

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

Minute of Special Meeting of the Tayside and Central Scotland Transport Partnership held the Falcon Scott Suite, Discovery Point, Dundee, on Tuesday 17 October 2006 at 12 noon.

Present: Councillor D Selfridge (Angus Council); Councillors K Keenan and R Wallace (Dundee City Council); Councillor A Livingstone and J Hulbert (Perth and Kinross Council); Councillor G Thomson and J Paterson (Stirling Council); B Wright and R Andrew (Non-Council Members).

In Attendance: E Guthrie (Director); I Cochrane, C Robertson and F Ellis (Angus Council); M Galloway, K Keenan and N Gardiner (Dundee City Council); A Deans, and J Dickson (Perth and Kinross Council); L Goodfellow (Stirling Council), T MacDonald and N Farrell (Scottish Executive), D Whittle and D Connolly (MVA Consultancy) and P Say (Natural Capital).

Apologies: Councillors F Grant, K Ritchie and J Mair, Professor M Horner and M Duffy.

Councillor Livingstone, Chairperson, Presiding.

1. DECLARATIONS OF INTEREST

There were no Declarations of Interest made in terms of The Code of Conduct.

2. NETWORK RAIL SCOTLAND UTILISATION STRATEGY: A CONSULTATION REPOSE (Art. 8/2006/09/26)

There was submitted a report by the Director (RTP/06/35) seeking approval of a response to Network Rail's consultation on their Draft Scotland Route Utilisation Strategy (RUS) which sets out a series of route strategies designed to improve the effectiveness and efficiency of the rail network. The Appendix to Report RTP/06/35 summarised options for developing the railways in Scotland.

Resolved:

- (i) The response, set out in Appendix B to report RTP/06/35, be submitted to Network Rail as the Partnership's formal response to the consultation on the Route Utilisation Strategy, subject to the inclusion of the following at the end of the first paragraph of Demand Forecasts - 'Usage of the rail network is also dependent on fares. Options for introducing pricing strategies which are designed to encourage growth in rail travel, in support of anticipated National and Regional Transport Strategy objectives, must not be inhibited by designing for low growth'.
- (ii) A copy of the formal response be circulated to neighbouring Regional Transport Partnerships and Passengerfocus, for their interest.