

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****23 JUNE 2009****DIRECTOR'S REPORT**

This report updates the Partnership on various matters of interest and relevance to the work of the Partnership. The report also seeks the Partnership's agreement to extend the appointment of Professor Tony Wells until June 2010 and to invite the Chief Executive of Transport Scotland to a future meeting.

**1 RECOMMENDATIONS**

1.1 That the Partnership :-

- (i) agrees to extend the appointment of Professor Tony Wells as Health sector representative on the Partnership Board until 30 June 2010;
- (ii) notes Angus Council's opposition to a northern bypass of Dundee and remits officials to work with Transport Scotland to ensure that further development of proposals for improving the A90 under the Strategic Transport Projects Review fully considers all options for upgrading the route through or around Dundee;
- (iii) agrees to invite the Chief Executive of Transport Scotland to attend a future meeting of the Partnership to discuss opportunities for implementation of the STPR and related projects of regional and national significance;
- (iv) reaffirms its support for the extension of High Speed Rail to Scotland, in the terms outlined in section 2.23 – 2.26 of the report; and
- (v) notes the updates and other information provided in the report.

**2 DISCUSSION****Membership of Partnership Board**

- 2.1 Following the recent change in Administration at Dundee City Council, Councillor Will Dawson and Councillor Dave Bowes have replaced former Chair, Councillor Fraser Macpherson and Bailie Rod Wallace as Dundee City Council representatives on the Partnership Board.
- 2.2 At its meeting on 24 June 2008 the Partnership approved the appointment of Professor Tony Wells as health sector representative on the Partnership Board. Professor Wells had accepted an invitation to join the Partnership for an initial period of 6 months, with continuation to be the subject of a joint review of the continuing suitability of representation and strategic liaison (Report RTP/08/13 refers).
- 2.3 Following joint review by the Director and Professor Wells, it is now proposed that Professor Wells' term of appointment is extended until June 2010, in line with the 2-year term for other non-Councillor Member appointments. This

extension of appointment requires to be notified to Scottish Ministers for endorsement.

### **Forum of Chairs of Regional Transport Partnerships**

- 2.4 The last meeting of the RTP Chairs Forum was held in Shetland on 2 June 2009. The meeting was attended by the Deputy Chair, Councillor Alan Jack. The Minute of that meeting will be circulated for information/interest when available.
- 2.5 The Minute of the previous meeting, held in Nairn on 4 December 2008, is attached at Appendix A for information. Much of that meeting Agenda focussed on issues which formed the basis of subsequent discussions at the RTP Chairs/CoSLA Joint Transport Strategy Task Group meeting on 20 February 2009, and a meeting with the Cabinet Secretary for Finance and Sustainable Growth on 2 March 2009, as discussed below.
- 2.6 The next Chairs meeting is to be hosted by TACTRAN in Perth on 9 September 2009. This meeting will incorporate a liaison meeting with senior members of the Confederation of Public Transport (CPT) in Scotland. The meeting will also be attended by Brian Juffs, Scottish Government's recently appointed Senior Bus Development Advisor, who has been employed to liaise with RTPs, Councils, the bus industry and other stakeholders on implementation of the buses elements of the National Transport Strategy and associated national Buses Action Plan.

### **RTP Chairs/CoSLA Joint Transport Strategy Task Group**

- 2.7 The inaugural meeting of the Joint Transport Strategy Task Group, which consists of the 7 RTP Chairs and 7 members of CoSLA's Regeneration & Sustainable Development Executive Group (R&SDEG), took place in CoSLA's offices on 20 February 2009. The meeting was attended by the Deputy Chair, Councillor Alan Jack.
- 2.8 The Draft Minute of that meeting is attached at Appendix B for information. In summary, the meeting agreed a Terms of Reference for the operation of the Group, and that the Group should aim to meet roughly quarterly to discuss matters of joint strategic interest. Amongst the key items identified for further joint discussion and development through the Group were ongoing engagement with Transport Scotland on the Strategic Transport Projects Review; exploration of possible alternative sources and methods of funding transport projects of national and regional significance; and engagement of RTPs within Single Outcome Agreements.
- 2.9 The next meeting of the Group is to be held at CoSLA's offices on 30 June 2009.

### **RTP Chairs Meeting with Cabinet Secretary**

- 2.10 At the Partnership's meeting on 10 March 2009 the former Chair reported orally on a positive meeting held on 2 March 2009 between the RTP Chairs, CoSLA and the Cabinet Secretary for Finance and Sustainable Growth. A note of that meeting is now attached at Appendix C, for information.

- 2.11 As outlined in Appendix C, the Cabinet Secretary has reaffirmed his belief that the RTPs have a valuable role to play in supporting delivery of Government's transport priorities, through working collaboratively with partner Councils and other key stakeholders. The Cabinet Secretary particularly emphasised his wish that RTPs should press ahead with delivery of their Regional Transport Strategies, having specific regard to the Concordat, the STPR and opportunities for working with the private sector.
- 2.12 Progressing delivery of the RTS is addressed in other reports on the Agenda, including the Partnership's proposed Revenue and Capital Programmes for the current and next financial years and the development of the RTS Delivery Plan, which seeks to prioritise projects such as TERS and Park & Ride, which support delivery of both the RTS and the STPR.
- 2.13 As also referred to in Appendix C, the Cabinet Secretary acknowledged the need for closer collaboration between Transport Scotland and RTPs on the development and implementation of projects contained within the STPR. At their recent meeting on 2 June the RTP Chairs agreed to seek a meeting with the new Chief Executive of Transport Scotland to progress this.

### **Strategic Transport Projects Review (STPR)**

- 2.14 The Partnership considered the outcome of the STPR at its meeting on 3 February 2009 and agreed to remit officers to enter into discussions with Transport Scotland and Scottish Government officials on the connections between the STPR and the RTS and associated Delivery Plan, and to report back on the outcome to a future meeting (Report RTP/09/11 refers).
- 2.15 A meeting was held between the Chief Officers Liaison Group and senior representatives of Transport Scotland on 6 May 2009. The main purpose of the meeting was to hear Transport Scotland's plans for future development of the STPR, and to identify areas and opportunities where the Partnership could work with Transport Scotland to bring forward and develop proposals of joint national and regional benefit.
- 2.16 The meeting discussed the 10 STPR Projects that are of direct relevance and significance to the TACTRAN region and the 6 national/cross-cutting projects which are also of relevance to the region. STPR projects of particular interest and relevance to the RTS include Project 8 : Strategic Park & Ride/Park & Choose; Project 29 : Improving the A90 "through or around Dundee"; Projects 7, 15, 17, 23 and 28 covering various improvements to the national rail network and timetable through our area, which also have implications for the Tay Estuary Rail Service (TERS); and Project 15 : upgrading the A9 from Dunblane to Inverness.
- 2.17 Transport Scotland indicated a willingness to work collaboratively on taking forward projects of joint interest but also reiterated that, apart from the Government's stated "top 4" national projects – Forth Replacement Crossing; Edinburgh – Glasgow Rail Improvement Project; and the Highland Main Line and Aberdeen - Inverness rail improvements – there is no funding available to support development of other STPR projects at this time. TACTRAN officials sought to explore the opportunity for joint funding of development work over the next 2 financial years as part of the Partnership's Revenue Programme for 2009/10 and 2010/11, but it seems that Transport Scotland have little or

no available budget to support or match fund such developments outwith the "top 4".

- 2.18 Whilst this apparent inability to contribute to development of regional priorities within the STPR is clearly disappointing, officials have agreed to keep in touch with Transport Scotland on further development of projects which relate to STPR, particularly in relation to the TERS project and developing Park & Ride proposals around Dundee, at Bannockburn and at other strategic locations, including Perth.
- 2.19 Given that Transport Scotland is not currently in a position to enter into positive discussion on progressing STPR projects, it was agreed that there would be limited benefit in Transport Scotland officials meeting with the Partnership Board at this stage. It is proposed that an invitation is extended to the new Chief Executive of Transport Scotland to attend when they are in a better position to discuss positive progress and commitment on moving forward with collaborative work on early actions, possibly at the September or December meetings later this year.
- 2.20 At the meeting on 10 March 2009 Councillor John Whyte indicated that a Notice of Motion was due to be considered by Angus Council, calling on Transport Scotland to remove proposals for a northern bypass of Dundee from the STPR. The Council duly unanimously approved this proposal and the Chief Executive of Angus Council has written to Transport Scotland and TACTRAN to confirm the Council's opposition to any proposed northern bypass of Dundee.
- 2.21 During the development of the RTS concerns were raised by Angus Council representatives regarding the potential for a northern bypass and the RTS was amended to explicitly state that support for improvements to the A90 must include examination of all options for upgrading the route "through or around Dundee".
- 2.22 The Partnership is asked to note the formal position adopted by Angus Council and to remit officials to work with Transport Scotland to ensure that further development of proposals for improving the A90 at Dundee examines all options for upgrading the route in line with the principles of STAG and the position adopted through the RTS.

### **High Speed Rail (HSR)**

- 2.23 The Department for Transport has established a body, HS2, to investigate opportunities for extending the High Speed Rail network beyond London, initially to Birmingham and subsequently northwards. HS2 has been tasked with reporting back to Government on the case for extending HSR to Scotland by the end of the year.
- 2.24 The extension of HSR to Scotland is supported by the Scottish Government. The RTS supports the development of HSR between Edinburgh and Glasgow and London. Various campaign groups have been established to lobby for the early development of HSR within Scotland. A paper is being developed by the group High Speed 2 Scotland (HS2S), in association with the Scottish Chambers of Commerce, which promotes the case for early Government commitment to development of HSR between Scotland and London. The support of RTPs and Councils is being sought and further developments on

this will be reported to the Joint RTP Chairs/CoSLA Task Group meeting on 30 June, as referred to above.

- 2.25 There is a clear concern that HSR serving only English cities would see Scotland significantly disadvantaged and becoming less attractive as a place to do business. These concerns regarding relative peripherality impacts could equally apply to areas north of the Edinburgh-Glasgow axis if HSR comes as far as Central Scotland with no improvement to existing rail connectivity for the regions of Scotland which lie north of the Central Belt. Whilst areas further north would clearly benefit from reduced journey times between Edinburgh/Glasgow and England, end to end journey times to London would be unlikely to be reduced sufficiently to make rail an attractive alternative to air travel. The relatively slower journey times north of the Edinburgh – Glasgow axis could also have an adverse impact on the economic competitiveness of these areas. This reinforces the need for planned improvements to rail capacity, frequency and journey times, including extension of electrification of the Scottish rail network beyond Edinburgh – Glasgow as envisaged by the STPR, to be implemented as a complement to an overall HSR strategy delivering benefits to the whole of Scotland.
- 2.26 The Partnership is asked to reaffirm its support for the extension of HSR to Scotland, subject to the above comments regarding the need to ensure complementary improvements in rail connectivity north of the Central belt, and to authorise the Director and Chair to input to further development of the case for HSR through the RTP Chairs Forum and other opportunities.

#### **National Express Seat Reservation Charges**

- 2.27 It was announced in May that National Express had introduced a £5 charge for seat reservations on their East Coast Main Line services from Scotland to London. The imposition of this charge provoked a considerable amount of media and public concern and Board members Councillor Brian Gordon and Councillor Dave Bowes requested that a letter be sent to National Express, requesting that they reconsider and reverse their decision to impose this additional cost burden. A response has been requested by 23 June and any further developments will be reported orally.

#### **Publication Scheme**

- 2.28 At its meeting on 3 February 2009 the Partnership approved a revised Publication Scheme for submission to the Scottish Information Commissioner's Office, in line with statutory obligations to update the previously approved scheme by 1 June 2009 (Report RTP/09/09 refers).
- 2.29 The Information Commissioner's office acknowledged early receipt of the revised scheme. It had been anticipated that a response advising the Information Commissioner's views on approval of the revised scheme, for implementation by 1 June, would have been received by the end of May, for reporting to this meeting. However, at the time of writing, a response is awaited. Any further developments will be reported orally.

### **3 RESOURCE IMPLICATIONS**

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

**Eric Guthrie**  
**Director**

For further information email [ericguthrie@tactran.gov.uk](mailto:ericguthrie@tactran.gov.uk) or tel. 01738 475771

#### **NOTE**

No 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 this Report.

## Meeting of Chairs of the Regional Transport Partnerships

Nairn

4 December 2008

### Minute of meeting

Present:

Cllr Duncan MacIntyre, Chair, HITRANS (Chair)  
 Cllr Allan Wishart, Chair, ZetTrans  
 Cllr Phil Wheeler, Vice Chair, SESTRAN  
 Cllr Brian Collins, Chair, SWESTRANS  
 Cllr Alan Jack, Vice Chair, TACTRAN  
 Cllr Kevin Stewart, Chair, Nestrans  
 Cllr Alison Hay, COSLA

In attendance:

Derick Murray, Nestrans  
 Rab Dickson, Nestrans  
 Dave Duthie, HITRANS  
 Michael Craigie, ZetTrans  
 Alastair Short, SESTRAN  
 John Nelson, SWESTRANS  
 Rodney Mortimer, SPT  
 Bruce Kiloh, SPT  
 Anil Gupta, COSLA

Item	Action
<p><b>1. Welcome and Introductions</b>            Councillor Duncan MacIntyre, HITRANS, as host RTP, took the Chair and welcomed everyone to the meeting.</p> <p>Apologies were noted from;            Cllr Alistair Watson, SPT            Cllr Russell Imrie, SPT            Cllr Fraser Macpherson, Tactran            Eric Guthrie, TACTRAN</p>	-
<p><b>2. Note of Chairs meeting on 29 Sept 2008</b>            The minute of the above meeting was agreed as a true record.</p>	-
<p><b>3. Matters Arising</b>            Hitrans paper on rural garage issues- for future meeting            Road Equivalent Tariff paper – to be discussed</p> <p>RTP/COSLA Joint Group – Anil Gupta presenting paper            STPR – SPT written to TS and Scot Govt, announcement due soon.</p>	<p><b>Hitrans            RTP Lead            officers            COSLA</b></p>
<p><b>4. RTP/COSLA Chairs Group</b></p>	

<p>Anil Gupta presented paper.</p> <p>After discussion, the Chairs noted:</p> <ul style="list-style-type: none"> <li>• List of COSLA reps is being drawn up</li> <li>• Anticipated meeting early in new year</li> <li>• Agenda to be agreed with RTP Lead Officers</li> </ul>	<p><b>COSLA / RTP Lead officers</b></p>
<p><b>5. Meeting with Cabinet Secretary and Transport Minister</b></p> <p>Rodney Mortimer presented paper.</p> <p>After discussion, the Chairs noted:</p> <ul style="list-style-type: none"> <li>• Meeting is likely to be late January / early February</li> <li>• Need for RTPs to produce a 'one year on' report from last meeting with Cab Sec</li> <li>• A conference on STPR was being held in mid-January at which the Transport Minister was speaking.</li> </ul> <p>Furthermore, the Chairs agreed:</p> <ul style="list-style-type: none"> <li>• It was important that a joint RTP position was agreed on response to STPR, and that electronic discussions should take place after this meeting on this subject.</li> <li>• That a press release should be prepared and released after this meeting from joint RTP Chairs on STPR.</li> </ul>	<p><b>RTP Lead Officers</b></p>
<p><b>6. Alternative Funding Workshop</b></p> <p>Bruce Kiloh presented paper.</p> <p>After discussion, the Chairs noted the contents of the report.</p>	<p>-</p>
<p><b>7. Single Outcome Agreements</b></p> <p>Cllr Alan Jack presented paper on behalf of Eric Guthrie.</p> <p>After discussion, the Chairs noted the contents of the report and agreed:</p> <ul style="list-style-type: none"> <li>• COSLA could be valuable in assisting RTPs where there may be issues relating to involvement in SOAs</li> <li>• This should be discussed at RTP / COSLA joint group</li> <li>• Anil Gupta would draw up paper summarising issues for circulation</li> </ul>	<p><b>COSLA</b></p>
<p><b>8. National Transport Strategy Stakeholders group</b></p> <p>Bruce Kiloh presented paper.</p> <p>After discussion, the Chairs noted the contents of the report, and that :</p> <ul style="list-style-type: none"> <li>• Trunk roads were an issue which should be discussed at this meeting</li> </ul>	



It was agreed that a list of future meetings be prepared and circulated	<b>RTP Lead officers (Secretariat)</b>
<p><b>14. AOCB</b></p> <p>Cllr Collins asked that in future, papers for RTP Chairs meetings should be circulated no later than one week prior to the meeting.</p>	<b>RTP Lead officers (Secretariat)</b>



## DRAFT MINUTE OF MEETING OF JOINT TRANSPORT STRATEGY GROUP

COSLA Offices, Edinburgh

20 February 2009

## Present:

Cllr Alison Hay (in the Chair)		Cllr Pat Watters	President COSLA
Cllr Brian Collins	SWESTRANS	Cllr Billy Hendry	East Dunbartonshire
Cllr Russell Imrie	SESTRANS	Cllr Tony Martin	Fife
Cllr Duncan MacIntyre	HITRANS	Cllr Donald Manford	Nan Eilean Siar
Cllr Alan Jack	TACTRAN	Cllr Sandy Parks	Highland
Cllr Ann Robertson	NESTRANS	Cllr Ian Gray	South Lanarkshire
Cllr Alistair Watson	SPT	Cllr David Fagan	North Lanarkshire
Cllr Allan Wishart	ZETRANS	Cllr Alex Macdonald	VP COSLA
Cllr Neil Fletcher	VP COSLA	Anil Gupta	COSLA
Bruce Kiloh	SPT	Ian Bruce	SCOTS (Glasgow City)
Alex Macaulay	SESTRANS	Iain Gabriel	SCOTS
Alistair Speedie	SWESTRANS	(Aberdeenshire)	
* denotes substitute		James Fowlie	COSLA

## Apologies:

Cllr Fraser Macpherson	TACTRAN	Cllr John Laing	Highland
Cllr Kevin Stewart	NESTRANS		

**1. Welcome and Apologies**

Cllr Hay welcomed those present to the first meeting of the Joint Transport Strategy Group and also the members of the Presidential Team who joined for the start of the meeting. .

**2. Terms of reference for the joint transport strategy group**

Anil Gupta presented the terms of reference paper that had been seen by members of both the RTP Chairs and the Regeneration and Sustainable Development Executive Groups. These were endorsed by the members at the meeting.

It was agreed to check if videoconferencing would be available to those travelling furthest to these meetings. It was noted that up to four sites could be linked once, although there may be some difficulties in the current arrangements within COSLA, as the videoconference room was quite small. It was agreed to both refer the matter to COSLA's IT specialist as well as to consider the offer from SESTRANS to use their offices in Edinburgh which could take the meeting around its board room table.

*It was also agreed to aim to have four meetings a year, spaced between the Regeneration and Sustainable Development Executive Group meetings, as originally envisaged.*

### **3. Strategic transport projects review**

Bruce Kiloh presented his paper on the progress of the STPR. It was agreed that it would be useful to establish a common agreed course of action.

In the discussion the point was made that there is a need to define what is "national", "regional" or "local". This appears to have affected some of the outcomes of the STPR, and this lack of clarity has led RTPs and local authorities to seek clarification from Transport Scotland as to the decision-making processes that were undertaken. The decisions of Transport Scotland mean that projects that don't fit into the national criteria leaves them with uncertain funding. It was noted that this sort of problem was replicated in dealings with Scottish Enterprise, where small-scale town improvements were for a while seen as nationally important because of the tourism trade, but were dropped at the point when enterprise functions transferred leaving the local council to pick up the costs of the project. Where things have been seen as 'National' they should be funded by the Scottish Government or its designated bodies.

A challenge for all is to get a better coordination between the various agencies, as well as joint local government activity. It was also noted that Transport Scotland's remit did not touch Island authorities. Transport Scotland doesn't deal with ferries and all trunk roads end on the mainland. The STPR left Island is unaffected. Separately, it was felt decision making in Transport Scotland needs to be more locally accountable. Transport Scotland continued to be the only funded agency to do roads and rail work, but it has an unclear relationship with the Scottish government transport policy group.

The way the STPR had been conducted was contrasted strongly by way the Ferries Review as being managed. It was an open process involving the various partners with the majority of affected councils being directly engaged.

*It was agreed to invite Transport Scotland to discuss the STPR progress being achieved. In particular members want to discuss issues surrounding the current structure.*

However, it was also noted that the participants in the Joint Transport Strategy Group need to develop agreed positions so that we can make clear interventions and positively influence Transport Scotland. It was recognised that there is good material in the STPR, but because of the high priority given to the four leading projects, the future of lower order projects remains uncertain.

*It was agreed to remit the preparation of the joint paper to the lead officers, and for this to be presented to the next meeting of the joint group.*

#### **4.1 Key agency status and the new development planning system**

Alex Macaulay presented this report on behalf of Eric Guthrie. He noted considerable progress is being made with the new status which was felt by all to be welcome. The recommendation to encourage RTPs and the local and strategic development planning authorities to work together was supported.

*It was also agreed that matters be referred to the Directors of Planning, to ensure future effective partnership working develops between RTPs and the strategic and local development planning process.*

## **4.2 Alternative Funding Workshop**

Alex Macaulay presented the paper, representing output from a workshop that took place on 28 January 2009, between RTPs, the Scottish government and COSLA. The report covered the possibilities of using single outcome agreements, involvement with the enterprise sector, Scottish futures trust, Prudential borrowing, precept, European funding and shared services as well as statutory planning processes as ways of gaining access to resources to fund the transport infrastructure.

The paper was welcomed as an excellent piece of work. It was felt that the status quo is unsatisfactory. The need to be pragmatic and use what will work was recognised. It is clear that an arrangement on a regional basis is needed as transport requirements do not respect local authority boundaries. It was also clear for those on the east central belt of Scotland that growth is being limited by the lack of transport infrastructure, and that the development of transport may not be viewed as a high enough priority.

Discussion within the group showed broad support for most of the proposals, but a division of views over the use of a power to precept. It was suggested that, having arrived at the 'light touch' position in the concordat, it would be viewed as a retrograde step to go to the Cabinet Secretary to argue for such a high level of ring fencing. There was a similar division over the proposal to include RTPs as statutory consultees in the planning process, primarily because it was felt this could amount to unnecessary duplication.

It was suggested that more of the RTPs should seek to have powers similar to the SPT. However, it was noted that John Swinney MSP had said there was benefit in the variety of arrangements that currently exists. NESTRANS stated it did not aspire to a different model, finding its current arrangements worked well.

*At the end of the discussion it was agreed that the paper should be reworked to include more information as well as the outcome of the follow-up points included in the current version. It should also include further discussion around matters of political interest, so that a final position could be taken up before using the paper in open discussion with the Scottish Government.*

## **4.3 Single Outcome Agreements.**

Bruce Kiloh presented the paper prepared by Eric Guthrie of TACTRAN which referred the Andrew Goudie circular indicating the need to engage with RTPs during the community planning partnership process and the development of single outcome agreements.

It was noted that the first drafts will be submitted to the Scottish government in my local authorities on or before the 27th February this year.

*It was suggested and agreed that leaders should be written to by Alison Hay to remind them of the need to engage with statutory consultees in the community planning processes including RTPs, as they will have to sign off the SOAs too.*

*It was agreed that lead officers should do a quick audit of the progress RTPs are making in influencing the single outcome agreements, and that COSLA officers would facilitate a meeting between RTP lead officers and the Improvement Service which it was felt would be useful in developing further work on local outcome indicators concerning transport.*

## **5. Cabinet Secretary meeting**

Bruce Kiloh presented this paper which covered the draft agenda for the meeting with John Swinney to take place on 2 March 2009, in Glasgow. The report was noted and agreed. As SPT already had arranged for an hour with John Swinney after the chairs of RTPs, it was suggested that the time be used to maximise the input of the non-SPT chairs.

## **6. Future Work.**

Anil Gupta presented a brief report suggesting that a future work plan be remitted to the secretariat for further work.

*It was agreed that the broad headings of the report be worked on with the work highlighted earlier on in the meeting being added. It was also agreed that consideration be given to bringing forward a paper on the freight industry where the lack of appropriate transport infrastructure such as road or rail links was having a limiting effect on getting fuel (e.g. coal) to market. It was also suggested that a paper on air links to remoter island communities be prepared for a future meeting.*

### **4.1 Any Other Business**

Cllr Neil Fletcher, on behalf of the presidential team, congratulated the members on how well the first meeting had gone and how good it was to see the broad interests of the local government family working together.

Anil GUPTA  
COSLA.

**Regional Transport Partnerships**

**Chairs Meeting**

**Shetland Islands**

**3 June 2009**

**ITEM 4 : Meeting of RTP Chairs and Cabinet Secretary for Finance and Sustainable Growth, Glasgow, 2 March 2009.**

**Summary**

The purpose of this report is to note key points from the meeting of the RTP Chairs and the Cabinet Secretary on 2 March 2009 in Glasgow.

**Recommendation**

The Chairs are asked to note the contents of this report, and agree future actions based on the above meeting.

**Background**

The RTPs are keen to continue to work in partnership with the Scottish Government to deliver transport solutions for people across Scotland. In furtherance of this, the meeting was arranged to continue dialogue with the Cabinet Secretary.

The agenda for the meeting was:

- Regional Transport Partnerships: Key Achievements since December 2007 and Plans for the future
- Working towards National Outcomes
- Working in partnership with the Scottish Government

A joint submission was also made by RTPs highlight progress on key issues since the last meeting with the Cabinet Secretary in December 2007.

**Proposal**

The meeting was positive, and a number of key points were raised:

- Cabinet Secretary made positive remarks about RTPs and the role they play and can play in the future regarding transport
- COSLA comment that RTPs are a key part of the future for transport in Scotland
- RTPs have borrowing powers – Cabinet Secretary keen to explore this further

- Cabinet Secretary emphasised that, through the Concordat, the Scot Govt is expecting RTPs and local authorities to exercise leadership in how transport is funded and delivered, and to take further action.
- Cabinet Secretary noted that it is vital for national, regional and local transport organisations to be aligned.
- Cabinet Secretary was comfortable with RTPs exploring any funding opportunities they felt necessary.
- In relation to the STPR, RTPs emphasised their desire to assist in delivery. Cabinet Secretary keen that all agencies – including councils – played their part in delivery, using STPR as a guide.
- Cabinet Secretary noted his desire to crystallise the good work being done by RTPs, councils, community planning partners, and wanted to see continued evidence of RTPS bringing people and organisations together to work in partnership.
- RTPs emphasised that they can bring a new way of approaching transport issues.
- Cabinet Secretary keen for RTPs to continue to seek ways of working with the private sector, and continuing to break down barriers in this regard.
- Cabinet Secretary noted that current political structures were in place which were built for alignment and consensus, and that this was a positive step forward.
- Cabinet Secretary noted the importance of a good working relationship between RTPs and Transport Scotland.
- In relation to the Forth Bridge, the Cabinet Secretary emphasised that it was not true that this was the only big project in Scotland over coming years, and that there were many others which could be delivered in partnership.

In his concluding comments, the Cabinet Secretary emphasised that

- RTP dialogue with Transport Scotland on the STPR was vital;
- A key role for the RTPs was to gather views of councils on how to move forward on future projects;
- RTPs should show leadership, and come up with innovative solutions to transport problems;
- Crystallisation of proposals RTPs are working on is vital, as is a sharper sense of what the key priorities are.

An outcome of the meeting was for the Scot Govt Transport Directorate to organise a meeting with Transport Scotland and the RTPs to discuss issues raised at this meeting.

It is proposed that RTP Chairs and Lead officers discuss issues raised above and progress made so far, and agree future actions.

**Bruce Kiloh**  
**SPT**