

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**15 DECEMBER 2009****CONSULTATIONS****REPORT BY STRATEGY MANAGER**

This report seeks the Partnership's endorsement of officer responses to consultations by Aberdeenshire Council on its Draft Bus Information Strategy and the Scottish Parliament's Transport, Infrastructure and Climate Change Committee Inquiry into Active Travel. The report also seeks approval for proposed responses to the Scottish Government on its Energy Efficiency Action Plan and Transport Scotland on Rail Freight Policy Development.

1 RECOMMENDATIONS

1.1 That the Partnership :-

- (i) endorses the officer response to Aberdeenshire Council's consultation on its Draft Bus Information Strategy, as detailed in Appendix A;
- (ii) endorses the officer submission to the Scottish Parliament's Transport, Infrastructure and Climate Change Committee Inquiry into Active Travel, as detailed in Appendix B;
- (iii) approves the proposed response to the Scottish Government's consultation document on its Energy Efficiency Action Plan, as detailed in Appendix C; and
- (iv) approves the proposed response to Transport Scotland's Rail Freight Policy Development consultation, as detailed in Appendix D.

2 BACKGROUND

- 2.1 Aberdeenshire Council has published a Draft Bus Passenger Transport Information Strategy. Consultation comments were sought by 18 November 2009. The consultation paper is available for inspection at: <http://www.aberdeenshire.gov.uk/publictransport/policies/infostrategy.asp>.
- 2.2 The Transport, Infrastructure and Climate Change Committee is holding an inquiry into walking and cycling in Scotland. Submissions were sought by 11 December 2009. The Committee's call for views is available for inspection at: <http://www.scottish.parliament.uk/s3/committees/ticc/inquiries/ActiveTravelViews.htm>.
- 2.3 The Scottish Government has published a consultation document on its Energy Efficiency Action Plan. Consultation responses are to be submitted by 5 January 2010. The consultation document is available for inspection at: <http://www.scotland.gov.uk/Resource/Doc/287719/0087747.pdf>.
- 2.4 Transport Scotland has published a consultation on rail freight policy development. Consultation responses are to be submitted by 23 December 2009. The consultation document is available for inspection at: <http://www.transportscotland.gov.uk/reports/rail/j11289-00.htm>.

3 DISCUSSION

Aberdeenshire Council Draft Bus Information Strategy

- 3.1 Aberdeenshire Council has published a Draft Bus Information Strategy. The principal interest for Tactran is the potential impact on publicity for cross boundary bus services between Aberdeenshire and the Tactran region.
- 3.2 A copy of the submitted officer response, which was compiled in consultation with the Public Transport Officers Liaison Group, is included at Appendix A, which the Partnership is asked to endorse.

Scottish Parliament's Transport, Infrastructure and Climate Change Committee Inquiry into Active Travel

- 3.3 The Scottish Parliament's Transport, Infrastructure and Climate Change Committee is holding an inquiry into walking and cycling in Scotland, formally referred to as Active Travel.
- 3.4 The Committee is aware that walking and cycling offers many social, economic and environmental advantages. The Inquiry is therefore focused on how to deliver an improved uptake of walking and cycling in practice. The Committee is particularly interested in hearing about what more the Scottish Government, local authorities and other bodies can do.
- 3.5 The formal remit of the Committee's inquiry is to consider;
 - the progress being made in developing Active Travel
 - any barriers to further progress
 - the further action that may be required by the Scottish Government, local authorities and other bodies to ensure that significant progress is made in the development and implementation of Active Travel in Scotland.
- 3.6 A copy of the officer submission, which was compiled in consultation with the Transport Officers Liaison Group, is included at Appendix B, which the Partnership is asked to endorse.

Conserve and Save: A Consultation on the Energy Efficiency Action Plan for Scotland

- 3.7 The Scottish Government has published a consultation document on its Energy Efficiency Action Plan. A series of questions are posed on the development and implementation of the Action Plan.
- 3.8 The Scottish Government proposes to publish its Energy Efficiency Action Plan in early 2010. Energy efficiency seeks to use less energy while obtaining the same level of service. It is envisaged that this can be achieved through:
 - reducing energy demand through behaviour change and measures such as insulation
 - generating and using low and zero-carbon distributed or local energy
 - making the process of converting fuel to an energy service, such as movement, more efficient.

- 3.9 The Action Plan will cover the energy efficiency of domestic and non-domestic energy use, including transport, but will exclude chemical and biological processes.
- 3.10 The consultation paper outlines options for setting indicative energy savings needed from different sectors to contribute to overall greenhouse gas reductions. It recognises that the short term priority must be to build up momentum behind energy efficiency and low-carbon measures, given that current levels of activity are insufficient to reach the Government's longer term 2020 and 2050 Climate Change targets.
- 3.11 It notes, in terms of current trends in energy consumption that transport use is rising, particularly vehicle kilometres travelled and diesel consumption in road transport. Factors affecting the rising trend include the increasing numbers of single-person households, resulting in fewer people sharing cars, and increases in mobile working meaning that some workers may be travelling more to meet clients, etc. Home working may also result in more people choosing to live further from the office, again requiring more travel. Countering these trends it is thought that the energy efficiency of road vehicles may be improving.
- 3.12 The paper identifies barriers to managing demand and achieving step changes in energy efficiency, these are:
- the spatial separation of modern work, home and leisure activities requiring travel between them
 - split decision making, typified through the purchase of a more energy efficient product that may come from abroad rather than supporting local business or minimising the distance a product travels to market for environmental reasons
 - changing travel norms, for example, increasing mobility and choice in public services is making it more difficult to act on messages to reduce driving to mitigate climate change.
- 3.13 There is also a "rebound effect". This occurs when energy efficiency measures are implemented but the full potential energy savings are not realised in practice. As the combination of technical progress and consumer choice encourages manufacturers to sell vehicles that become more efficient and generate lower emissions, the cost of each additional kilometre travelled reduces. This could lead to an increase in kilometres travelled for the same total cost.
- 3.14 In considering transport, the consultation paper refers to the Climate Change Delivery Plan, published in June 2009, which aims for the complete decarbonisation of road transport by 2050, with significant progress by 2030. In order to meet the 2020 target, transport emissions will have to reduce by 32% from 2006 levels.
- 3.15 A number of actions are listed to address transport, these are:
- National Planning Policy for transport that emphasises supporting a pattern of development which reduces the need to travel. This includes "Designing Streets" which places emphasis on ensuring that design

encourages walking, cycling and the use of public transport; reducing energy consumption of roadside electrical equipment; and the Scottish Sustainable Communities Initiative

- improving energy efficiency for personal travel, through promotion of walking and cycling; provision of travel information; car sharing; promotion of eco-driving; improving the bus fleet; Smarter Choices, Smarter Places; and electrification of the rail network
- improving energy efficiency for business travel, including facilitating flexible working; High Speed Rail; Green Fleet Reviews and Travel Plans; movement of goods including Freight Best Practice Scotland; the SAFED for HGVs and vans initiative (Safe and Fuel Efficient Driving)
- promoting modal shift through freight grant schemes
- low carbon technologies
- alternative fuels.

3.16 The consultation paper poses 73 questions, many of which relate to matters outwith the scope of Tactran's policy and operational interest, for example those concerned with energy efficiency in housing. The proposed responses therefore concentrate on those questions relating to transport, though it is proposed that an indication will be given that the Partnership is supportive generally of the Action Plan and the actions being taken or proposed by the Scottish Government.

3.17 A proposed response is included at Appendix C, which the Partnership is asked to approve for submission by 5 January 2010.

Rail Freight Policy Development Consultation

3.18 Transport Scotland has published a consultation document on rail freight policy development. Ten questions are posed on the content of the consultation paper and seeking views on the processes involved in achieving modal shift to rail.

3.19 The aim of the consultation is to identify key challenges and opportunities that exist to develop rail further as a mode of transport for freight. The information gathered will add to the evidence base for rail freight policy to assist in strategic planning for the rail industry. It will also inform decisions on Government investment in rail and contribute to the planning of High Level Output Specifications for the rail industry.

3.20 The consultation paper presents the wider policy context, the benefits of the use of rail as a transport mode for freight, and the obstacles to encouraging increased modal shift of freight to rail.

3.21 A proposed response is included at Appendix D, which the Partnership is asked to approve for submission by 23 December 2009.

4 CONSULTATIONS

4.1 The various responses addressed in this report have been prepared in consultation with partner Councils and other stakeholders through the relevant Officer Liaison Groups.

5 RESOURCE IMPLICATIONS

5.1 There are no resource implications arising directly from this report.

Michael Cairns
Strategy Manager

For further information e-mail michaelcairns@tactran.gov.uk or tel 01738 475774.

NOTE

The following background 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 the above Report:

Draft Aberdeenshire Council Bus Information Strategy August 2009

Scottish Parliament's Transport, Infrastructure and Climate Change Committee call for views –

<http://www.scottish.parliament.uk/s3/committees/ticc/inquiries/ActiveTravelViews.htm>

Conserve and Save: A Consultation on the Energy Efficiency Action Plan for Scotland. The Scottish Government October 2009

Developing Rail Freight Policy in Scotland. Transport Scotland November 2009.

APPENDIX A

Richard McKenzie
Public Transport Manager
Transportation & Infrastructure
Aberdeenshire Council
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

Bordeaux House
31 Kinnoull Street
PERTH
PH1 5EN

Tel: 01738 475775
Fax: 01738 639705
E-mail: info@tactran.gov.uk

17th November 2009

Dear Richard,

Consultation, Draft Aberdeenshire Bus Information Strategy

I refer to the above consultation. The response from *tactran* is as follows:

tactran is in the process of preparing a Regional Bus Information Strategy (RBIS) which it is anticipated will be adopted by three of our partner Councils. Angus Council has previously adopted a Public Transport Information Strategy (PTIS). This response has been considered having regard to the existing PTIS and current thinking on the likely shape of our emerging RBIS. *tactran* has commissioned MVA Consultancy to develop the RBIS and will require the consultants to consider similar strategies in adjacent areas and ensure consistency as far as possible.

I would like to query the Strategy's status relative to the Nestrans Draft Bus Action Plan and the note on page 1.4 regarding the production of a joint Aberdeen/Aberdeenshire information strategy.

I note that there is reference to information regarding cross boundary services into neighbouring RTP or Council areas for Area and Network Maps and Real Time Passenger Information but not for Individual Timetable Leaflets.

In Section 9.3 it is stated that bus operators should provide printed timetable leaflets for each bus service operated on a commercial basis. This is not necessarily the approach that will be adopted in the *tactran* area, where some local authorities currently produce service and area leaflets/guides, particularly for supported bus services, but also in the interests of ensuring comprehensive and composite timetable promotion of commercial service provision.

The cross-boundary issue is of considerable significance in ensuring that information at both ends of a journey is consistent; to avoid costly duplication, especially of timetable leaflets; in notification of changes in service, particularly in informing local media and ensuring that technology is compatible, especially with regard to RTI systems.

I trust that the above comments are of assistance. If you require any further information, or clarification of any aspect in this response, please contact myself on 01738 475774 in the first instance.

Yours sincerely,



Michael Cairns
Strategy Manager

APPENDIX B

Transport, Infrastructure and Climate Change
Committee
Room T3.40
The Scottish Parliament
Edinburgh
EH99 1SP

Bordeaux House
31 Kinnoull Street
PERTH
PH1 5EN

Tel: 01738 475775
Fax: 01738 639705
E-mail: info@tactran.gov.uk

11th December 2009

Dear Sir/Madam,

Inquiry into Active Travel

I refer to the above call for views on walking and cycling in Scotland. The submission from *tactran* is as follows:

Question 1 What more can be done to encourage people to change their travelling habits and walk and cycle more?

It is believed that the existing policy framework on Active Travel, as set out in the National Transport Strategy, the more recently published Cycling Action Plan for Scotland, and in the Regional Transport Strategies and their associated Walking & Cycling Action Plans and sub-Strategies, adequately identifies and gives prominence to the need to encourage increased walking and cycling, both as sustainable alternatives to motorised transport, particularly for shorter journeys, as well as in terms of their beneficial effects on personal health and wellbeing. In the *tactran* region the RTS and Regional Walking & Cycling Strategy and Action Plan provide this policy context.

Significant input is also being made through Travel Planning, including the role of Tactran's Regional Travel Plan Officer working in partnership with Councils, Health Boards and other public and private sector bodies to emphasise the role of walking and cycling within Active Travel Plans for workplaces and other establishments, including funding the provision of cycling facilities at workplaces.

Inevitably there is a need for more financial resources to be applied to enable RTPs and Councils to provide the improved and, where appropriate and possible, dedicated infrastructure needed to encourage a greater perception and acceptance that walkers and cyclists are indeed afforded the highest priority and safety consideration amongst users of the transport network, as is the case in many European countries. The experience from the Continent suggests that significant advances in encouraging increased use of Active Travel modes relies on a balance of strong, positive policy encouragement at every level of Government and by employers, developers and the transport industry, supported by high quality, safe infrastructure. Infrastructure provision needs to look beyond the physical transport network to include other supporting facilities, such as secure workplace parking for bikes and changing/shower facilities.

Related to infrastructure funding and increasing concerns over competing priorities for ever scarcer financial resources, the recent protection of Cycling, Walking and Safer Streets (CWSS) funding has ensured that a minimum element of Local Authority funding has been maintained, albeit that the balance may have tended to be more in favour of traffic calming than pedestrian and cycling schemes. There is a concern that, with the future loss of protected ring-fencing for CWSS funding, Local Authorities will find it increasingly difficult to maintain even the previous levels of investment, against a background of increasing public sector funding constraint. Consideration should be given to maintaining and increasing the existing CWSS funding.

In addition more investment is needed in developing technical excellence, not just among cycling and walking specialists, but in the wider traffic, roads and planning design community through technical design standards and guidance which again prioritises the needs of walkers and cyclists. A coordinated approach to cycle training, publicity, information and marketing is also essential.

Another area where there is scope to do more is through the encouragement of walking and cycling for their health benefits. This is being considered currently by Tactran and the region's Health Boards, and will feature in a Health and Transport Action Plan being developed for the region. There is growing evidence that individuals are becoming increasingly aware of the benefits of taking regular exercise. National campaigns which promote the environmental and personal health and economic benefits of walking and cycling are welcomed, but it is considered that there is scope for these to be more "joined up" with regional and local initiatives of this type.

Question 2 Is enough progress being made in developing and delivering improvements in the uptake of walking and cycling?

Whilst there are examples of good practice around the country there is considerable scope for making more progress. However, this will be heavily dependent on the provision of adequate financial resources. As outlined above the loss of dedicated CWSS funding has the potential to compound, rather than ease, concerns over future funding.

Question 3 If not, what are the barriers to progress? (for example, lack of policy development, lack of political leadership, lack of funding/investment, the lack of prominence given to active travel in transport policy development, project planning and construction etc.)

The principal barrier to progress is lack of funding/investment, though it needs to be recognised that any large increase in funding could result in skill shortages, hence the need also to develop technical excellence, as identified in *tactran's* Walking and Cycling Strategy and Action Plan. More also needs to be done in relation to integrating provision of walking and, in particular, cycling as part of a seamless transport network. Whilst progress has been made on improving multi-modal integration through schemes like Park & Ride, much more can be done to improve integration of cycling within the public transport and roads networks. Despite ongoing concerns about the relative lack of ability to transport bikes on public transport, there are relatively few bus services which enable this form of integration.

Question 4 Why do walking and cycling policies set out in national, regional and local transport plans not result in a greater modal share for walking and cycling?

Progress in implementing cycling and walking strategies and initiatives, as noted above, is being constrained by lack of resources and competing priorities. However, it also needs to be recognised that encouraging modal shift takes time. Experience from abroad indicates that significant and lasting behavioural changes cannot be expected to occur in a time period of less than 15 – 20 years. This is logical as people have chosen their mode for existing journeys and will only consider a different mode in response to changes in the pattern of trip making, for example, due to taking up a new job or due to significant external changes, such as oil price rises.

Further to this, the modal share of walking and cycling needs to be considered in the context of planning policies which, over the past two to three decades, have resulted in employment, retail and health facilities increasingly relocating to the peripheries of urban areas at distances beyond a reasonable threshold for walking and cycling and frequently with inadequate provision being made for pedestrians and cyclists. It is recognised that current planning policies and the new Planning system are intended to encourage location of future new developments where travellers will have a choice of a range of modes, but warm policy intentions need to be followed through by land-use planning and development management decisions which ensure that the role of cycling and walking is not subordinated to broader commercial considerations in the location of workplace, retail and other developments.

Question 5 What further action is required by the Scottish Government, local authorities and other bodies to ensure that significant progress is made in the development and implementation of walking and cycling, particularly if transport is to make a greater and more meaningful contribution to the reduction in greenhouse gas emissions?

As per earlier comments regarding the benefits of currently ring-fenced CWSS funding, it is believed that additional, dedicated funding should be made available for walking and cycling initiatives. RTPs are well placed to manage the application of additional funding in line with national and regional priorities.

Question 6 What can Scotland learn from good practice/successful implementation in other countries?

There is a wealth of experience to be gained from countries such as Denmark and the Netherlands where long term decline, particularly in cycling, has been reversed over the past couple of decades. Also, a number of French cities have more recently recognised the need to encourage cycling and made improvements accordingly. These will illustrate the level of resourcing required, realistic timescales in which to expect modal shift and provide practical lessons in political leadership.

I trust that the above comments are of assistance. If you require any further information, or clarification of any aspect in this response, please contact Michael Cairns, Strategy Manager on 01738 475774 in the first instance.

Yours sincerely,

Eric Guthrie
Director

APPENDIX C

Consultation on the Energy Efficiency Action
Plan for Scotland
The Scottish Government
Business, Enterprise & Energy Directorate
4th Floor, 5 Atlantic Quay
150 Broomielaw
Glasgow G2 8LU

Bordeaux House
31 Kinnoull Street
PERTH
PH1 5EN

Tel: 01738 475775
Fax: 01738 639705
E-mail: info@tactran.gov.uk

15th December 2009

Dear Sir/Madam,

Conserve and Save: A Consultation on the Energy Efficiency Action Plan for Scotland

The Tayside and Central Scotland Transport Partnership considered the above consultation at its meeting on 15 December 2009 and agreed to submit the following comments.

Tactran generally supports the Scottish Government's Action Plan and the actions being taken or proposed. The Partnership does not feel it appropriate to comment on questions/issues which are outwith its policy and operational remit, for example those concerned with energy efficiency in housing. The following responses therefore concentrate on those questions relating to transport.

Question 50 What more can we do to encourage people to reduce the amount of travel, e.g. through behavioural change or modal shift in their daily lives?

The initiatives listed in the consultation are comprehensive. However, there is considerable scope to enhance the role played by information at a strategic level, for example through development and improved marketing and integration of Traveline Scotland and other information systems. Currently Traveline is limited to public transport journeys only. Expansion to cover cycling and an indication of CO₂ emissions by different modes for a particular journey, similar to Transport Direct, would provide more comprehensive information to the public and assist in making more informed choices to help reduce the carbon impacts of transport.

Under the consideration for improving energy efficiency for business travel it is noted that there is no reference to video conferencing. It is believed that this should be promoted through EST and others.

There is a significant issue regarding the perceived affordability of public transport fares. For commuters this can be addressed through "salary sacrifice". The Scottish Government is urged to address with HMRC inclusion of more "green" modes than currently, particularly the scope for extending to include train fares and assist in promoting the concept to smaller businesses.

In terms of improving emissions associated with the transport of goods, Tactran believes there is a significant role for the application of Freight Consolidation Centres to serve urban areas. These would enable larger HGV movements to be restricted

to the major road network and, through consolidation of goods, result in fewer freight vehicle movements in urban areas, together with consideration of use of low carbon vehicles for such deliveries, thus reducing CO₂ emissions and helping improve air quality in urban areas. The Partnership is currently undertaking a feasibility study of such centres in Dundee and Perth and will be pleased to share the findings with the Government.

In terms of modal shift, the issue of increasing electrification of the rail network in Scotland and ensuring that freight can have the benefit of electric traction needs to be considered. This will require consideration of extending overhead line equipment into freight terminals as necessary, and commencing discussions with freight operators to ensure that as lines are electrified, maximum use is made of electric rather than diesel locomotives.

Question 51 What partnerships do we need to create to enable more sustainable infrastructure and networks and develop new technologies and fuels, e.g. with the transport industry, manufacturers and business users?

It is believed that the Regional Transport Partnerships are ideally placed to take a lead on promoting more sustainable transport infrastructure and networks at a regional level, working with transport providers, Councils and users. However, it is recognised that there is scope to involve the SME sector more effectively.

Question 66 How do we tap into and better utilise the resources we have across Scotland?

There is scope for combining efforts, particularly at the regional level. The EST emphasises in transport terms the benefits of eco-driving. This message could be widened to include promoting the need to reduce travel and consideration of alternatives to inefficient use of the car through closer working with RTP Travel Plan Officers. Similarly, national campaigns such as Go Greener could be more effective if they were better connected with local examples/initiatives which can be used to complement the message. Communication of campaign dates would enable RTPs and local authorities to support the Go Greener campaigns. There could also be opportunities for cost savings through reducing individual advertising requirements.

I trust that the above comments are of assistance. If you require any further information, or clarification of any aspect in this response, please contact Michael Cairns, Strategy Manager on 01738 475774 in the first instance.

Yours sincerely,

Eric Guthrie
Director

APPENDIX D

Gillian Hastie
Rail Freight Consultation
Rail Policy Team
6th Floor
Buchanan House
58 Port Dundas Road
Glasgow G4 0HF

Bordeaux House
31 Kinnoull Street
PERTH
PH1 5EN

Tel: 01738 475775
Fax: 01738 639705
E-mail: info@tactran.gov.uk

15th December 2009

Dear Madam,

Rail Freight Policy Development Consultation

The Tayside and Central Scotland Transport Partnership considered the above consultation at its meeting on 15 December 2009 and agreed to submit the following comments.

Question 1 Do you agree with the need for encouraging increased modal shift to rail for freight?

Tactran supports modal shift for freight. This is reflected in the Regional Transport Strategy which states that "We will promote environmental sustainability and improved health and well-being by: ensuring that improvements in the movement of passengers and goods are sustainable, including maximising the use of public transport and rail and water-borne freight".

The Partnership is involved in initiatives to promote the development of rail freight facilities at all three of the region's ports. We have contributed to a feasibility study for a freight railhead at the Port of Dundee. This was followed up with a bid for European funding. Work is continuing into identifying further alternative sources of finance. Tactran anticipates contributing to a study for a Masterplan for Montrose port, included in this will be an assessment of opportunities for rail freight. We have also had earlier discussions with Network Rail and Perth & Kinross Council on the potential for including road/rail facilities near Perth Harbour as part of a review of the carriage fuelling and stabling facilities in Perth. These appear to have stalled and we would welcome any feedback on the current status of these proposals.

Question 2 Have we accurately captured the benefits of freight movement by rail?

These are considered to be adequately covered. There will also be reduced damage to roads and road safety benefits through reduced lorry movements.

Question 3 Have we identified all of the obstacles to the expansion of rail freight movement?

The higher cost of rail is not just related to operational aspects but also reflects the high capital costs of new infrastructure. Providing a new road/rail freight facility requires new sidings and connections to the network through new points and

consequent alterations to signalling. There are likely also to be costs for Network Rail's possessions.

The long time periods involved in obtaining paths does not fit well with adapting to rapidly changing markets.

Question 4 Have we identified all of the obstacles to modal shift to rail

These are considered to be adequately covered.

Question 5 Which of the barriers, if overcome, would be conducive to rail freight expansion?

All of the barriers need to be addressed though undoubtedly the biggest barriers are the greater capital and revenue costs compared with solely using road freight.

Question 6 Are there any types of traffic/scenarios where the rules or processes of the Freight Mode-Shift Grant schemes operated by the Scottish Government Transport Directorate have proved to be an obstacle to securing traffic to rail?

Tactran has had no direct experience of seeking funding through the Grant schemes and, therefore, is not aware of any.

Question 7 Do you consider that intervention is required, in addition to the current incentive schemes, to encourage modal shift? Please give examples of interventions that may contribute to the desired outcomes.

While the current incentive schemes are probably sufficient to address the difference in costs between road and rail transport, there needs to be recognition of the high initial capital costs. These could be funded through a system of loans which could be paid back once the freight terminal is operational.

Question 8 Are the proposals for action suitably allocated to the appropriate sector or organisation?

There are roles also for RTPs to assist in the identification of opportunities. Most RTPs have developed Freight Quality Partnerships and through these can identify opportunities for modal shift at an early stage. A similar role can also be played by Scottish Enterprise when considering the attraction of major developments to an area.

There is a potentially greater role for Scottish Government in consideration of strategic opportunities through the application of the Scottish Freight Model developed by Scott Wilson Scotland Ltd for the Scottish Multi-modal Freight Locations Study. This could be used to identify strategic flows of goods or consider new locations for multi-modal facilities. In the Tactran region although identifying road as having the highest modal share of all the RTP areas in Scotland consideration was not given in the Study to potential road-rail facilities.

Question 9 Are you, or your organisation, ready to play your part in achieving these desired outcomes?

Tactran is keen to play an active role in achieving the objectives. To date, funding has been made available to support various studies, together with Scottish Enterprise and the region's local authorities, into rail freight connections to the

region's three ports. Similar support has been given to part fund a study into the feasibility of a rail freight connection to the Highland Spring plant in Blackford, Perthshire. The Partnership has also made a bid, regrettably unsuccessfully, for European funding for a road/rail facility at the Port of Dundee. This would have involved the use of the innovative NICS (Non Intrusive Crossover System) to reduce the capital costs. Other funding mechanisms are also being investigated.

Tactran also contributes to the promotion of rail freight for timber movements through our membership of the Stirling & Tayside Timber Transport Group as well as being a major source of funding for the post of Regional Timber Transport Project Officer, who is responsible for considering and implementing sustainable transport solutions for timber movements in the region.

Question 10 Do you consider anything further can be done to encourage a modal shift to rail for freight? By whom?

No further suggestions to those identified above.

I trust that the above comments are of assistance. If you require any further information, or clarification of any aspect in this response, please contact Michael Cairns, Strategy Manager on 01738 475774 in the first instance.

Yours sincerely,

Eric Guthrie
Director