

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 15 March 2022 at 10.30am.

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

In Attendance: M Speed (Director); N Gardiner, J Padmore, A Roger, C Stuerck and M Scott (Tactran); S Hendry (Secretary); W Scott and J Paterson (Angus Council); J Mullen (Dundee City Council); D Coyne, A Deans and J Salisbury (Perth & Kinross Council); M Wilkie and C McCaffer, KPMG for Item 3.

Apologies for absence were received from: Councillor Mark Flynn (Dundee City Council); Councillor Danny Gibson (Stirling Council); Dr Jonathan Berg, Paul Cronin and Amy McDonald.

Councillor Richard McCready, Chair, Presiding

The Chair welcomed everyone to the meeting and advised of the protocol regarding the virtual meeting. With this being the last meeting of the Tactran Board before the Scottish Local Government Elections on 5 May 2022, Councillor McCready thanked all elected and non-elected members for their work and continued support. He highlighted some of the key achievements of the Partnership under the current Board, including:

- Securing over £1.9m funding from Sustrans and Transport Scotland for the delivery of a number of active travel projects within the region;
- Securing ca. £600,000 for the ENABLE Maas project, covering the Loch Lomond and the Trossachs National Park, Dundee and Angus College and NHS Tayside, with the NHS Tayside pilot just recently extended throughout all major NHS Tayside sites;
- Securing ca. £400,000 from the Local Rail Development Fund to take forward three multi-modal STAG appraisals for Stirling Park & Ride Strategy, Bridge of Earn Transport Appraisal, and the Tay Cities Park & Choose Strategy;
- Development of the Tay Cities Regional Transport Model, with Transport Scotland and partner Local Authorities. The first ever multi-modal regional transport model covering the Tay Cities area;
- Co-ordination of a regional transport response during the covid pandemic, liaising with organisations within the region and nationally to ensure implementation of a joined-up response; and
- In September 2020, Tactran commenced the preparation of a new RTS for the region with the Main Issue identified and draft objectives and outcomes being agreed. It is anticipated that the strategy will be approved by the Minister for Transport in summer 2023.

Councillor McCready also paid tribute to Councillor Brian Gordon, his predecessor as Chair of Tactran, who sadly passed away in 2019.

1. DECLARATIONS OF INTEREST

None.

2. MINUTE OF MEETING OF 14 DECEMBER 2021

The minute of the meeting of the Tayside and Central Scotland Transport Partnership of 15 March 2022 was submitted and approved as a correct record.

3. AUDIT STRATEGY 2021/22

There was submitted a report by the External Auditors, KPMG (RTP/22/03) detailing the Audit Strategy for 2021/22. M Wilkie spoke to the report and detailed the key points within the Strategy.

Resolved:

(i) To note the Audit Strategy for 2021/22.

4. SCOTRAIL MAY 2022 TIMETABLE UPDATE

There was a presentation given by Scott Prentice, Business Development Manager, ScotRail on the May 2022 timetable.

Councillor Parrott sought clarification on the average 50 minutes journey time reference presented in relation to the Glasgow, Edinburgh and Stirling, Alloa, and Dunblane corridor. S Prentice confirmed the journey time average given was for a journey from Edinburgh to Stirling.

Councillor Parrott welcomed the improvements in relation to the Edinburgh to Perth services and wanted to know about the frequency of the services for Leven once the station has been opened in 2023. S Prentice noted that while the initial proposal was to run a half-hourly service during peak times and an hourly service during off-peak hours, ScotRail is now considering introducing a half-hourly service both during peak and off-peak times. However, those are initial considerations and no decision has been taken yet.

Councillor Parrott asked for further information on the electrification of the line between Edinburgh and Perth. S Prentice noted that while it is the intention to fully electrify the line between Aberdeen and Edinburgh in the long term, ScotRail is currently looking to introducing intermittent electrification along the line together with the introduction of battery electric trains. Parts of the line being electrified include sections between Haymarket and Dalmeny, Kinghorn to Ladybank and Thornton to Leven. There is also an ambition to electrify the section between Perth and Dundee as this will enable ScotRail to run battery electric trains between Glasgow and Arbroath.

Councillor Rome welcomed the improvements to and from Dundee. He highlighted the requirement to complement any improvements with regards to journey times and service frequency with a reviewed fares / price structure.

Councillor Rome sought further information on the additional stabling facilities planned for Dundee and the potential to create new jobs in the Dundee area. S Prentice confirmed that while ScotRail already stable trains overnight at Dundee, they currently bring in personnel for cleaning from Perth. It is ScotRail's intention to set up a proper stabling facility in Dundee and base a full cleaning team in Dundee. With trains being stabled overnight at Dundee, this also requires on-train staff being based there. Contrary to ScotRail initial consideration to consolidate stabling of trains overnight at a central location, they are now looking to distribute a smaller number of trains at a number of locations across Scotland.

Councillor Rome was looking for further information on the proposed timescale for the introduction of the battery electric multiple unit trains. S Prentice stated that ScotRail is looking to gain approval to start a full procurement process for the trains by the end of this month. A full procurement cycle can take between 12 and 15 months. ScotRail, subsequently, estimates trains will be gradually introduced in Scotland aiming for all to be introduced by quarter 3 of 2027.

Councillor McCready welcomed the revised proposals. While ScotRail was not able to consider all desired improvements, the proposed changes present a significant improvement.

5. REVIEW OF RISK REGISTER

There was submitted a report by the Director (RTP/22/04) presenting the Partnership's Risk Register for annual review and approval by the Partnership.

Resolved:

- (i) To review the Risk Register as detailed at Appendix A to the report;
- (ii) To agree to receive a further report reviewing and updating the Risk Register not later than March 2023.

6. 2021/22 BUDGET AND MONITORING

There was submitted a joint report by the Director and Treasurer (RTP/22/05) providing a monitoring update on the Partnership's Revenue and Capital expenditure and asking the Partnership to carry forward any final year end RTS Revenue Programme underspend to the next financial year.

Resolved:

- (i) To note the position regarding Core Revenue expenditure as at 31 January 2022 as detailed in Appendix A;
- (ii) To note progress on and approve the revised 2021/22 RTS Revenue Programme and related expenditure as discussed within the report and detailed in Appendices B and C;

- (iii) To agree that any final year end underspend in the RTS Revenue Programme funding is carried forward to supplement the 2022/23 Revenue Budget and Programme; and
- (iv) To note progress on the 2021/22 Capital Programme and related expenditure as discussed within the report and detailed in Appendix D.

7. 2022/23 BUDGET AND PROGRAMME

There was submitted a joint report by Director and Treasurer (RTP/22/06) updating the Partnership on Scottish Government and partner Council contributions towards the Partnership's 2022/23 Revenue Budget and seeking approval of a 2022/23 Core Revenue Budget and proposed 2022/23 RTS Revenue and Capital Programmes.

Resolved:

- (i) To note partner Councils' requested Revenue contributions towards the 2022/23 Core Budget;
- (ii) To note the award of Scottish Government Grant in Aid of up to £522,750 in 2022/23;
- (iii) To approve the 2022/23 Core Budget as detailed in Appendix A;
- (iv) To approve an initial 2022/23 RTS Revenue Programme budget as detailed in sections 3.5 – 3.35 of the report and to agree to consider approval of a finalised 2022/23 Programme at the Partnership's next meeting on 14 June 2022; and
- (v) To note the potential 2022/23 Capital Income, approve the criteria for identifying suitable projects and to agree to receive a further report at its next meeting.

8. TACTRAN ENABLE MAAS PROJECT: UPDATE

There was submitted a report by the Senior Strategy Officer (RTP/22/07) providing an update on the Tactran ENABLE MaaS Project.

Resolved:

- (i) To note proposals to expand the GoNHSTayside pilot across the whole NHS Tayside area and the extension of the project to the end of 2022; and
- (ii) To note extension of the spend limit for work undertaken by Fuse Mobility as approved by the Executive Committee.

9. DIRECTOR'S REPORT

There was submitted a report by the Director (RTP/22/08) asking the Partnership to consider and approve a revised Members Code of Conduct and providing the Partnership with updates on the recruitment of a non-elected member, Bus Alliances and noting the creation of a new post in partnership with Cycling Scotland.

Councillor Parrott highlighted the Transport (Scotland) Act 2019. The Act provides local authorities with the powers to respond to the transport challenges and potentially run their own bus services or opt for a partnership or franchise

approach. The Director noted that Tactran is aware of the legislation and subsequent guidance coming forward in 2023. Tactran has taken first steps and was involved in establishing both the Tayside and Forth Valley Bus Alliances, looking at improvements to identified bus corridors. It is the intention that the Alliances will lead into the establishment of Bus Service Improvement Partnerships (BSIPs), a new type of statutory partnership provided for by the Transport (Scotland) Act 2019. The Alliances will be looking at the most appropriate model to run bus services within the region to meet demand.

Looking at the few tender responses when tendering for rural bus services, Councillor Parrott concluded that, in some instances, it might be the last resort for the Councils to run their own bus services.

At the request of Councillor McCready, it was agreed to bring forward a report on the respective powers in the Transport (Scotland) Act 2019 regarding options for bus services to a future Partnership meeting.

Resolved:

- (i) To approve a revised Members Code of Conduct for submission to the Scottish Government as detailed in Append A to the report;
- (ii) To note progress in the appointment of a non-elected Member;
- (iii) To note the update on the Bus Alliances;
- (iv) To note new joint post with Cycling Scotland
- (v) To report on Transport (Scotland) Act 2019 bus service options at a future meeting.

10. A NEW REGIONAL TRANSPORT STRATEGY: SOME BIG QUESTIONS

There was submitted a report by the Senior Strategy Officer (RTP/22/09) updating the Partnership on the development of a new Regional Transport Strategy and noting that recent workshops with the Partnership Board highlighted some 'big' questions which it would be helpful for Members to consider prior to undertaking proposed consultation on options during Summer 2022.

The Director thanked all members who participated in the recent workshops.

Councillor Rome found the recent series of workshops good. He asked for as much notice as possible, scheduling the upcoming workshops.

The Director noted that invites for the workshops will be sent imminently and reminded Members that there is also the opportunity to schedule individual sessions should they not be able to make any of the proposed workshop dates.

Resolved:

- (i) To note proposed discussion sessions for the Partnership Board Members to shape the context within which the RTS options will be presented for consultation.

11. CONSULTATIONS

There was submitted a report by the Senior Partnership Manager (RTP/22/10) asking the Partnership to agree to receive a draft Tactran response to Transport Scotland's draft Strategic Transport Projects Review 2 (STPR2) for comment; to approve responses to consultation on 'A route map to achieve a 20 per cent reduction in car km by 2030', National Planning Framework 4 and Local development planning regulations and guidance. The Partnership was also asked to endorse an officer response to Fife Local Transport Strategy consultation, note a number of other consultation responses and to delegate approval of a response to consultation on Public Sector Equalities Duty in Scotland to the Executive Committee.

N Gardiner provided a presentation at the meeting seeking the Members' input to Tactran's response to consultation on STPR2.

Councillor Rome highlighted the need to integrate modes as this will be key to encourage mode shift. The draft STPR2 does not provide a consistent framework to enable multi-modal journeys and measures to enable mode integration. N Gardiner agreed and noted that reference within STPR2 is made to multi-modal hubs while Park & Ride/Choose sites, for example, are not recommended within the draft document. Tactran's draft response strongly recommends that Park & Ride/Choose is included within the final STPR2.

Councillor Parrott asked for clarification on a new rail link between Perth and Edinburgh. N Gardiner clarified that a more direct rail link from Perth to Edinburgh via Kinross was considered within the Case for Change but has been sifted out in the next appraisal stages, with no explanation given. Tactran is questioning this. Councillor Parrott, while welcoming a more direct rail link from Perth to Edinburgh via Kinross, was sceptical that such a rail link would be implemented, given the current economic context.

Provost Proctor highlighted the needs of rural communities. In his opinion, the existing demand responsive transport offer within the region needs to be expanded significantly to meet the needs of rural communities. He referred to the impacts of the recent storms.

Councillor Bailey left the meeting.

Councillor McCready stated that care needs to be taken so that decarbonisation of public transport does not equal cutting public transport services.

Provost Proctor highlighted the needs of rural communities and the requirement to bring sustainable transport infrastructure into rural communities. He specifically referred to charging infrastructure for electric vehicles and highlighted the impacts of the recent storms.

Councillor Parrott questioned the omission of fare and ticketing options, such as making local public transport free at the point of use, was not included within the portfolio of strategic measures. N Gardiner noted that this point has been

made in the proposed response to the draft route map to achieve a 20 per cent reduction in car kilometres by 2030.

Councillor Rome agreed with the points made in relation to the fares / ticket structures but pointed out that this must be supported by measures to grow the bus market and to increase the number of such vehicles carrying more passengers.

It was agreed to amend Tactran's proposed response to STPR2 consultation shown in Appendix B of the report to reinforce points on integration of transport and the need to grow bus services.

Resolved:

- (i) To approve a draft Tactran response to Transport Scotland's draft Strategic Transport Projects Review 2 (STPR2) consultation as shown in Appendix B and amended as agreed at meeting;
- (ii) To approve the proposed response to Transport Scotland's consultation on 'A route map to achieve a 20 per cent reduction in car kilometres by 2030' as detailed in Appendix C;
- (iii) To approve the proposed response to Scottish Government's consultation on the draft Fourth National Planning Framework (Draft NPF4) as detailed in Appendix D;
- (iv) To approve the proposed response to Scottish Government's consultation on 'Local development planning – regulations and guidance' as detailed in Appendix E;
- (v) To endorse an officer response on Fife Council's consultation on their Local Transport Strategy Main Issues, as detailed in Appendix F;
- (vi) To note responses to the Transport Scotland's consultation on Aviation Strategy and NTS2 Delivery Plan Impact Assessment and Sustran's RTS consultation; and
- (vii) To delegate authority to the Executive Committee to consider and approve a response to Scottish Government's consultation on Public Sector Equality Duty in Scotland.

12. MEMBERS ISSUES AND AOCB

Provost Proctor concluded that he has been a Member of the Tactran Board for ten years and that he thinks that the work of Tactran has made a significant difference to the sustainable transport offer within the region. He thanked Members, Council Officers and Tactran Officers for their commitment and work over the past years.

Councillor McCready echoed the sentiments.

13. DATES OF FUTURE MEETINGS

14th June 2022

13th September 2022

13th December 2022