

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

Minute of the Meeting of the Tayside and Central Scotland Transport Partnership held in the Chambers, Council Building, Forfar on Tuesday 15 December 2009 at 10.30am.

Present: Councillors Will Dawson, Brian Gordon and Dave Bowes (Dundee City Council); Councillors Colin O'Brien and Jim Thomson (Stirling Council); Councillor John Whyte (Angus Council); Councillors John Kellas, Ann Gaunt and Alan Jack (Perth and Kinross Council); Professor Malcolm Horner, Professor Tony Wells, Bill Wright, Doug Fleming and Gavin Roser (Members).

In Attendance: E Guthrie (Director); N Gardiner and M Cairns (Tactran); G Taylor (Secretary); G Chree (Angus Council); N Gellatly, and E Gourlay (Dundee City Council) L Goodfellow (Stirling Council); P Frazer, J Cockburn, and J Valentine (Perth and Kinross Council)

Apologies for absence were received from Councillor Iain Gaul (Angus Council).

Councillor Dawson, Chair, Presiding

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

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

### **2. MINUTE OF MEETING OF 22 SEPTEMBER 2009**

The minute of meeting of the Tayside and Central Scotland Transport Partnership of 22 September 2009 was submitted and approved as a correct record.

### **3. MATTERS ARISING**

There were no matters arising.

### **4. ANNUAL REPORT 2008/09**

There was submitted a report (RTP/09/42) by the Director seeking the Partnership's agreement to delegate authority to the Executive Committee to approve the Annual Report 2008/09 for publication and submission to Scottish Ministers.

#### **Resolved:**

That authority be delegated to the Executive Committee to approve the Annual Report 2008/09 for publication and submission to Scottish Ministers; be agreed.

## **5. STRATEGIC DEVELOPMENT PLAN**

The Partnership heard a presentation by Pam Ewing, Strategic Development Plan Authority (SDPA) Manager in relation to the TAYplan Joint Planning Authority and outlining progress on preparation of the Strategic Development Plan (SDP). Also highlighted was the role of the SDPA, population growth options and projected housing requirements. A copy of the presentation is attached to the minute as Appendix A for further information.

The Director highlighted the Partnership's statutory "Key Agency" role in the Development Planning process and advised that consultations at key stages of the SDP process would be the subject of reports to future meetings. The Partnership noted that formal consultation on the Main Issues Report would probably be considered at its meeting in June 2010.

## **6. FREIGHT ACTION PLAN**

There was submitted a report (RTP/09/43) by the Strategy Manager updating the Partnership on work being undertaken to develop Freight Quality Partnership initiatives and seeking approval for a Draft Regional Freight Action Plan.

In particular the Partnership considered the following:

### **(i) Freight Consolidations Centres Study**

As a result of a tender exercise JMP had been appointed to carry out the study into possible centres serving Perth and Dundee and commenced work on 29 October 2009. The full list of tenders was included in Appendix A to the report. A Draft Final Report by the consultants would be available for submission to the next meeting of the Partnership.

### **(ii) Scottish Multi-Modal Freight Locations Study**

A letter outlining Tactran's and the Freight Quality Transport Steering Group's response to the Scottish Multi-Modal Freight Locations Study was appended to the report as Appendix B. The letter expressed concerns at the study's findings in relation to the Tactran Region and apparent lack of recognition of the role and potential of the Region's 3 key ports at Dundee, Montrose and Perth, as strategic Ports on the east coast of Scotland, as acknowledged in the National Planning Framework 2.

### **(iii) Montrose Master Plan Study**

It was proposed that the Partnership contributed £10,000 towards a study to develop the Montrose Port area. The cost would be met from the 2009/10 Revenue programme.

#### **(iv) Freight Action Plan**

The development of a Draft Freight Action Plan had been discussed with the FQP Steering Group and the following priorities had been developed: (i) overnight lorry parking; (ii) Freight Consolidations Centres; (iii) the development of a Timber Strategy; (iv) port development and rail connections; and (v) the investigation of vehicle priority lanes.

Gavin Roser provided an oral update on the work of the Scottish Government Scottish Ferries Review, which was a strategic review of ferry services on the west coast of Scotland and the Northern Isles. This had included extensive interviews with 140 stakeholders, including transporters of chilled and ambient foods. A problem had been identified with the availability of suitably sized shipping to move smaller amounts of freight and this impacted on levels of road transport. Unfortunately, there was a lack of statistical information to underpin the study which is where the interview process had been valuable in providing qualitative evidence.

The Director advised that, whilst the Ferries Review was not directly concerned with ferry connections on the central east coast of Scotland, Regional Transport Partnerships were being kept informed of progress by Scottish Government and their official had met with RTP Chairs on this in June 2009. The outcomes of the Review were to be reported back to RTP Chairs when published and would also be reported to the Partnership, as appropriate.

#### **Resolved:**

- (i) The commission of a study into the potential for Freight Consolidation Centres for Perth and Dundee, be awarded to consultants JMP at a cost of £39,498, be endorsed;
- (ii) The submission of representations to the Scottish Government on the Scottish Multi-Modal Freight Locations Study, as detailed in Appendix B; be noted.
- (iii) A contribution of £10,000 towards development of a Montrose Masterplan be approved;
- (iv) The Draft Regional Freight Action Plan as outlined in paragraphs 3.9 – 3.11, and the remit of this for further detailed development to the Freight Quality Partnership Steering Group, be agreed.

COUNCILLOR JOHN WHYTE ARRIVED AT THIS POINT

#### **7. DEMAND RESPONSIVE TRANSPORT (DRT)**

There was submitted a report (RTP/09/44) by the Strategy Manager updating the Partnership on progress in implementing an urban DRT pilot scheme in the Mid-Craigie/Linlathen areas of Dundee and seeking approval for the selection of West Kinross-shire for further investigation as a rural DRT pilot area.

It was reported that the urban DRT pilot area would commence in Dundee in spring 2010 and that the West Kinross-shire area had been chosen for the rural pilot. A consultation process was underway in respect of the urban pilot scheme which would include: (i) telephone canvassing of travel card holders; (ii) focus group meetings at elderly people's homes; and public meetings. A combination of communication methods would ensure that priority groups were consulted and there had also been discussions with Shop Mobility in Dundee.

Councillor Whyte queried whether the experience of the Dundee pilot scheme would be rolled out to other parts of the region, including areas of Angus adjacent to Dundee City, and the Strategy Manager confirmed that this would be the intention.

**Resolved:**

- (i) Progress in implementing the urban DRT Pilot in Dundee, be noted;
- (ii) Selection of the rural DRT pilot in West Kinross-shire and further investigation into the detailed feasibility of DRT in partnership with Perth & Kinross Council, be approved;
- (iii) A future report following further consideration of the rural DRT pilot, be received by a future meeting of the Partnership.

**8. REVENUE PROGRAMME MONITORING 2009/10**

There was submitted a joint report (RTP/09/45) by the Director and Treasurer providing a monitoring update on the RTS Revenue Programme for 2009/10, as committed and projected at November 2009. The report also sought the Partnership's agreement to various proposals for re-profiling of expenditure to maximise spend by the end of the Financial Year.

The Projects Manager reported orally on progress with the proposed Stirling South Park & Ride study. Discussions had been held with Stirling Council and the Council's Term Consultants, Transerv, and it was now recommended that the Partnership approve the award of a contract to Transerv to undertake the study at a cost of £62,861.37. It was noted that this amount could be accommodated as a result of slippage in other Revenue Programme projects, as outlined in the report and Appendix B.

The Projects Manager also reported that the Regional Transport Model Study was progressing in four stages, which currently involved generating; packaging and costing options and that this work was now programmed for completion in early 2010.

The Partnership noted that a meeting had taken place on 14 September 2009 with Transport Scotland in relation to the Tay Estuary Rail Study and that a response by Transport Scotland to issues raised at the meeting, as outlined in 3.22 of the report, was still awaited. The Partnership agreed to raise this in discussion with the Chief Executive of Transport Scotland under Item 13.

**Resolved:**

- (i) The projected Travel Plan Budget outturn position for financial year 2009/10, as detailed in Appendix A, be noted;
- (ii) Progress on the 2009/10 Revenue Programme projects as detailed within the report, be noted;
- (iii) Re-profiling of Revenue expenditure in 2009/10 as discussed within the report and detailed in Appendix B, be approved;
- (iv) The projected RTS Revenue Programme outturn position for financial year 2009/10 as detailed in Appendix B, be noted;
- (v) The Director and Treasurer be authorised to approve further expenditure to ensure commitment of the 2009/10 RTS Revenue Budget in accordance with the approved Programme;
- (vi) The Director be authorised to respond to the St Andrews and East Fife Local Plan consultation in light of further work on the A90 South of Tay Park and Ride,;
- (vii) The award of contract for the A90 West of Dundee Park and Ride Study to Colin Buchanan & Partners at a cost of £48,550, be endorsed;
- (viii) The award of the Stirling South Park and Ride Study to Transerv at a cost of £62861.37, be approved.

**9. CAPITAL PROGRAMME MONITORING**

There was submitted a report (RTP/09/46) by the Projects Manager updating the Partnership on progress in implementing the 2009/10 - 2010/11 Tactran Capital Programme. The report also noted progress on implementing relevant transportation elements of the Angus Council and Stirling Council Capital programmes.

**Resolved:**

- (i) Progress on implementing the Tactran 2009/10 – 2010/11 Capital Programme and the projected outturn position as described in the report and Appendix A, be noted;
- (ii) Re-profiling of Capital expenditure in 2009/10 – 2010/11 as discussed within the report, be approved;
- (iii) Progress on implementing the relevant Angus Council and Stirling Council Capital Programmes and projected outturn positions, as detailed in Appendices B and C, be noted.

**10. CORE REVENUE BUDGET 2009/10 AND 2010/11**

There was submitted a joint report (RTP/09/47) by the Director and Treasurer providing a monitoring update on the 2009/10 Core Revenue Budget, as projected at October 2009 and seeking the Partnership's approval of a proposed Core Revenue Budget for 2010/11.

The Treasurer reported that there was currently a projected underspend of £41,330, the majority of which was related to staff vacancies, which accounted for £33,797 of the reported underspend. There had also been underspend in relation to energy costs and training and conferences. The Partnership noted that the Scottish Government's award of Grant in Aid

required the Partnership to identify 2% cash-returning efficiency savings. The report recommended that identified savings totalling £12,300, which included £4,000 from staff turnover, should be re-allocated to support increased Travel Plan activity during 2009/10.

**Resolved:**

- (i) The projected Core Revenue Budget outturn position for financial year 2009/10, as detailed in Appendix A be noted;
- (ii) The reallocation of £12,300 of efficiency savings from the Core Revenue Budget to support additional Travel Plan activity in 2009/10, be agreed;
- (iii) The reallocation of further projected savings of £29,000 to support additional RTS Implementation activity in 2009/10, be agreed;
- (iv) The return of any residual underspend at Financial Year end, to partner Councils; be agreed;
- (v) The Core Revenue Budget for financial year 2010/11 as detailed in Appendix B, be approved;
- (vi) That partner Councils be requested to make provision for their respective funding contributions within their 2010/11 Revenue Budgets;
- (vii) It be remitted to the Director to enter into discussions with partner Councils on future years' Core Revenue funding requirements, having specific regard to opportunities for shared services approaches to service delivery.

**11. CONSULTATIONS**

There was submitted a report (RTP/09/48) by the Strategy Manager seeking 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 sought approval for proposed responses to the Scottish Government on its Energy Efficiency Action Plan and Transport Scotland on Rail Freight Policy Development.

Professor Horner proposed that the Draft Response at Appendix C be strengthened to refer to the role of public transport fares, costs of travel generally, and the role which Government could play in relation to encouraging modal shift, and also the need to give greater significance to the role of water-borne freight in reducing transport energy consumption.

Professor Wells proposed the use of video-conferencing for meetings of the Partnership as a means of offering energy savings and referred to NHS video-conferencing services which could be made available for this purpose. The Director reported that this had been considered but that Partnership meetings and attendances were felt to be generally too large to accommodate within video-conferencing facility capabilities. It was also noted that meetings of the Partnership required to be open to members of the public, creating another constraint on use of video-conferencing for full Board meetings. However, video-conferencing facilities were available at the Partnership's Headquarters at Bordeaux House and other means, such as virtual meetings of the Executive Committee, were used wherever possible.

In relation to Appendix D Gavin Roser suggested that reference be made to the need for wider behavioural change in relation to freight, whereby practices such as “Just in Time” tended to mitigate against modal shift in favour of rail.

**Resolved:**

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

**12. DIRECTOR’S REPORT**

There was submitted a report (RTP/09/49) by the Director updating the Partnership on various matters of interest and relevance to the work of the Partnership and seeking agreement to related proposals.

The Director reported that further discussions on alternative sources of funding had taken place between Regional Transport Partnerships, CoSLA and Scottish Government officers at a meeting of the RTP Chairs/CoSLA Joint Transport Strategy Group on 10 December 2009. It had been agreed that further work should be undertaken to explore areas for joint working on maximising funding for transportation. A report updating the Partnership on further progress would be submitted to a future meeting.

The Partnership noted further developments in relation to (i) High Speed Rail (HSR) and the preparation of a Draft Business Case by Transport Scotland on the benefits of extending HSR to Scotland. Officers had responded at short notice to a confidential consultation by Transport Scotland on this, which was available for inspection in the Members’ area of the Partnership’s website; (ii) the Minister for Transport, Infrastructure and Climate Change would be attending the RTP Chairs meeting on 2 June 2010 in Glasgow; (iii) the Improvement Service had published the latest “Menu 4” version of Local Outcome Indicators for Single Outcome Agreements, which included 59 suggested Indicators of which 6 were transport related; and (iv) progress with consideration of the Scottish Government’s Draft Budget, which had included the Director and colleagues from SEStran and Nestrans giving evidence to the Parliament’s Transport, Infrastructure and Climate Change Committee and the Cabinet Secretary for Finance and Sustainable Growth indicating in his evidence to the Parliamentary Committee that RTP funding for 2010/11 would not be adversely affected by the spending proposals in the Draft Scottish Budget.

**Resolved:**

The various updates and other information provided in the report, be noted.

**13. TRANSPORT SCOTLAND**

Partnership Members met with David Middleton, Chief Executive of Transport Scotland to discuss national and regional transportation priorities and opportunities for collaborative working between Transport Scotland and Tactran.

Mr Middleton outlined Transport Scotland's and Scottish Government's current priorities in relation to delivery of the Forth Replacement Crossing; Edinburgh to Glasgow rail electrification project; and improvements to Highland Main Line and Aberdeen – Inverness rail services. There was discussion on Strategic Transport Projects Review proposals which are also priorities within the Regional Transport Strategy, including strategic Park & Ride around Dundee and at Stirling, where Tactran and Transport Scotland were already liaising closely; Tay Estuary Rail Study (TERS), which had involved Transport Scotland and rail industry input and had been submitted to Transport Scotland for formal comment and responses were awaited; and on STPR proposals for improving the A90 through or around Dundee, which Members stressed needed to address both options of both a possible northern bypass and improving the 90/Kingsway.

In relation to High Speed Rail (HSR) proposals, Members raised the importance of ensuring that regional connectivity was not disadvantaged as a result of the increasing emphasis being placed on HSR, and of the need to ensure that any such developments were accompanied by delivery of STPR proposals for improving rail services between Aberdeen – Glasgow and Inverness – Glasgow/Edinburgh, through the Tactran region, including ensuring effective connections with HSR services at both Edinburgh and Glasgow.

Mr Middleton undertook to arrange for a response to Tactran on the outstanding issues in relation to TERS and welcomed the opportunity for further collaborative working on taking forward regional and national transport priorities.

The Chair thanked Mr Middleton on behalf of Members for his attendance and helpful contribution.

**14. DATES OF 2010 MEETINGS**

Members agreed the proposed dates for meetings in 2010 as follows :-

16 March 2010 in Dundee  
15 June 2010 in Perth  
14 September 2010 in Stirling  
14 December 2010 in Forfar.

**15. DATE OF NEXT MEETING**

The next meeting would take place on 16 March 2010 in Dundee.

# TAYplan

8<sup>th</sup> December 2009

Archie Ewan, Strategic Development Plan Authority Manager

Population 474,000      9% Scotland's population

## Role of the SDPA

- To prepare and maintain a Strategic Development Plan for the area covered by the four Councils.
- To replace the existing Dundee and Angus Structure Plan 2002, the Perth and Kinross Structure Plan 2003 and the Fife Structure Plan 2009.
- In addition each Council will have to prepare a Local Development Plan for their geographic area.
- Joint committee
  - 3 councillors from each of the 4 local authority.

## Strategic Development Plan

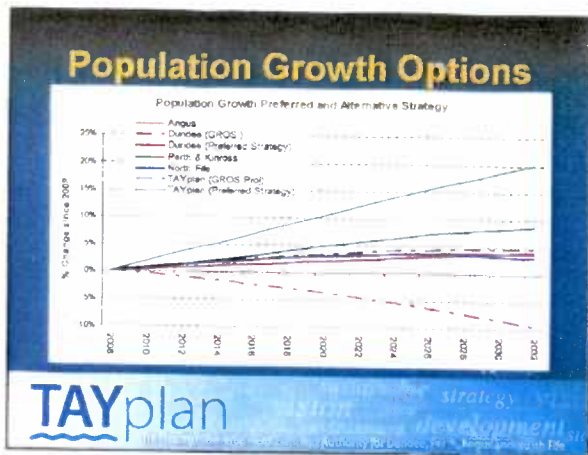
- Circular 01/09: Development Planning
- The spatial strategy will set out strategic proposals for the development of the area for the next 20 years.
- The Plan will provide a locational strategy for new development for the first 12 years.
- It will also provide a more general broad indication of the scale and direction of growth for the remaining 8 years up to year 20.
- It will incorporate a vision statement for the next 20 years and a spatial strategy as well as other policies that are deemed appropriate.

## Process

- Early consultation about key issues – Autumn 2009
- Joint Committee consider Main Issues Report – 16 Feb 2009
- Ratification by 4 Councils – late Feb/March 2009
- Main Issues Report consultation – May/June 2010
- Write proposed plan – From Summer 2010
- Proposed plan consultation – Spring 2011
- Any amendments following consultation – Autumn 2011
- Submit plan to Scottish Ministers - Winter 2011/12
- Examination of proposed plan - 2012
- Amendment if appropriate by Ministers – 2012/early 2013
- Approval – April 2013

## Main Issues Report Overall Approach

- Focus on setting context, identifying the issues and challenges – linking with Monitoring Report
- Recognising committed proposals within approved plans and strategies
- Draft vision
- Preferred spatial strategy and reasonable alternatives
- Focusing questions on key areas
- Strategic Environmental Assessment
- Transportation
  - Accession model informed MIR
  - National guidance awaited on modeling required for Strategic Development Plan
  - Further work will be undertaken to inform the Proposed Plan stage



### Housing Land Requirement

Local Authority	Houses (2008 to 2032)	Existing Contributing Supply (2008 on)	Shortfall
Angus	7,875	2,645	5,230
Dundee City	14,590	4,425	10,165
Perth & Kinross	21,980	4,560	17,420
North Fife	7,630	3,820	3,810
TAYplan	52,075	15,450	36,625

TAYplan

- ### Main Issues Report Strategic Proposals
- Existing Structure Plan commitments
  - Potential new strategic employment locations at Forfar and Invergowrie
  - Montrose and Dundee Ports
  - Further strategic housing growth (500+) within Perth and Dundee Core Areas
  - Upgrade of A90 through or around Dundee (STPP)
  - Urban at Montrose Improvements
  - A9/A84 improvements inc. new bridge
  - Upgrade of east coast transmission route to 400kw
  - Beaulieu/Denny upgrade
  - Perth-Inverness rail upgrade
  - Strategic park and ride sites
  - Road and rail access to Dundee Port
  - Upgrade of Perth and Dundee rail stations
  - Aberdeen western distributor road and new Forth bridge
- TAYplan

