

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****13 DECEMBER 2011****DIRECTOR'S REPORT**

This report updates Members on matters of interest and relevance to the work of the Partnership; seeks agreement to hold a regional MSPs briefing in March 2012; and notes and comments on the publication of the Scottish Government's Infrastructure Investment Plan.

**1 RECOMMENDATIONS**

1.1 That the Partnership :-

- (i) agrees to hold a briefing event for regional MSPs around March 2012;
- (ii) notes the publication of Scottish Government's Infrastructure Investment Plan and remits officers to engage with Transport Scotland on opportunities and clarification of apparent omissions within this, as discussed in this report; and
- (iii) notes the updates and other information provided in the report and accompanying Appendix.

**2 DISCUSSION****Forum of Chairs of Regional Transport Partnerships**

2.1 The last meeting of the RTP Chairs Forum was held in Edinburgh on 7 December 2011. The Minute of the previous meeting held in Perth on 7 September 2011 is attached at Appendix A for information. A number of issues discussed on 7 December 2011 are highlighted below.

**Meeting with Minister for Housing and Transport**

- 2.2 The Chairs met with Keith Brown, Minister for Housing and Transport. Discussion covered a range of issues including the Christie Commission and the role of RTPs in supporting the key conclusions of the Commission relating to effective public sector partnership working and focus on preventative spend; how the work of the RTPs supports Scottish Government's Economic Strategy and Climate Change objectives and targets; the pro-active role that RTPs are playing in contributing to and supporting Community Planning; the Key Agency role of RTPs in Development Planning, which is an increasing focus; and continuing work on Transport for Health & Social Care, including regional activity and supporting the various national initiatives on Health & Transport.
- 2.3 Following a constructive meeting it was agreed that the Chairs and Minister will meet again in March 2012, to discuss further how the RTPs can support a refresh of the National Transport Strategy and Strategic Transport Projects Review and delivering on the key elements of this.

### Meeting with Confederation of Passenger Transport (CPT)

- 2.4 The Chairs met with the Chair and senior members of CPT Scotland. Discussion focussed on buses funding, including the implications of proposed revisions to Bus Service Operators Grant (BSOG) and Concessionary Travel support through the Spending Review. Discussions are ongoing between CPT and Transport Scotland regarding revisions to bus service eligibility for BSOG payments and it was agreed the RTPs would continue dialogue with CPT on this.
- 2.5 There was also discussion on the need to improve bus reliability. CPT considers that tackling the impacts of traffic congestion on bus reliability and public transport attractiveness should be a key priority for transport authorities, given the wider environmental and economic benefits that improved bus reliability and increased usage can bring. It was agreed that RTPs would liaise with CPT and their partner Councils to promote more work on bus priority and bus punctuality improvement measures where these are required.

### Rail 2014 Consultation

- 2.6 Transport Scotland's consultation on the arrangements for the next ScotRail franchise, due to commence in October 2014, is discussed in a separate report on Consultations (RTP/11/41 refers). The Chairs agreed to develop a joint RTPs response to the consultation, in addition to individual RTP responses, as proposed in the report on Consultations.

### RTP/CoSLA Liaison

- 2.7 The Chairs endorsed an arrangement whereby the Chair of SEStran will provide informal support and substitute, as required, for CoSLA's Spokesperson for Regeneration and Sustainable Development on strategic transport policy and related issues, thereby enhancing existing liaison arrangements. It was also agreed that further opportunities to develop closer liaison between CoSLA, the RTPs and Scottish Government on strategic transport matters would be explored.

### Access to Health

- 2.8 As reported in previous papers on the Tayside & Central Scotland Health and Transport Framework, RTPs are supporting work on developing the National Healthcare Transport Framework. It had been anticipated that a report on the outcome of this work would be published in November, the findings of which will be taken into account in developing the Tayside & Central Scotland Framework. It is now anticipated that the national report will be published in early 2012.

### MSPs Briefing

- 2.9 A briefing for MSPs was hosted by Kevin Stewart MSP, former Chair of Nestrans, on the evening of 7 December at Holyrood. The briefing informed MSPs about the various statutory roles and duties of RTPs and our work in supporting national and local outcomes through the development and delivery of our Regional Transport Strategies; in supporting Government's Economic Strategy and Climate Change agenda; and supporting Community Planning. The event also offered the opportunity for MSPs to network with and find out more about RTP activity and priorities in their own constituencies.
- 2.10 At its meeting on 20 September 2011 the Partnership agreed to hold a similar briefing for regional MSPs in the New Year (Report RTP/11/32 refers). It is proposed that arrangements are made to hold a regional briefing event for all relevant Constituency and List MSPs around March 2012.

### **National Roads Maintenance Review**

- 2.11 A progress update on the National Roads Maintenance Review (NRMR) was reported in the last Director's Report of 20 September 2011 (Report RTP/11/32 refers).
- 2.12 Outputs from work to date on the NRMR were presented at a National Roads Summit held in CoSLA's offices on 2 November 2011. The report presented at that time identified 30 options which were recommended to be taken forward for more detailed appraisal and evaluation. The report can be inspected at:  
<http://www.transportscotland.gov.uk/files/documents/reports/j203384/j203384.pdf>
- 2.13 The various proposed actions have been endorsed and approved for further investigation and the NRMR Steering Group has reconvened to oversee work on this over the next 4 – 6 months. It is envisaged that a report on this final stage of the NRMR will be published in Spring 2012.

### **Infrastructure Investment Plan 2011**

- 2.14 On 6 December 2011 the Cabinet Secretary for Infrastructure and Capital Investment published the Scottish Government's Infrastructure Investment Plan (IIP), which sets out Government's proposals for investing some £60 billion in a range of transport, digital, water, health, education and housing infrastructure projects in the period 2012 – 2030, to support and boost Scotland's economy. The document can be viewed at:  
<http://www.scotland.gov.uk/Resource/Doc/364225/0123778.pdf>.
- 2.15 The Plan sets out a programme of large schemes costing £20 million or more. It also states that Government will ***“invest significantly in a wide range of less costly projects and programmes that are also strategically important, but have not been individually identified in this Plan”***. In relation to transport it states that smaller scale investments are to be identified through a refresh of the Strategic Transport Projects Review (STPR) in early 2012.

2.16 References to an early review of the STPR and the intention to invest in further smaller scale projects are to be welcomed. It is hoped that this will allow provision for taking forward existing RTS “quick win” priorities such as strategic Park & Ride around Dundee (Dundee West and Tay South) and at Bannockburn; enhancing Dundee Station in support of the Waterfront and V&A @ Dundee (identified as a specific cultural priority in the IIP); further development of our TERS rail proposals, including enhancing Gleneagles Station in support of the Ryder Cup in 2014; development of more sustainable freight transport solutions; plus support for other measures to promote behavioural change, low carbon transport and other sustainable alternatives for passenger and freight transport.

2.17 A number of the Key STPR Projects which are important to the Tactran Region and are included in the RTS Delivery Plan are referred to in the IIP :-

#### A9 Dual - Carriageway (Perth - Inverness)

2.18 The IIP identifies a phased programme of dualling and other improvements between Perth - Inverness from 2017 onwards, at an estimated cost of £1.5 - £3 billion. However, STPR Project 16 : A9 Upgrading, referred to a programme of road safety measures extending from Dunblane - Inverness at a similar cost, but including grade separation at all junctions from Keir Roundabout, Dunblane to Broxden and Inveralmond at Perth. There is no mention of these safety improvements in the published IIP Programme.

#### Highland Main Line

2.19 The IIP refers to a phased programme of passing loops and linespeed improvements between Perth and Inverness over the period to 2025 at a cost of £250 - £600 million (STPR Project 17 : Highland Main Line Upgrading estimated £200 - £450 million). The commitment to continuing to build on the limited HML service enhancements being introduced from December 2011 is welcomed.

#### Aberdeen - Central Belt Rail Improvements

2.20 The IIP indicates that measures to speed up journey times between Aberdeen - Edinburgh/Glasgow will be implemented beyond 2019 at a cost of £250 - £600 million, funded by a mixture of Regulatory Asset Base (RAB) and Transport Scotland Capital. These cost estimates are in line with the estimates contained in STPR Project 23 : Aberdeen – Central Belt Rail Enhancements, but there is less detail on the proposed measures (e.g. no mention of addressing Usan link single tack constraint south of Montrose). Discussions on the potential for embedding the Partnership’s TERS proposals will continue.

#### Edinburgh - Glasgow Rail Improvements (EGIP)

2.21 This is essentially a restatement of the existing programme for increasing capacity and reducing journey times through electrification, financed through Network Rail's RAB, with a capital equivalent value of £1.1 billion. This project will be delivered in phases through to completion in Network Rail Control Period 5 (covering 2014 - 2019).

### A82 Improvements

- 2.22 The IIP includes a specific commitment to implement upgrading measures, including improved overtaking opportunities from Tyndrum to Glen Coe, beyond 2017 “as funding becomes available”, at a total cost of £200 - £250 million, in line with previous STPR estimates.

### High Speed Rail

- 2.23 The IIP includes a new commitment to taking forward the early construction of High Speed Rail (HSR) infrastructure in Scotland, with construction to commence at the same time as HS2 proceeds in England.
- 2.24 The specific details are yet to be defined. It is estimated the cost of providing HSR track from Scotland to north west England, and terminal infrastructure, will be £15 billion, with Scottish Government allocating £8 - £9 billion, to enable joining up with HS2 at Manchester by 2033.
- 2.25 Whilst Government commitment to securing the extension of HSR to central Scotland is clearly to be welcomed and supported, there is a concern that this project should not be advanced at the expense of early implementation, or instead of, other previously stated and supported STPR rail enhancement priorities, such as electrifying the remainder of the core Scottish rail network to Aberdeen and Inverness post-EGIP (see below); enhancing services between Aberdeen - Central Belt and Highland Main Line improvements. It is proposed that clarification is sought on the relationship and prioritisation between HSR and these other STPR identified rail improvements within the IIP.
- 2.26 It is concerning that there are also a number of apparently significant STPR omissions which are also key RTS Delivery Plan projects :-

#### STPR Project 29 : Upgrading A90 at Dundee (estimated at £100 - £250 million)

- 2.27 The STPR identified proposals for upgrading the A90 at Dundee, either through a Northern Relief Bypass or upgrading of the Kingsway. Improving the A90 through or around Dundee is identified as a key element of the RTS Delivery Plan and is one of the key infrastructure issues and improvements identified by the RTS. The need for further work on proposals for the A90 at Dundee is also identified in the TAYplan Action Programme. It is proposed that clarification is sought on Scottish Government’s intentions regarding future development of STPR Project 29 at Dundee.

#### STPR Project 6 : Further Electrification of the Rail Network (estimated at approx. £11 billion)

- 2.28 Extending electrification of the Scottish rail network northwards to Inverness through Perth and to Aberdeen through Perth and Dundee post-completion of the current Edinburgh - Glasgow (EGIP) electrification project, at an estimated cost of £11 billion, forms a key part of the current STPR. Page 44 of the IIP states that “phased completion of electrification of the rail network across Scotland will begin with EGIP”, but there is no inclusion of further electrification proposals beyond completion of EGIP within Annexes B and C, which give detail on the IIP Investments in Projected Pipeline.

- 2.29 It is proposed that clarification of Scottish Government's commitment to a continued programme of electrification of the Scottish rail network is sought, and reference to this also included in the Partnership's own and proposed joint RTPs responses to the Rail 2014 consultation.

STPR Project 28 : Inverkeithing – Halbeath Rail Line (estimated at £100 - £250 million)

- 2.30 The STPR includes this project to speed up rail journey times between Edinburgh - Perth and improve rail access to the port of Rosyth. There is no mention of this project in the IIP. Again it is proposed that clarification is sought on Scottish Government's intentions with regard to this proposal and that reference to this is also included within responses to the Rail 2014 consultation.

### **3 RESOURCE IMPLICATIONS**

- 3.1 This report has no additional financial or other resource implications.

**Eric Guthrie**  
**Director**

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#### **NOTE**

The following papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report :-

Reports to Forum of RTP Chairs on 7 September 2011 : Various

Reports to Forum of RTP Chairs on 7 December 2011 : Various

Report to Partnership RTP/11/32 Director's Report, 20 September 2011

Infrastructure Investment Plan 2011 published by Scottish Government on 6 December 2011

**Regional Transport Partnerships Joint Chairs Meeting  
Held in Perth on 7th September 2011**

**Draft Minute of Meeting**

- Present: Cllr Will Dawson, Chair Tactran (Chair)  
Cllr Russell Imrie, Chair SEStran  
Cllr Jonathan Findlay, Chair SPT  
Cllr Brian Collins, Chair SWESTRANS  
Cllr Ian Yuill, Chair Nestrans
- In attendance: Angela Chambers, SEStran (AC)  
Alastair Short, SEStran (AS)  
Trond Haugen, SEStran (TH)  
John Nelson, SWESTRANS (JN)  
Eric Guthrie, TACTRAN (EG)  
Bruce Kiloh, SPT (BK)  
Eric Stewart, SPT (ES)  
Ranald Robertson, HITRANS (RR)  
Derick Murray, Nestrans (DM)  
Alastair Mitchell, Scottish Government TS (AM)
- Apologies: Cllr Duncan MacIntyre, Chair HITRANS  
Dave Duthie, HITRANS  
Cllr Iris Hawkins, Chair ZetTRANS  
Michael Craigie, ZetTRANS  
David Garbutt- SAS

<b>Item</b>	<b>Action</b>
<b>1 Apologies</b> As above.	
<b>2 Tactran Update</b> Mr Guthrie provided an update on Tactran's key activities and tabled various travel planning leaflets and a recent Quarterly Newsletter, including links to the Tactran websites.	
<b>3. Matters Arising</b> (5) EU Transport White Paper – comments incorporated into paper and stilling awaiting a response  (6) Freight Facilities Grant - Response back from Keith Brown, to be remitted back to Lead Officer to bring back to next meeting  (13) RTP Joint Chairs Committee - Cllr MacIntyre prepared a paper which was circulated to the group, outlining his thoughts on CoSLA and a Transport Committee that is lead by the Chairs, leading the Scottish Councils considerations on transport issues. Discussions also took place at the Chairs dinner and it was agreed to remit back to the Lead Officers to bring back to the next Chairs meeting. The general consensus is that the promotion of the RTP's needs beefing up. Cllr Imrie suggested that the group should propose to have	

regular meetings with the Transport Minister. Cllr Collins raised concerns about the meeting with the Minister as the group only had one chance to get it right and proposed that the Chairs had a discussion at the end of the meeting.

**4. SAS**

Late apologies were tendered by David Garbutt of SAS. The group discussed alternative meeting arrangements for SAS and CPT and it was agreed that as the next meeting has a very heavy agenda, to meet with the Minister in the morning and invite CPT to a session in the afternoon. Officers to discuss the meeting with the Minister on the evening prior.

**5. Healthcare Transport Reviews**

Mr Robertson presented the paper to the group, which was prepared by Dave Duthie and outlines progress made in the last 12 months. Mr Kiloh noted that there was a lot to be welcomed from the Audit Scotland report and was glad to see the RTP's mentioned. The report was noted by the group.

**6. National Roads Maintenance Review: Progress Update**

Mr Guthrie presented the paper and it was noted by the group. Cllr Imrie asked Mr Guthrie what the outcomes of the group are. Mr Guthrie provided a detailed summary and will circulate the brief covering the remit of the group, if it has not been done previously

EG

**7. Shared Services**

Mr Guthrie and Mr Kiloh provided a verbal update to the group and Mr Guthrie will take back to the SCOTS group the views of the Chairs. The update was noted.

**8. Air Access to SE England**

Mr Murray presented the paper to the group. The main points for noting are;

The UK Government are reviewing aviation and are looking to develop a framework policy, which will be in place by the end of 2012.

Mr Murray noted that purpose of the paper is to highlight the economic issues and the group discussed these.

A discussion followed on the views of Government Ministers. Cllr Collins suggested lobbying David Mundell MP, as he has been very supportive of the West Coast 250 Group.

**9. Christie Commission**

Mr Murray presented the paper and noted that the meeting with the Transport Minister and the MSPs briefing is the ideal opportunity to highlight how the essence of the RTPs fits with the Christie Commission sentiments.

**10. MSPs Briefing**

Mr Short presented an update to the group;

Kevin Stewart MSP has agreed to sponsor the event on the 7<sup>th</sup> December and a committee room in the Parliament has been booked between 6:00-8:00pm.

A meeting will take place on the 20<sup>th</sup> September with Kevin Stewart, discussing how to approach the event and what the contents will be. Cllr Imrie suggested producing an information pack which outlines the key activities of the RTPs that the MSPs can take away and refer to. Cllr Collins noted that SWESTRANS have prepared a number of presentations that the group can draw on.

The general consensus is that there is a need to put on a united front and present what the RTPs do collectively but be available as individual groups.

The group discussed the option of putting adverts boards up at lunchtime to publicise the event and it was agreed to see if this is logistically possible.

Cllr Findlay advised that Patrick Harvey MSP had suggested holding an RTP event at the Scottish Parliament, on the back of a similar event that was held for West Coast members and asked if it would be worthwhile if he contacted Kevin Stewart, as it would be an opportunity to give the event broader support.

**11. DRT/BSOG**

Mr Haugen presented the paper and recommended that the RTP's should support the Governments proposal and respond positively. Mr Stewart cautioned that the response should not be on "available to the general public".

A discussion followed on this and Section 19 operators and Mr Kiloh offered to share information with Mr Haugen to ensure the response is right.

**BK**

Mr Mitchell noted that Scottish Government is looking forward to hearing the thoughts of the RTP's on future bus policy, with a view to improving passenger journeys.

Individual responses are to be submitted by the end of the month.

**ALL**

**12. Bus Policy**

Mr Kiloh provided a verbal update to the group and noted that the group had agreed to keep this topic as an open agenda item.

**13. HSR Update**

Mr Haugen presented an updated paper to the group. Mr Haugen noted that the reason for the tight timescale was to have a strong input into the consultation currently taking place on the London to Birmingham route, then influence the UK Government in their proposals. He continued that a further report will be presented to this group regarding progress and the output from the 3 working groups.

Mr Haugen added that a SEStran response has been submitted and he is happy to circulate this to the group.

**14 CPT Liaison**

Covered earlier on the agenda. Paper has been superseded and it was agreed that a CPT meeting would be arranged for the afternoon of the 7<sup>th</sup> December, following on from the RTP Joint Chairs.

**15 AOCB**

Mr Murray noted that because of this group there has been an all Scotland voice on HSR, Aviation and Health and Transport which would not have been there and this has helped to formulate a national response, which is a positive outcome.

**16 Date of Next Meeting**

The next meeting has been arranged for **Wednesday 7<sup>th</sup> December 2011 at the McDonald Holyrood Hotel, Edinburgh.**