new "house style" and revised logo, and to Mike Cairns for his work in developing the revised RTS for publication. After publication arrangements would be made to publicly launch the document and issue copies to key stakeholders and other interested parties. It was noted that there was a need to promote the document widely to ensure public and key stakeholder awareness.

### **Resolved:**

- (i) The Scottish Government's approval of the Regional Transport Strategy was welcomed;
- (ii) The publication of the Finalised RTS as set out in Appendix B to Report RTP/08/27 was approved;
- (iii) The issuing of copies of the Finalised RTS free of charge to all Members of partner Councils, Community Councils, MSPs, MPs, MEPs and key stakeholders was agreed;
- (iv) Making of the Finalised RTS available to download free of charge from the Partnership's website, with printed versions being available to the public and other interested parties at a cover charge of £10 per copy, plus postage, was agreed.
- (v) The production of a free of charge summary version of the RTS, as presented at Appendix C of Report RTP/08/27 was noted.
- (vi) The RTS Strategic Environmental Assessment (SEA) Post Adoption Statement as detailed in Appendix D of Report RTP/08/27 was approved
- (vii) The adoption of a revised TACTRAN logo was endorsed.

## **8. REGIONAL TRANSPORT STRATEGY: SUB-STRATEGIES**

There was submitted a report by the Director (RTP/08/28) informing the Partnership of the results of a consultation with partner Councils and other key stakeholders on the Draft Final sub-strategies to the RTS. The report represented the results of review and consultation on the following sub-strategies: Bus Strategy and CT/DRT Action Plan; Travel Information; Park and Ride; and Walking and Cycling. Comments received from the consultation process were addressed in Appendices B to E to the report.

During discussion it was noted that : (i) the sub-Strategies were now at a higher level than originally intended, reflecting similar revisions to the overarching RTS at the request of Scottish Government; (ii) this had resulted in the need to commission some further work by the various consultants; (iii) in considering the sub-Strategies Angus Council's Infrastructure Committee had additionally commented that the potential for expanding Park and Ride at various stations, and specifically Arbroath, was constrained by current parking availability. It was agreed that ways of improving these facilities would be given further consideration through the Park and Ride Strategy. The Director further reported that, arising from recent discussions with the Regional Buses Forum, the need for consideration of the role of "life-line" services in urban as well as rural areas and the important contribution which could be made by taxis in respect of Demand Responsive Transport initiatives would be included in the final Bus Strategy and Action Plan.

Concerns were raised about the large volume of paperwork produced for TACTRAN meetings and if there might not be a more cost effective method of administering the process. The Chair acknowledged that a significant amount of documentation had been produced during the consultation period; however this should reduce now that the Partnership was entering the delivery phase. The use of electronic distribution prior to meetings went some way to reducing the use of paper.

It was noted that effective methods were required to facilitate wider partnership working with stakeholders such as Scottish Natural Heritage (SNH), and to encourage an understanding of shared objectives. The Director advised that a constructive dialogue had taken place with SNH in respect of the RTS submission in March 2007, and that further work undertaken in relation to the Strategic Environmental Assessment (SEA) Appropriate Assessment, covering a number of the specified Interventions within the originally submitted strategy, had been successfully concluded in consultation with SNH. The Director also noted that the statutory requirements of SEA would be addressed during each delivery stage and that this would involve further engagement with SNH and the other SEA Gateway agencies, as appropriate.

**Resolved:**

- (i) Consultation responses received from partner Councils and other key stakeholders on the Draft Final RTS sub-Strategies, as addressed in Appendices B – E to Report RTP/08/28 were noted.
- (ii) Adoption of the Final RTS sub-Strategies, incorporating the amendments listed in Appendix A and raised in discussion, was approved.

**9. DRAFT REGIONAL TRANSPORT STRATEGY DELIVERY PLAN**

There was submitted a report by the Director (RTP/08/29) updating the Partnership on the progress of the RTS Delivery Plan and plans for consultation with partner Councils and other stakeholders.

Niall Gardiner, TACTRAN Projects Manager gave a presentation which provided an overview of the RTS Delivery Plan. In response to a question he confirmed the scoring methodology used to prioritise actions against the RTS Objectives represented the consensus of discussions with transport officers from the four authorities.

There followed discussion around the issues of delivery and the resources required to facilitate delivery of the Strategy. Professor Horner suggested that, while recent work had concluded that it was not thought to be possible to adequately measure sustainability, it would be useful to outline the key benefits of the Delivery Plan actions. This was welcomed and it was agreed that officers would investigate ways of illustrating the benefits. It was also noted that Council officers would be addressing how the Delivery Plan actions align with Single Outcome Agreements (SOA).

During further discussion the following points were noted: (i) the economic justification for, and viability of, a regional freight hub required further investigation and consideration within the context of work being undertaken on freight distribution at a national level. It was noted that the outcomes of the national freight study were awaited, however the Director considered that a regional perspective was also required in relation to promoting more sustainable movement of freight; (ii) Scottish Government's view is that the responsibility for funding implementation of the Delivery Plan lies with RTP's and their partner Councils, with funding now being allocated through the Block Capital Grant to Councils. The Director advised that RTPs and CoSLA had agreed, in principle, on the need for further discussion with Government on the funding of strategic transport infrastructure and regional priorities, and this matter had also been identified as a key area within CoSLA's ongoing discussions with Government on the development of Single Outcome Agreements. Reflecting Government's position on RTS delivery funding, the Partnership had previously agreed to develop an initial 3-year Implementation Programme based upon a level of funding equivalent to the former RTP Capital Grant now allocated to partner Councils under the 2007 Spending Review. The Director noted that the Draft Delivery Plan had been constructed with the intention that funding contributions by Councils would be requested at this level, and that the programme sought to return the equivalent value in investment benefits to each Council across the 3 years of the Implementation Programme. However, reflecting the regional nature of the Delivery Plan, investment within Council areas in each year of the Implementation Programme did not equate to the annual funding contributions to be sought from Councils. Investment was directed towards priorities established regionally and having regard to individual project deliverability.

He added that the process provided for initial consultation with Councils on the proposals and priorities contained within the Draft Delivery Plan, and a request that Councils consider making provision to support delivery of the RTS in their 2009/10 Budget processes, which were likely to be currently underway and would conclude in mid-February. In response to a question on the position in the event that the anticipated funding was not forthcoming from Councils, the Director confirmed that the Partnership would require to review its Delivery Plan and priorities in light of available resources.

The Chair commended the work of Niall Gardiner and members of the Transport Officers Liaison Group for their work on development of the Delivery Plan.

**Resolved:**

- (i) Progress on review and refinement of the RTS Delivery Plan, was noted.
- (ii) It was agreed that the Draft RTS Delivery Plan, amended to reflect consideration and comment by Partnership members, would be the subject of consultation with partner Councils and other key stakeholders.
- (iii) Partner Councils would be formally requested to make funding provision to support delivery of the RTS within their 2009/10 – 2011/12 budget processes, based on the levels of former RTP Capital Grant which has been re-allocated to Councils as a result of the 2007 Government Spending Review.

**10. REVENUE MONITORING AND PROGRAMME 2008/09**

There was submitted a report by the Treasurer and Director (RTP/08/30) providing an update on the 2008/09 Core Revenue Budget and the RTS Implementation Programme 2008/09 as at September 2008.

In discussion two specific points were raised : (i) discussions had taken place with Highland Spring on the undertaking of a jointly funded feasibility study to investigate the development of a rail freight facility at Blackford. It was confirmed that this work would be supplemented by consideration of the potential for shared use of any such facility, on the basis that this would be expected to be considered as part of any application for national funding; (ii) the proposed work on developing two DRT Pilot Projects, one urban and one rural, was designed to test the applicability of alternative approaches and solutions to addressing the very different markets, geographies and cost bases in these areas. It was noted that both pilots would form the basis of an overall strategy for expanding the role of DRT as part of an integrated public transport strategy across the region.

It was noted that in Appendix A, Projected Outturn, the date should read 2008/09 not 2007/08.

**Resolved:**

- (i) The projected Core Revenue Budget outturn position for financial year 2008/09, as detailed in Appendix A was noted.
- (ii) The projected Travel Plan Budget outturn position, as detailed in Appendix B was noted.
- (iii) The projected RTS Implementation Programme outturn position, as detailed in Appendix C, was noted.
- (iv) Expenditure of £14,800 relating to completion of the RTS sub-Strategies, as detailed in section 3.7 of the Report, was endorsed.
- (v) Expenditure of £29,000 in relation to progressing development of Demand Responsive Transport (DRT) pilots, as detailed in sections 3.13 – 3.15 of the Report, was endorsed.

- (vi) Expenditure of £3,000 in relation to attendance and exhibiting at the Scottish Transport Conference 2008, was endorsed
- (vii) A contribution of £13,925 towards a joint feasibility study into the potential for a rail freight facility at Highland Spring, Blackford and further expenditure of £3,950 in respect of additional freight-to-rail opportunities, was approved.
- (viii) The amended RTS Implementation Programme for 2008/09, as detailed in sections 3.6 – 3.24 of the Report, was approved.
- (ix) It was agreed that a report setting out the 2009/10 and 2010/11 Core Revenue Budget would be submitted to the next Partnership meeting on 9 December 2008.

## 11. CONSULTATIONS

There was submitted a report by the Director (RTP/08/31) requesting that the Partnership endorse and approve responses submitted to various consultations as referred to in the Report.

In discussion it was noted that Appendix E was an extract from the National Planning Framework 2 Strategic Environmental Assessment consultation, which consisted of an expanded list of Candidate National Developments. Arising from a previous consultation on the NPF2 the list had expanded from 9 to 52 potential developments, of which 8 had been submitted on behalf of the Partnership. Following discussion, it was agreed that the Partnership's response to consultation should continue to press for inclusion of the previously requested regional priorities within the NPF2.

In relation to the need for expansion of proposed electrification of Scottish inter-city rail lines including, in the longer term, lines north of the Central Belt, it was acknowledged there were inherent problems and clearance issues related to the full implementation of rail electrification, particularly through tunnels and across major estuaries. It was agreed that a priority for the longer term should also be high speed rail connections between Scotland, London and the remainder of the UK. In the interim it was important to maintain and develop air links through Dundee Airport, in terms of business and leisure connectivity.

The Partnership agreed that Officers should augment and strengthen the responses in Appendix F to reflect discussion.

### **Resolved:**

- (i) The response made to Perth & Kinross Council's consultation on the Draft Air Quality Action plan, as detailed in Appendix A, was endorsed.
- (ii) The Response to the Scottish Government's consultation on the Policy and Financial Management Review of Highlands and Islands Airports Limited, as detailed in Appendix B, was endorsed.
- (iii) The response to the Scottish Parliament Inquiry into the potential benefits of high-speed rail services, as detailed in Appendix C, was endorsed.
- (iv) The proposed response to Transport Scotland's Consultation on Minor Modifications under the Railways Act 2005, as detailed in Appendix D, was approved.

- (v) The proposed response to Scottish Government's consultation on the National Planning Framework 2 Strategic Environmental Assessment of Environmental Effects of Candidate National Developments, as detailed in Appendix F, and revised to reflect discussion, was approved.
- (vi) The Partnership agreed to delegate authority to officers and the Executive Committee to prepare and submit responses to a Network Rail consultation on Templates for Third Party Improvements to Railway Assets and a Transport Scotland consultation on initiatives related to the ScotRail Franchise Extension.

## **12. DIRECTOR'S REPORT**

There was submitted a report by the Director (RTP/08/32) updating the Partnership on matters of interest and relevance to the work of TACTRAN.

The following items were noted in discussion: (i) the RTP Chairs and CoSLA had agreed to establish formal liaison arrangements, progress on which would be reported to the next meeting; (ii) the Scottish Entitlement card which allows concessionary travel for some groups is not valid on DRT services. A leaflet from Help the Aged in Scotland was tabled, launching a "Fare Deal" campaign for free bus travel for older and disabled people who could not access conventional buses. The Partnership agreed to support Help the Aged in this campaign; (iii) it was noted that commencement of the proposed Public Policy Knowledge Exchange Project on Transport and Scotland's Economic and Climate Change Objectives, as discussed in sections 2.14 – 2.19 of the report may not now commence until early 2009.

### **Resolved:**

- (i) TACTRAN's participation in a Public Policy Knowledge Exchange project on Transport and Scotland's Economic and Climate Change Objectives, as outlined in sections 2.14 – 2.19, was approved.
- (ii) The improved rail services, being introduced in the December 2008 First ScotRail timetable, were welcomed.
- (iii) The updates and other information provided in the report were noted.

## **13. ANY OTHER COMPETENT BUSINESS**

### **(i) EU Interreg IVB Dryport Project**

The Partnership was advised of an E.U. Interreg IVB North Sea Region Programme bid to develop proposals for an inland "Dryport" freight handling facility, which could attract 50% EU matched funding. SEStran and the Napier University Transport Research Institute were jointly promoting the proposed project and providing the bulk of the UK funding. The Director confirmed that SEStran had recently been in contact seeking support for the proposed project and that further discussions would take place with SEStran, with progress being reported to the next meeting.

**(ii) Staff Congratulations**

On behalf of the Partnership the Chair offered congratulations to; (i) Ashley Roger (nee Aird), TACTRAN's Office Manager, who had recently married Alan Roger; and (ii) Merry Scott, who had completed her Masters Degree in Transportation and been elected to the position of Chartered Member of the Institute of Logistics and Transport (CILT).

**14. DATE OF NEXT MEETING**

The next meeting would take place on 9 December 2008 in Perth.