

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

Minute of the Meeting of the Tayside and Central Scotland Transport Partnership held virtually via Microsoft Teams on Tuesday 14 September 2021 at 10.30am.

Present: Provost Ronnie Proctor and Councillor Mark McDonald (Angus Council); Councillors Mark Flynn, Richard McCready and Steven Rome (Dundee City Council); Councillors Alasdair Bailey and Andrew Parrott (Perth & Kinross Council); Councillor Jim Thomson (Stirling Council); Heather Anderson, Dr Jonathan Berg, and Bryan Doyle (Members).

In Attendance: M Speed (Director); N Gardiner, J Padmore, A Roger, M Smith and M Scott (Tactran); S Hendry (Secretary); Scott Walker (Treasurer); W Scott (Angus Council); E MacNaughton and E Gourlay (Dundee City Council); D Coyne and A Deans (Perth & Kinross Council) S McDougall (Stirling Council); C Windeatt (KPMG) for item 3; S Prentice (ScotRail) for item 4.

Apologies for absence were received from: Councillor David Illingworth (Perth and Kinross Council); Councillor Danny Gibson (Stirling Council); Amy McDonald and Paul Cronin (Members).

Councillor Richard McCready, Chair, Presiding

The Chair welcomed everyone to the meeting and advised of the protocol regarding the virtual meeting.

1. **DECLARATIONS OF INTEREST**

None.

2. **MINUTE OF MEETING OF 15 JUNE 2021**

The minute of the meeting of the Tayside and Central Scotland Transport Partnership of 15 June 2021 was submitted approved as a correct record.

3. **DRAFT AUDITED ANNUAL ACCOUNTS FOR 2020/21 AND DRAFT ANNUAL AUDIT REPORT TO THE MEMBERS OF TACTRAN AND THE CONTROLLER OF AUDIT FOR THE YEAR ENDED 31 MARCH 2021**

There was submitted a joint report by the Director and Treasurer (RTP/21/21) presenting the Partnership's 2020/21 Audited Annual Accounts (unsigned) in accordance with the Local Authority Accounts (Scotland) Regulations 2014.

The Treasurer outlined the audit process and findings and thanked KPMG colleagues for their work over the last few months.

C Windeatt was pleased to report that the 2020/21 Audit was unqualified and summarised the audit and areas of significant risk identified as detailed in

Appendix 1 to the report. He also thanked the Partnership's officers for their assistance in undertaking the audit. C Windeatt noted pension assumptions and manual journal entries were highlighted as two entries in the action plan section of the annual audit report. C Windeatt however stated that the management responses to these have been accepted and no further action is required.

Councillor Bailey noted the work carried out under restrictions, as a result of Covid. He asked how these risks have been mitigated compared to an audit under normal circumstances. C Windeatt responded that there is a close working relationship with management and Ashley Roger and there is a good understanding for succinct working. Deadlines are adhered to, and virtual MS Teams meetings have enabled meetings to be held at opportune points in the process and this has been more straightforward than under in-person circumstances.

Resolved:

- (i) To note the contents of KPMG's Draft Annual Audit Report for the year ended 31 March 2021, as attached at Appendix 1; and
- (ii) To approve the 2020/21 Audited Annual Accounts at Appendix 2 and authorises the Partnership Chair, Director and Treasurer to sign them.

4. SCOTRAIL UPDATE

There was a presentation by Scott Prentice, Head of Business Development, on ScotRail consultation on May 2022 timetable proposals.

Councillor Parrot welcomed the additional Glasgow to Dundee services but noted that it would have been good to extend these to Arbroath. He also noted that the status quo on the Highland Main Line was the right thing to do but questioned the calling patterns at some of the smaller stations.

Councillor Parrott stated that the Perth to Edinburgh service changes proposed are extremely disappointing and what is being proposed is not adequate to encourage greater use of rail, he added bus/coach will never be an adequate substitute to rail with the comparisons in comfort. He asked that a limited stop pattern at 10 services a day be provided, rather than a stopping service that runs via the Fife circle. There has to be differentiation between the issue of making the best use through timetabling of the existing network and longer-term investment in rolling stock, electrification (and other fuels) new stations on existing routes and possibly new routes. He concluded that it felt that this corridor had been singled out for punishment, and there is a need to provide a carrot before yielding the stick.

Dr Berg commented that changes from Perth to Edinburgh will make little sense to commuters.

Councillor Bailey is pleased with hourly service for Invergowrie. However, when it heads northbound he noted the need to interchange at Dundee and the poor connection times to travel to Broughty Ferry and beyond. He asked that this be

improved. He also noted that he supported Councillor Parrott on the Perth to Edinburgh service proposals and asked why the Edinburgh to Perth service via Stirling was longer than the equivalent LNER service.

Dr Berg commented that the proposed changes are missing the opportunity of accessing Edinburgh which is densely populated with high value property and that commuters could have lived in Perth area and commuted to workplaces in Edinburgh. He also queried the value of tourism had been overlooked for example between Perth and Inverness. He noted that the timing of trains needs to be close to driving time as is possible.

S Prentice acknowledged the points made and noted that the presentation provided average journey times mentioned in the proposal. He noted ScotRail has proven that the “provide and they will come” approach does not work. In the current climate, the taxpayer would have to subsidise stops between Perth and Edinburgh and he considered this to be neither appropriate or best use of funds in the current economic climate. He thought that travelling by road must be made more difficult for public transport to compete and recognised there needs to be a debate on how to make rail more attractive than car use. However, he noted that the ScotRail proposals are for consultation and the decisions therefore are yet to be finalised.

S Prentice noted that regarding the Arbroath to Dundee service being stand alone, that he hoped that this would not be permanent and the timetable requiring interchange at Dundee for Invergowrie services would be improved.

On the question of services having longer journey times than the equivalent LNER service, S Prentice noted he expected that during the timetabling process there may be opportunities for these to reduce and gave an example of Perth to Edinburgh via Stirling being delayed by freight services. He also noted that tourism/leisure trips account for approximately 40% of ScotRail market and they do respond to it.

Councillor Thomson noted that amending timetables was just one option for getting people onto trains, and having more stations is another. He mentioned the funding from Transport Scotland to Tactran for the strategic park and ride study and how this considered potential rail stations at Cowie, Causewayhead and between Cornton/Causewayhead/Bridge of Allan. These intermediary rail stations provide another option to get people onto rail. He asked why these stations were not being considered as an option to increase passenger use.

Councillor Flynn noted that the information provided was interesting. However, he supported Councillor Parrott’s comment regarding changes to Perth/Edinburgh route. He suggested that the cost of rail discouraged use. We should be looking at an integrated public transport provision rather than competitiveness. He also asked what passenger numbers ScotRail forecast.

Councillor Rome noted that frequency, cost and comfort should be the focus. Cost of rail travel is expensive in comparison to the private car and a re-evaluation of these need to be considered in order to be making the move from

car to rail. He asked what effort or study has been done on possible incentives people may want/need in order to use the train.

Provost Proctor noted that he supported Councillor Parrott's comments. Rural Angus, Perthshire etc will not transition people from car to rail as driving to a station is required regardless.

S Prentice said in terms of new stations, the new timetable could allow for accommodating stopping at potential new stations. ScotRail will work with Tactran to make the best possible case for this.

S Prentice acknowledged that cars are required, particularly in rural areas, but for certain journey types such as intercity and commuting it is feasible journey changes from car to rail and that is what ScotRail are focussing on.

S Prentice advised that the cost of 22% is the rail network as a whole, including tracks and signalling. This is part of the issue as an industry the whole set up is too expensive. The ScotRail timetable proposals are reducing rather than increasing costs. It is acknowledged that rail is too expensive. He welcomed the Programme for Government commitment for a Fare's Fair review and considered this to be a significant positive step.

The Director thanked S Prentice and his team for their work in providing drop-in sessions for members and for his presentation. He noted that a consultation response will be prepared and circulated to members for comment before submitting to ScotRail. He noted that rail is a complex issue. STPR investment in infrastructure is required but more is needed to get us to where we need to be. Tactran will continue to work with Transport Scotland and Scottish Government around how Public Transport is paid for and this needs to remain a focus, particularly as we approach 2030. The RTS session today is vital in relation to this work and providing a voice for the Partnership.

Councillor McCready thanked S Prentice for his briefing and effort to date.

5. 2021/22 BUDGET AND MONITORING

There was submitted a joint report by the Director and Treasurer (RTP/21/22) providing a monitoring update on the Partnership's Revenue and Capital expenditure and seeking the Partnership's approval to vire savings in Core Revenue to RTS Revenue Programme and to delegate authority to the Director and Treasurer to approve use of contingency budget in RTS Revenue Programme budget.

D Coyne noted a typographical error in paragraph 3.44 of the report noting that it was proposed to vire £22,918 rather than £29,918 as detailed in the report.

Councillor Flynn thanked D Coyne for the report and for clarifying the typographical error. He noted that the saving was as a result of an officer post not being filled and asked if the post is to be filled. He also asked if virement

was permitted with the Financial Regulations and D Coyne confirmed it was permitted.

Councillor Flynn also raised a query on the unallocated budget on climate change and that no expenditure has been committed (£5K) to date. He also asked for information on Tayside Park & Choose project and when information was expected back from Transport Scotland.

N Gardiner noted that Tactran are indeed filling the post and that Claudia Stuerck will be joining on 4 October 2021. The Tayside Park & Choose has been submitted to Transport Scotland and there is a meeting this week to discuss and an update will be provided to the next Board meeting. Regarding unallocated funding, the climate change funding is part of Regional EV Strategy and steering group discussions are taking place. The allocation of Tactran's climate change funding has been delayed as Transport Scotland is undertaking work on the future of EVs with Scottish Future's Trust which is considering future models for delivery and maintenance of EV infrastructure and how much is public or private investment. In addition, the Energy Savings Trust are undertaking work focussing on what types of infrastructure is required in different areas e.g. rural, urban.

Resolved:

- (i) To note the position regarding Core Revenue expenditure as at 31 July 2021 as detailed in Appendix A;
- (ii) To agree to vire savings in Core Revenue Staffing Costs to RTS Revenue Budget contingency as set out in 3.2;
- (iii) To agree to delegate authority to approve the use of Contingency budget in the RTS Revenue Programme budget to the Partnership Director and Treasurer;
- (iv) To note progress on the 2021/22 RTS Revenue Programme and related expenditure as discussed within the report and detailed in Appendices B and C; and
- (v) To note progress on the 2021/22 Capital Programme and related expenditure as discussed within the report and detailed in Appendix D.

6. ACTIVE TRAVEL PROGRESS REPORT

There was submitted a report by the Strategy Officer (Sustainable Transport) and the Regional Cycle Training and Development Officer (RTP/21/23) asking the Partnership to note allocation of projects for Regional Active Travel Development Fund (RATDF) and Tactran Active Travel Grant (ATG). The report also provided an update on Bikeability Scotland initiatives.

Councillor Flynn thanked Officers for the report and in particular the Bikeability Scotland update. He noted that the report should refer to "contribution funding" as opposed to "match funding" under paragraph 3.6. He also queried whether Primrose Crescent project under Table 1 will be moved to the reserve list funding in table 2. M Smith acknowledged amendment to the term on funding and confirmed that the project will move over to the reserve list.

Provost Proctor welcomed the report and in particular the allocation of funding to the Sidlaw Path Network. The Chair noted the importance of the active travel work being undertaken in terms of sustainability.

Councillor Flynn asked M Scott to provide information on the upcoming proposals for Bikeability in schools. M Scott noted that although all schools had been offered Bikeability training there are currently 68 primary schools that have yet to participate. The intention is to reach all school year pupils from Primary through Secondary.

Resolved:

- (i) To note allocation of funding of Active Travel (ATG) and Regional Active Travel Development Fund (RATDF) by Executive Committee;
- (ii) To agree to reallocate funding to Broich Road, Crieff project as outlined paragraph 3.6 in the report;
- (iii) To note Officers' intentions to negotiate with Sustrans for additional funding for further projects within 2021/22, shown in Table 2; and
- (iv) To note updates on Bikeability Scotland initiatives.

7. SPACES FOR PEOPLE MONITORING

There was submitted a report by the Director (RTP/21/24) asking the Partnership to note the outcome of the Spaces for People monitoring to end of May 2021 and to agree to receive a further report at a future meeting.

Councillor Flynn thanked N Gardiner for the report and noted that a good job has been done promoting Spaces for People in the city of Dundee including 20mph zones and that the interventions have been accepted well by residents. He asked whether there was any information on traffic speeds before the 20mph were implemented to be able to gauge the impact of the 20mph zones.

Councillor Bailey also noted tying the data in the report with before data would be appreciated. N Gardiner said that the opportunity to do a before study was not possible in Angus, Dundee, Perth & Kinross as the funding for the monitoring coincided with the interventions being implemented. He noted that Council officers may have this information.

Provost Proctor noted that the Arbroath and Forfar 20mph speed limits have been accepted well by residents. However, he was concerned that speeds in Edzell were still higher than 20mph and he hoped this would change over time.

Councillor Thomson noted that Stirling were late with implementing measures and following an initial settling in period residents are largely happy. Fallin residents have asked for the 20mph speed limits to be extended further.

Resolved:

- (i) To note the outcome of the Spaces for People monitoring to end of May 2021; and

- (ii) To agree to receive a further report on Spaces for People monitoring at a future Partnership meeting.

9. DIRECTOR'S REPORT

There was submitted a report by the Director (RTP/21/25) providing the Partnership the Partnership with updates on the Bus Alliances Bus Partnership Fund awards, MaaS Innovation Fund, SURFLOGH project, Tactran website and logo and Strategy Officer (Strategic Connectivity) post. The report also asked the Partnership to delegate appointment of a Project Manager for Tayside Bus Alliance Bus Partnership fund project, if required; approve a refreshed Tactran logo; agree to appoint a new Data Protection Officer; agree to receive a draft response to ScotRail timetable consultation and to note responses to a number of consultations.

Councillor Mark Flynn asked why there was a marked difference in allocation for bus alliance funding between Tayside Bus Alliance with twenty corridors to assess and Forth Valley Bus Alliances with five corridors to assess and asked if the allocated funding across the region was sufficient compared to the locally allocated funding. The Director noted that the partnership had noticed the difference in funding and that Transport Scotland had allocated funding through a competitive process. Bids were submitted with indicative estimates on the cost required to take the studies forward, quotes will be sought to take forward the STAG appraisals in the various corridors and if there is a significant issue with the funds available the Alliance will contact Transport Scotland through their change management process.

Councillor Parrot is delighted with the Bus Alliance funding awards. He also asked for an update on the LNER consultation, whether this has been postponed and what reasons are behind it. Niall Gardiner confirmed that it is postponed to 2023 and that the reason given was this would allow more time for consideration of the consultation responses.

The Director advised the following Transport Scotland consultations have recently commenced:

- (i) Membership of the National Ticketing Advisory Board with the consultation response due by 4 October.
- (ii) Implementing Part 3 of the Transport (Scotland) Act 2019: Bus Services with responses due by 6 October.

Resolved:

- (i) To note updates on the Bus Alliances Bus Partnership Fund awards, MaaS Investment Fund, SURFLOGH project, Tactran website and logo and Strategy Officer (Strategic Connectivity) recruitment;
- (ii) To delegate appointment of a Project Manager for the Tayside Bus Alliance Bus Partnership Fund, should the Tayside Bus Alliance agree this is the favoured option;
- (iii) To approve an updated refresh of the Tactran logo, as shown in Appendix B;

- (iv) To appoint Jill Walker as Data Protection Officer for the Tactran Partnership;
- (v) To agree to receive a draft Tactran response to ScotRail's consultation on a proposed May 2022 timetable thus providing all members with an opportunity to comment prior to submission by 1 October deadline;
- (vi) To note the responses to LNER and CrossCountry consultation on East Coast Main Line May 2022 Timetable and Dundee City Council consultation on their proposal to make a Low Emission Zone Scheme, both as approved by the Executive Committee in July 2021, as shown in Appendices C, D and E;
- (vii) To note the joint Regional Transport Partnership response to Scottish Government consultation on a National Strategy for Economic Transformation, as shown in Appendix F;
- (viii) To delegate authority to the Director to respond to Transport Scotland's consultation on Membership of the National Ticketing Advisory Board by 4 October 2021 deadline; and
- (ix) To delegate authority to the Director to liaise with other RTPs, constituent Council officers and ATCO (Association of Transport Coordinators) to input into a joint response by the 6 October 2021 deadline.

10. A NEW REGIONAL TRANSPORT STRATEGY: OBJECTIVE SETTING

There was submitted a report by the Senior Strategy Officer (RTP/21/26) asking the Partnership to note the issues that have been identified to inform a new Regional Transport Strategy (RTS); approve draft objectives and outcomes for the RTS; approve outcomes for the impact assessment process and note the next stages for developing the strategy.

Councillor Parrot asked whether in the equalities section the term young and vulnerable covers all. He asked that freight transport is included where relevant in all of the statements about objectives. He also noted the climate action outcome should include building in resistance to the transport network.

B Doyle noted that he supports Councillor Parrot's point on climate change. On cost of travel, this should come under the economic aspect of accessibility too. J Padmore noted that many of these objectives will overlap.

Councillor Parrot questioned whether inclusive economic growth is the right terminology for the times we live in and that this may not be the best wording along the lines of sustainable economic growth.

Heather Anderson suggested in Appendix C (Impact Assessment Outcomes), under the Cost Heading change wording from "Lone Mother" to "Lone Parent" and under Safety and Security heading that the LGBTQIA+ community is included in this. Officers agreed to make the amendments.

Director Mark Speed acknowledged that this work is challenging to conduct remotely and appreciates the Board members' input into this. He asked if the

Board is content to have workshops to develop the conversation further. This was agreed.

Resolved:

- (i) To approve the amendments to the indicative timescale for developing a new Regional Transport Strategy;
- (ii) To note the Main Issues that have been identified from the Main Issues Report and the responses to the Main Issues consultation;
- (iii) To approve draft objectives and outcomes to guide subsequent stages of the strategy development;
- (iv) To approve the draft outcomes for the Impact Assessment frameworks; and
- (v) To endorse the next steps in developing a Regional Transport Strategy.

Councillors Flynn and Rome left the meeting

12. MEMBERS ISSUES AND AOCB

Councillor Macdonald noted the success of the Angus Cycle Hub and that it would be good to propose a presentation on this at December Board. The suggestion of an in-person meeting is being investigated and Tactran will contact Board members to determine if this is feasible.

13. DATES OF FUTURE MEETINGS

14th December 2021 at 10.30am