

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**26 JUNE 2018****RAIL UPDATE****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report updates the Partnership on progress on various rail issues and initiatives and seeks the Partnership's agreement, in principle, to support establishment of a proposed National Youth Community Rail Partnership.

1 RECOMMENDATIONS**1.1 That the Partnership :-**

- (i) notes the submission of two applications to the Local Rail Development Fund as approved by the Executive Committee;
- (ii) agrees in principle to support the National Youth Community Rail Partnership application for Community Rail Partnership status;
- (iii) remits the Director to liaise with ScotRail, the Scottish Youth Parliament and other mainland RTPs to consider a joint RTP response to the National Youth Community Rail Partnership application;
- (iv) notes and endorses the proposed revised arrangements for membership, operation and funding of ECMA as outlined within the report; and
- (v) notes the progress updates on the Aberdeen to Central Belt Reference Group and the West Highland Lines Review Group provided within the report.

2 BACKGROUND

- 2.1 At its meeting on 27 March 2018 the Partnership delegated authority to the Executive Committee to consider and approve potential applications to the Local Rail Development Fund (Report RTP/18/14 refers).
- 2.2 The Partnership approved support for the Highland Main Line Community Rail Partnership and at its meeting on 9 September 2014 and for the West Highland Community Rail Partnership at its meeting on 10 March 2015. At the same meeting the Partnership agreed to delegate authority for consideration of support for future Community Rail Partnership applications to the Director (Reports RTP/14/24 and RTP/15/09 refer). The Director confirmed Tactran's support for the Strathallan CRP on 20 August 2015.

- 2.3 The East Coast Mainline Authorities consortium (ECMA) was established in 2013 under an initiative led by the Leader of City of York Council to coordinate local authority and wider interests along the East Coast Main Line (ECML) with the aim of making the case for additional investment in the ECML to help deliver economic growth nationally, regionally and locally along the length of the route from London to Aberdeen and Inverness. In September 2013 Tactran, Hitrans, Nestrans and SEStran became members of ECMA.
- 2.4 At its meeting on 13 June 2017, the Partnership noted that the Minister for Transport and the Islands had established a Reference Group to drive forward progress on rail improvements to address capacity, improve performance and journey times on the Aberdeen to Central Belt route. (Report RTP/17/16 refers).

3 DISCUSSION

Local Rail Development Fund

- 3.1 On 19 March 2018 Transport Scotland published information on a £2m Scottish Government fund to develop options to improve local rail connections. The Local Rail Development Fund (LRDF) is available during 2018/19 and was open for any stakeholder organisation with a responsibility or interest in local transport issues to apply, including RTPs and Local Authorities.
- 3.2 The 2018/19 LRDF aims to assist in funding appraisal work and to potentially bring forward proposals aimed at tackling specific rail connectivity issues. The appraisal must be multi-modal, but include rail as an option and follow the Scottish Transport Appraisal Guidance (STAG) process. Depending upon the outcome of the STAG appraisal process, a rail-related project may then be taken forward to be included in the Rail Enhancements and Capital Investment Strategy pipeline of projects for the next 10-15 years.
- 3.3 In line with the delegated authority approved on 27 March 2018 the Executive Committee considered and [approved two applications to the LRDF](#); Bridge of Earn Appraisal and Stirling Strategic Park & Ride Study, which were submitted by the extended deadline of 8 June 2018 (Report RTP/18/15 refers). Each of these applications has been submitted in partnership with the relevant Local Authority. Transport Scotland has advised that a decision on funding of LRDF applications will be made in the coming weeks. The Partnership is asked to note the two applications made to the LRDF.

National Youth Community Rail Partnership

- 3.4 Community Rail Partnerships (CRPs) are intended to form a bridge between the railway and local communities, bringing together a wide range of interests along a rail corridor, by harnessing local knowledge, encouraging social and economic regeneration, and providing a sense of place.
- 3.5 Community Rail Partnerships in Scotland have the defined purpose that they will:
- serve a geographical district, with shared needs and aspirations, linked by the railway;
 - work with local organisations and businesses to maximise potential benefits of the location, line and community; and
 - create and champion plans and programmes which engage with the rail industry to promote and market initiatives offering clear benefits aligned to long term community objectives.
- 3.6 Applications for Community Rail Partnership status must be supported by the appropriate Regional Transport Partnership(s) and at least one railway partner e.g. Network Rail and/or Train Operating Company. Tactran and other RTPs have agreed to work positively to support CRPs and engage proactively in the roll out of the CRP initiative.
- 3.7 There are currently 3 CRPs in the Tactran area; Highland Main Line CRP; West Highland CRP; and Strathallan CRP, all of which have had their applications supported by Tactran. Tactran officers continue to be advisors to each of these CRPs.
- 3.8 The Scottish Government's themed years programme is celebrating 'The Year of Young People' in 2018. In recognition, ScotRail and the Scottish Youth Parliament (SYP) have been working together to develop a National Youth Community Rail Partnership. This would be the first of its kind in the UK. The SYP represents constituencies in all 32 local authorities in Scotland as well as several national voluntary organisations. The SYP's vision is to ensure that as a nation, Scotland actively listens to and values the meaningful participation of its children and young people.
- 3.9 ScotRail's Community Liaison Executive Officer has written to all mainland RTPs and to British Transport Police and Network Rail, to request a letter of support for a new National Youth CRP. The written request has stated that the National Youth CRP will:
- encourage the Members of Scottish Youth Parliament (MSYP) to participate in community rail in their own constituency;
 - encourage MSYP's to become involved in their local Community Rail Partnership where one exists;
 - encourage young people to help influence the community rail aspect of their local railway stations; and

- enable SYP to work with ScotRail and other partnership agencies to help improve the customer experience both at stations and on train.
- 3.10 The National Youth CRP application raises a number of considerations, some of which are:
- how will the National Youth CRP interact with existing CRPs? It is stated that MSYP's will be encouraged to join, but are there other considerations.
 - have the existing CRPs been consulted, as the National Youth CRP will cover the same stations? This is also an opportunity to raise awareness of existing CRPs among young people.
 - where a CRP does not currently exist, how will the National Youth CRP undertake community engagement?
- 3.11 Another consideration is that, given that the National Youth CRP would cover the whole of mainland Scotland, a joint RTP response may also be appropriate.
- 3.12 It is recommended that the Partnership agrees, in principle, to support the National Youth CRP application and remits the Director to liaise with ScotRail and the SYP to seek clarity on the above considerations and, together with the other mainland RTPs, consider submitting a joint response on this application.

East Coast Mainline Authorities Consortium (ECMA)

- 3.13 To date ECMA has operated on the basis of a full members consortium meeting once or twice a year, with an Executive Officers Group (EOG) consisting of senior officer representatives of each of the ECMA regions – Scotland; North East England; Humber / Greater Lincolnshire; Sheffield City Region; Hertfordshire / Cambridge / Peterborough – giving strategic and operational oversight of the ongoing work of the Consortium. The Director of Tactran has undertaken this role since 2016.
- 3.14 Since 2013 the 4 member RTPs have jointly contributed funding to support the work of ECMA. During 2017/18 the RTPs' joint contribution of £12,315 represented just under 20% of the total ECMA budget of £62,000. This RTP contribution was made on the basis of covering membership for the 4 RTPs and their relevant/interested constituent Councils.
- 3.15 The ECMA Consortium last met on 3 October 2017, when it was agreed that the membership, scope and funding of ECMA should be reviewed and refreshed. During the intervening period extensive discussions aimed at developing and building on the initial work undertaken by ECMA and to provide increased traction and focus for lobbying of Governments and the rail industry for increased investment in ECML ahead of High Speed Rail (HSR) extension northwards and as a necessary complement to a future HSR network, have progressed.

- 3.16 These discussions included consideration of a desire by a number of member English authorities who are also members of the HS2 East campaign for extension of HSR beyond Leeds to the north east of England, to have closer alignment of ECMA and HS2 East. Discussions also included potential alignment of ECMA with a proposed All Party Parliamentary Group (APPG) on the ECML at Westminster, which a number of constituency MPs along the route were seeking to establish as a means of raising the economic profile and need for investment in the route.
- 3.17 This work has been progressed by members of the ECMA EOG and a similar HS2 East EOG, which the Tactran Director has contributed to consulting with SEStran, Hitrans and Nestrans on developments throughout. Proposals for a revised ECMA membership and funding structure, incorporating improved advocacy for rail investment on ECML, revised arrangements for the ECMA Secretariat, refreshed governance and improved coordination of activity with HS2 East have now been developed. In summary the following operational arrangements are now proposed :-
- the ECMA Secretariat role to transfer from York City Council to North East Combined Authority (NECA) with dedicated officer resource for this funded from the ECMA budget;
 - the Leader of City of York to continue to Chair ECMA with Cllr Gordon Edgar, Chair of SEStran continuing as Deputy Chair;
 - consideration to be given to how best to engage the private sector in Scotland, possibly through emerging City Deal structures relating to regional enterprise/economic growth;
 - creation of an ECMA Member Steering Group with around 8 elected member representatives from subscribing authorities – it is envisaged this would include Cllr Edgar for Scotland in his role as ECMA Deputy Chair;
 - a clearer role and remit for the ECMA Officer Steering Group as an evolution of the current EOG to provide policy and communications input – it is envisaged this would include the Acting Director of SEStran moving forward on behalf of Scottish member authorities;
 - improved coordination with HS2 East to underpin more consistent messaging between the 2 organisations supported by a single communications agency undertaking activity across ECMA and HS2 East in a more coordinated manner.
- 3.18 Various alternative funding proposals have emerged during the course of discussions. These have ranged from members fees based on a contribution of £1,750/local authority up to £17,000 per large authority (including RTPs). Each of these would have resulted in Scottish member authorities making a significantly increased and disproportionate contribution towards a proposed 2018/19 ECMA budget of £110,000.
- 3.19 Following consultation amongst the 4 member RTPs, ECMA has been advised that Scottish member authorities are prepared to contribute a maximum of £17,000 during the current year, representing roughly 15%, of the proposed 2018/19 ECMA budget of £110,000, broken down as follows :-

- Hitrans - £1,750
- Nestrans - £3,500
- SEStran - £7,000
- Tactran - £4,750

- 3.20 This contribution would be for 2018/19 only with any further contribution to be the subject of review of the effectiveness of ECMA moving forward. A 15% contribution to the ECMA budget is considered to be reasonable and proportionate to the 4 RTPs and their constituent Councils' individual and joint interests in ECML.
- 3.21 Under the revised membership and funding arrangements outlined above the 4 RTPs will continue to be full members of ECMA and able to be represented on the proposed decision making Member and Executive Officer Steering Groups. The RTPs constituent Councils would, along with any other interested stakeholders, be able to attend "open" ECMA meetings and events to be held once or twice a year in York and, potentially, other locations along the route, but would not be able to input to the Steering Groups unless contributing funding.
- 3.22 The operational and funding proposals outlined above, which the Partnership is asked to endorse, will go forward for consideration by a meeting of ECMA in York on 29 June, which will be attended by the Chair. A further meeting of ECMA is planned to be held in Edinburgh on 14 November 2018.

Aberdeen to Central Belt Reference Group

- 3.23 As reported to the Partnership meeting on 13 June 2017, the Minister for Transport and the Islands has established a Reference Group to drive forward progress on rail improvements to address capacity, improve performance and journey times on the Aberdeen to Central Belt route (Report RTP/17/16 refers). The Reference Group is Chaired by Transport Scotland and includes representation from Network Rail, ScotRail Alliance, Rail Delivery Group, Department for Transport, DB Cargo Ltd, Nestrans and Tactran.
- 3.24 The agreed Terms of Reference for the group is included at Appendix A for information. The next meeting of the Reference Group is being scheduled for late summer 2018 and further developments will be reported at future meetings.

West Highland Lines Review Group

- 3.25 The Minister for Transport and the Islands and the Cabinet Secretaries for Rural Economy & Connectivity and Culture, Tourism & External Affairs have recently established a Review Group to consider and identify opportunities to improve performance and journey times on the route from Glasgow Queen Street to Mallaig and Oban.

- 3.26 A partnership approach, involving Transport Scotland (Chair), Network Rail, ScotRail, Caledonian Sleeper, freight and ferry operators, Local Authorities, RTPs, CRPs and other relevant organisations has been established to identify rail related initiatives for passengers and freight that exploit and enhance the economic and social value of the line and the various communities it serves. The intention is to ensure that the best possible return is secured from significant funds committed to the operation, maintenance, renewal and development of the route. It is envisaged that the group will produce a report on and business cases for implementable improvements by December 2019, for potential implementation during Control Period 6 (2019 – 2024).
- 3.27 The group's finalised Terms of Reference will be reported when available, with the next meeting scheduled for autumn 2018.

4 CONSULTATIONS

- 4.1 Officers from relevant Local Authorities, RTPs, Transport Scotland and the rail industry have been consulted on the various rail initiatives reported.

5 RESOURCE IMPLICATIONS

- 5.1 The proposed contribution of £4,750 to ECMA for 2018/19 will be met from the approved 2018/19 RTS Programme budget allocation for Rail. The report has no other direct resource implications other than staff time.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no material issues have been identified.

Niall Gardiner
Senior Partnership Manager

Report prepared by Niall Gardiner. For further information contact email niallgardiner@tactran.gov.uk or telephone 01738 475764.

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 this Report.

Report to Partnership RTP/14/24, Community Rail Partnerships: Progress Update, 9 September 2014

Report to Partnership RTP/15/09, Community Rail Partnerships: Progress Update, 10 March 2015

Report to Partnership RTP/17/16, Directors Report, 13 June 2017

Report to Partnership RTP/18/14, Directors Report, 27 March 2018

Report to Executive Committee RTP/18/15, Local Rail Development Fund, 18 May 2018

Aberdeen to Central Belt – Reference Group - Terms of Reference

Purpose:

The Aberdeen to Central Belt Reference Group exists to:

- provide assurance to the Minister for Transport and the Islands, as well as to the Cabinet Secretaries for Rural Economy & Connectivity and Economy, Jobs & Fair Work , that progress is being made to improve connectivity between Aberdeen and the Central Belt ; through improved journey times and enhanced capacity.
- identify rail related initiatives that seek to exploit the economic and social value of the line to the communities it serves; and
- seek to secure the best possible return from the additional £200 million investment committed to as outlined in the MOU signed by Aberdeen City Council, Aberdeenshire Council and Scottish Government to the development and operation of the Aberdeen to Central Belt rail corridor

Terms of Reference:

In specific terms, the Reference Group will work collaboratively to:

- review and assess timetable, rolling stock and infrastructure options to improve journey time and enhance capacity between Aberdeen and Central Belt (including consideration of the value of double tracking Usan Junction and the South Esk viaduct)
- assess rail freight journey time and capacity needs and business opportunities, how these might most efficiently be addressed and realised
- identify and promote initiatives (with, as necessary, other stakeholders) that exploit the potential of the line between Aberdeen and the Central Belt for the benefit of proximal communities, business and tourism
- take cognisance of the opportunities arising from current rail projects being delivered within the North East; including; Aberdeen to Inverness and Revolution in Rail service improvements, and have regard to the competitive journey time impacts of the AWPR, A96, A9 road projects
- commission work-streams to inform its considerations.

Membership:

The Aberdeen to Central Belt Reference Group shall comprise:

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|----------------|---|
| Bill Reeve | Director of Rail, Transport Scotland |
| Jonathan Pugh | Strategy & Planning Director (Scotland), Network Rail |
| Scott Prentice | Head of Business Development, ScotRail Alliance |
| Nick Gibbons | National Planning Manager, DB Cargo (UK) Limited |
| James Dunne | West Coast Franchise, DFT |
| Steve Price | Operations Planning Advisor, RDG |
| Derick Murray | Partnership Director, Nestrans |
| Eric Guthrie | Partnership Director, Tactran |

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| Fiona Hesling | Head of Rail Planning, Transport Scotland |
| Allan Brown | Operations & Timetable Strategy Manager, Transport Scotland |
| Anne Armstrong | Project Sponsor, Aberdeen to Inverness, Transport Scotland |
| Jacqueline McDonald | Rail Policy, Transport Scotland (Secretariat) |

Participation:

- The Reference Group shall be led by Bill Reeve
- The Reference Group shall determine its modus operandi at its inception meeting
- The Reference Group shall comply with any obligatory confidentiality rulings
- Transport Scotland shall provide the secretariat
- Transport Scotland shall meet any venue costs associated with meetings
- Any costs associated with membership of the Reference Group will be met by the relevant participant's home organisation

Products:

- The Reference Group Lead will provide the Minister for Transport and the Islands and the Cabinet Secretaries for Rural Economy and Connectivity and Economy, Jobs and Fair Work with a progress update at least every four months
- Ensure that DfT (as the Authority for cross border franchises), RDG (as the body representing all passenger and freight rail companies), Caledonian Sleeper rail franchise and relevant local authorities (Aberdeen City, Aberdeenshire, Angus, Dundee City, Perth & Kinross, Stirling and Fife) are regularly apprised of relevant aspects of the Group's work.