

**CHIEF OFFICER LIAISON GROUP MEETING
TUESDAY 24TH FEBRUARY 2015 AT 10:00AM**

Tea and coffee will be available from 9.30am

1. Welcome to the meeting and apologies for absence
2. Minutes and Matters Arising from the meeting of the Chief Officers held on 18th November 2014
3. Shared Services
4. Draft Agenda for Partnership Board Friday 20th March 2015

AGENDA A – POINTS FOR DECISION

- A1. Minutes of the Partnership Board meeting – Friday 5th December 2014
- A2. Matters Arising
- A3. Minutes of the Performance & Audit Committee – Friday 6th March 2015
- A4. Matters Arising
- A5. Projects Report
- A6. Finance Reports
 - A6.1 Finance Officer's Report 2014/15
 - A6.2 Budget 2015/16
 - A6.3 Annual Treasury Strategy Report
- A7. Business Plan 2015-16
- A8. RTS
- A9. Rail Stations
- A10. East Coast Mainline Authorities (ECMA)

AGENDA B – POINTS FOR NOTING

- B1. Franchises (Provisional)
- B2. Claremont House Lease
- B3. Active Travel Funding Update

- B4.** Minutes of SESplan Cross Boundary Impacts Group
- B5.** High Speed Rail Update (Sir David Higgins)
- B6.** Consultation Responses by SEStran
 - B6.1** Midlothian Council Local Development Plan
 - B6.2** Freight Infrastructure
 - B6.3** Fife Air Quality Strategy
 - B6.4** Location of Mid-Calder High School
 - B6.5** Scottish Air Quality Strategy
- B7.** Consultation Responses by Joint RTP Chairs
 - B7.1** Freight
 - B7.2** Air Quality Strategy
- B8.** Minutes of Sub-Groups
 - B8.1** Equalities Forum – 13th Feb 2015
 - B8.2** Bus Forum – 20th Feb 2015
 - B8.3** Chief Officer Liaison Group Meeting – 24th Feb 2015
- B9.** Minutes of the Joint RTP Chairs – 3rd December 2014

5. AOCB

6. Date of Next Meeting

Chief Officer Liaison Group

Tuesday 2nd June 2015 at 10:00am, SEStran Offices, 130 East Claremont Street, Edinburgh, EH7 4LB

Partnership Board

Friday 19th June 2015 at 10:00am, Diamond Jubilee Room, Chambers, City of Edinburgh Council, High Street, Edinburgh, EH1 1YJ

**CHIEF OFFICER LIAISON GROUP MEETING
10.00 AM TUESDAY 18TH NOVEMBER 2014**

Present:

Angela Chambers	SEStran
Julie Cole	Falkirk Council
Neil Dougall	Midlothian Council
Peter Forsyth	East Lothian Council
Trond Haugen	Adviser to SEStran
Brian Sharkie	CEC
Iain Shaw	CEC – Treasurer Services to SEStran
Alastair Short	SEStran
Emily Whitters	SEStran

Apologies:

Andrew Ferguson	Legal Adviser to SEStran
Jim Grieve	SEStran
Graeme Johnstone	Scottish Borders Council
Alex Macaulay	SEStran
Graeme Malcolm	West Lothian Council
Bob McLellan	Fife Council

Ref.		Actions
1.	Welcome and Apologies	
	Noted as above, followed by round table introductions.	
2.	Minutes and Matters Arising from Chief Officers – 9th Sept. 2014	
	<u>Minutes</u> Approved as a correct record. <u>Matters Arising</u> A5 RTS Approval for Consultation Mr Short is awaiting a response from East Lothian Council on when their members will consider the RTS. The majority of authorities cannot respond until spring 2015. Mr Forsyth to advise.	PF
3.	Shared Services	
	Mr Dougall reported that a meeting is scheduled this week with Council Leaders and Chief Executives at COSLA. A paper will be presented seeking approval of the Improvement Service's Governance First Project. This includes the setting up of a governance model to assess areas of road maintenance. Three member engagement events have been arranged for early December. Mr Short noted that the Joint RTP Chairs have raised concerns over progress.	

4.	Draft Agenda for the Partnership Board – Friday 5th December 2014	
A1	Minutes of the Partnership Board meeting – Friday 20th June 2014	
	The minutes were noted.	
A2	Matters Arising	
	<u>A12. Edinburgh Waverley Platforms</u> Copy of SEStran's letter to Network Rail to be circulated to CEC, East Lothian and Borders Council.	TH
A3	Minutes of the Performance and Audit Committee – Friday 21st November 2014	
	Meeting scheduled as above.	
A4	Matters Arising	
	N/A	
A5	Projects Report	
	Mr Short presented the progress report, summarising the main issues. Ms Cole referred to the item 3, Sustainable Travel Awareness and asked for clarification on what can be funded, as an application for additional cycle storage facilities at rail stations in Falkirk had been rejected by Sustrans. The group discussed Abellio's bid and the provision of £3.5k for cycle parking. Mr Haugen will raise the issue at a meeting with Abellio on 26 th November and report back. Progress on South Tay P+R and Reston Station could be added to the report for the Board. Urban Cycle Network Refresh The emphasis will be on cross boundary areas and Officers requested further details in advance of the Board.	SR TH AS
A6	Finance Reports	
A6.1	<u>Core Revenue Budget 2014-15</u> Mr Shaw presented the report, providing an update on the current year budget; <ul style="list-style-type: none"> • Expenditure is within budget • Projecting a very small overspend of £2k which will be balanced by under spend on projects budget. • £14k c/f from previous year will be spent on the RTP1 system. • Grant claims still outstanding which are highlighted under cash flow section. 	
A6.2/	<u>Draft Budget 2015-16</u> Mr Shaw summarised the report, outlining the main funding assumptions, including Scottish Governments (SG) flat cash position and redistribution of funding, final confirmation of SG's grant anticipated in early December. SG has indicated in its draft budget that it will continue to support RTP's.	

A6.2	<p><u>Draft Budget 2015-16</u> Due to a number of European Projects finishing next year, recharges will reduce. Additional funding will be provided via the Bus Investment Fund, totalling £1m. The Board are being asked to note the report and approval of the budget will be sought at the Board meeting in March 2015.</p> <p>The group continued by discussing the budget challenges being faced by authorities over the coming years and feedback will also be provided from the Performance & Audit Committee.</p>	
A6.3	<p><u>Mid Term Treasury Management Report</u> Mr Shaw noted the treasury management information was also included in the Finance Officers Report and will be presented to the Performance & Audit Committee.</p>	
A7	RTS – Timetable for Consultation	
	<p>Mr Short noted that given the indicative timetable, a report will not go to this Board but to the first Board in 2015. The consultation exercise is underway and some responses have been submitted.</p> <p>Mr Forsyth noted that ELC comments will be provided Jan/Feb 2015, as they are currently involved in updating their own LTS.</p> <p>SEA – SEPA have indicated that they believe another SEA is required; however, the grounds quoted are doubtful. SESplan have already gone through a SEA and it would be excessive for SEStran to go through the process, as the RTS has been updated in line with SESplan predictions. There is still a bit of background work to be completed before the report can be drafted.</p>	
A8	Airport Liaison	
	<p>Mr Haugen presented the report and provided some background information to the group. A Liaison meeting has been arranged for 2:00pm on 26th November, to which the partner authorities have been invited. Mr Haugen has suggested holding an annual Forum, which has been welcomed by airport representatives.</p> <p>Mr Haugen asked the group if they had any specific issues they would like to raise. He will be questioning if there is secure cycle parking available at the airport and raising concerns over the lack of an Edinburgh cross rail service affecting access to the airport on the new Borders Rail. Mr Sharkie suggested this Forum could feed into the CEC Transport Forum.</p>	
A9	Shared Services (Provisional)	
	Discussions will continue at Chief Officer level and there will be no report going to the December Board.	

A10	Dates of Future Meetings	
	<p>Ms Chambers noted the provisional dates for the 2015 SEStran calendar of meetings. The Board will be asked to approve dates as; <u>Partnership Board</u></p> <ul style="list-style-type: none"> • 20th March • 19th June • 25th September • 4th December <p>A full schedule will be presented to the Board for approval.</p>	
B1	SESplan Co-Location	
	<p>Mr Short noted that SESplan have indicated they will be leaving Claremont House on 14th December; however, details are still to be finalised. The implications of the move have been budgeted for.</p>	
B2	ScotRail Franchise	
	<p>Mr Haugen provided a verbal update, highlighting the key issues. He noted that an edited copy of the franchise agreement is expected early in 2015.</p> <p>He suggested that the frequency of the SEStran Rail Forum and Liaison group meetings may be adjusted to allow more meaningful discussions to take place with Officers/Operators, before taking issues to Members of the Forum.</p> <p>Mr Forsyth requested that a meeting is arranged between Abellio, East Lothian, Fife Councils to discuss the concordat. Mr Sharkie commented that CEC would be keen to attend.</p>	TH
B3	East Coast Mainline Authorities (ECMA)	
	<p>Mr Haugen provided a verbal update and noted that ECMA have been quite successful in their dialogue with the Government and Network Rail. Contributions are required for the group to continue and indications show that this will be successful.</p>	
B4	£30m Scottish Stations Investment Fund	
	<p>Mr Haugen noted 4 bids have been submitted and is optimistic that there will be some success.</p> <p>Ms Cole asked when an announcement is likely. M Haugen replied that a press release was being issued on East Linton and Reston Stations today.</p> <p>Mr Forsyth is optimistic that funding will awarded for 2 x stations on the Edinburgh to Berwick line.</p>	
B5	Minutes of the SESplan Cross Boundary Impacts Group	
	For information and noting.	

B6	High Speed Rail Update	
	For information and noting.	
B7	Consultation Responses by SEStran - Noted	
B7.1 B7.2 B7.3 B7.4 B7.5 B7.6	<u>Consultation on changes to bus registration in Scotland</u> <u>Response to the Infrastructure and Capital Investment Committee on the Scottish Government's</u> <u>Access to Rail Freight Sites</u> <u>West Lothian Council LDP - MIR</u> <u>Borderlands</u> <u>Fife LDP</u> <p>Mr Forsyth reported that East Lothian Council has just commenced its MIR process. Mr Short noted that SEStran would be keen to make a response.</p>	
B8	Consultation Responses by Joint RTP Chairs	
B8.1	<u>Consultation on changes to bus registration in Scotland</u> This is in line with the SEStran response.	
B9	Minutes of Sub-Groups - Noted	
B9.1 B9.2 B9.3	<u>Sustainable Transport Forum</u> – 10 th October 2014 <u>Equalities Forum</u> – 31 st October 2014 <u>Chief Officer Liaison Group</u> – 18 th November 2014	
B10.	Minutes of the Joint RTP Chairs – 3rd September 2014	
	For noting.	
5	AOCB	
	Nothing to report.	
6	Date of Next Meeting	
	The date of the next meeting has been <i>provisionally</i> scheduled for Tuesday 3rd March 2015 at 10:00am in SEStran Offices, 130 East Claremont Street, Edinburgh.	

PARTNERSHIP BOARD MEETING
HELD IN DEAN OF GUILD ROOM, CITY CHAMBERS, HIGH STREET,
EDINBURGH, EH1 1YJ.
ON FRIDAY, 5TH DECEMBER, 2014
10.00 A.M. – 11.45 A.M.

PRESENT:	<u>Name</u>	<u>Organisational Title</u>
	Councillor Russell Imrie	Midlothian Council (Chair)
	Charlie Anderson	Non-Councillor Member
	Cllr Donald Balsillie	Clackmannanshire Council
	Graham Bell	Non-Councillor Member
	Councillor Tony Boyle	West Lothian Council
	Councillor Tom Coleman	Falkirk Council
	Councillor Gordon Edgar	Scottish Borders Council (Vice-Chair)
	Councillor Irene Hamilton	Clackmannanshire Council
	Councillor Lesley Hinds	City of Edinburgh Council (Vice Chair)
	John Martin	Non-Councillor Member
	Councillor Adam McVey	City of Edinburgh Council
	Councillor Joanna Mowat	City of Edinburgh Council
	Neil Rennilson	Non-Councillor Member
	Councillor Joe Rosiejak	Fife Council
	Sandy Scotland	Non-Councillor Member
	Barry Turner	Non-Councillor Member

IN ATTENDANCE:	<u>Name</u>	<u>Organisation Title</u>
	Craig Beattie	City of Edinburgh Council
	Angela Chambers	SEStran
	Julie Cole	Falkirk Council
	Andrew Ferguson	Fife Council (Legal)
	Jane Findlay	Fife Council
	Jim Grieve	SEStran
	Trond Haugen	SEStran Adviser
	Graeme Johnstone	Scottish Borders Council
	Ewan Kennedy	City of Edinburgh Council
	Alex Macaulay	SEStran Partnership Director
	Iain Shaw	City of Edinburgh Council (Treasurer)
	Alastair Short	SEStran
	Emily Whitters	SEStran

APOLOGIES FOR ABSENCE:	<u>Name</u>	<u>Organisational Title</u>
	Councillor Jim Bryant	Midlothian Council
	Cllr Pat Callaghan	Fife Council (Vice Chair)
	Phil Flanders	Non-Councillor Member
	Councillor Nick Gardner	City of Edinburgh Council
	John Jack	Non-Councillor Member
	Cllr Alex Lunn	City of Edinburgh Council
	Tom Steele	Non-Councillor Member
	Cllr Michael Veitch	East Lothian Council
	Joan Dalglish	Audit Scotland
	Neil Dougall	Midlothian Council
	Peter Forsyth	East Lothian Council
	Graeme Malcolm	West Lothian Council
	Bob McLellan	Fife Council

ORDER OF BUSINESS

The Chair confirmed that the Order of Business was as per the agenda.

DECLARATIONS OF INTERESTS

None

A1 MINUTES

The minutes of the Partnership Board meeting of 26th September, 2014 were agreed as a correct record of proceedings.

A2 MATTERS ARISING

There were no matters arising.

A3 MINUTES OF THE PERFORMANCE AND AUDIT COMMITTEE

The minutes of the Performance and Audit Committee of Friday, 21st November, 2014 were noted.

A4 MATTERS ARISING

There were no matters arising.

A5 PROJECTS REPORT

The Board considered a report by Jim Grieve, Programme Manager regarding the current year's Projects Budget, which showed expenditure to date of £545,033.

Decision

The Board noted the contents of the report.

A6.1 FINANCE OFFICER'S REPORT

The Board considered a report by Hugh Dunn, Treasurer presenting the second update on financial performance of the core revenue budget of the Partnership for 2014/15. This report presented an analysis of financial performance to the end of October, 2014.

Decision

The Board noted:-

- (a) the projected overspend on core expenditure in 2014/15 will be contained within the approved total revenue budget of the Partnership;

(b)/

- (b) that all income and expenditure will continue to be monitored closely with updates reported to each Partnership meeting; and
- (c) the month end balance of indebtedness between the Partnership and City of Edinburgh Council and the reason for these balances identified at paragraph 2.7.

A6.2 DRAFT REVENUE BUDGET 2015/16

The Board considered a report by Hugh Dunn, Treasurer presenting the update on the financial planning being undertaken to present a revenue budget to the Partnership for approval in March, 2015.

Decision

The Board noted:-

- (a) the summary of the key points arising from draft Scottish Government budget for 2015/16 and the financial planning process and assumptions being progressed; and
- (b) the revenue budget for 2015/16 would be presented to Members for approval at the meeting of the Partnership in March, 2015. IS/AM

A6.3 MID-TERM REVIEW - TREASURY MANAGEMENT ACTIVITY

The Board considered a report by Hugh Dunn, Treasurer reviewing the investment activity undertaken on behalf of the Partnership during the first half of the 2014/15 Financial Year.

Decision

The Board noted the contents of the report.

A7 REGIONAL TRANSPORT STRATEGY REVIEW

The Board considered a report by Alastair Short, Strategy Manager, on progress with the Regional Transport Strategy Review and ongoing discussions with the Strategic Environmental Assessment (SEA) authorities.

Decision

The Board approved the continuation of the consultation period as prescribed and the approach SEStran are making on contesting the need for further SEA reporting. AS/AF

A8. AIRPORT LIAISON

The Board considered a report by Trond Haugen, Adviser to SEStran regarding the Airport Transport Forum.

Decision/

Decision

The Board:-

1. noted the report; and
 2. agreed the establishment of a SEStran Air Forum as outlined in section 2.4, subject to detail on the terms of reference being brought back to the next meeting.
- TH/AF

A9. SCOTRAIL AND EAST COAST FRANCHISES AND RAIL FORUMS

The Board considered a report by Trond Haugen, Adviser to SEStran updating on the letting of the Scotrail franchise and its relevance to the SEStran area. The report also proposed a change in the meeting frequency of the SEStran Rail Forum.

Decision

The Board noted the contents of the report and agreed that the number of Rail Forums per year be decreased from three to two.

TH

A10 DATES OF FUTURE MEETINGS

The Board considered a report outlining the calendar of SEStran Partnership Board meetings for 2015.

Decision

The Board approved the programme of meetings for 2015.

AC

B1 SESTRAN - FUNDING SUCCESS AND INDUSTRY RECOGNITION

The Board considered a report by Jim Grieve, Programme Manager, on recent funding success and the award to SEStran of gold in the category of Local Authority Bins Project of the Year.

Decision

The Board noted the contents of the report, and commended officers on their efforts.

B2. £30 MILLION SCOTTISH STATIONS INVESTMENT FUND.

The Board considered an update report on bids for funding from the Stations Investment Fund.

Decision

The Board noted the report.

B3./

B3. MINUTES OF SESPLAN CROSS BOUNDARY IMPACTS GROUP

The minutes of the SESplan Cross Boundary Impacts Group were noted.

B4 HIGH SPEED RAIL UPDATE

The Board considered a report dated 21 November, 2014 from Trond Haugen, Advisor to SEStran regarding High Speed Rail.

Decision

The Board noted the response.

B5. ACCESS TO HEALTHCARE

The Board considered a report by Alastair Short regarding Access to Healthcare.

Decision

The Board noted the progress of developing improved access to healthcare.

B6.1 CONSULTATION ON CHANGES TO BUS REGISTRATION IN SCOTLAND

The Board considered a response to a consultation on the changes to bus registration.

Decision

The Board noted the response.

B6.2 RESPONSE TO THE INFRASTRUCTURE AND CAPITAL INVESTMENT COMMITTEE OF THE SCOTTISH PARLIAMENT CALL FOR VIEWS ON THE SCOTTISH GOVERNMENT'S DRAFT BUDGET 2015/16.

The Board considered a response to a consultation on components of the Scottish Government's draft budget.

Decision

The Board noted the response.

B6.3 RESPONSE TO WEST LOTHIAN COUNCIL MAIN ISSUES REPORT

The Board considered a response to West Lothian Council's Main Issues Report

Decision/

Decision

The Board noted the response.

B6.4. BORDERLANDS - OUR BORDERS - OUR FUTURE - SECOND REPORT OF SESSION 2014-15.

The Board considered a submission to the Report of Session.

Decision

The Board noted the submission.

B6.5 FIFE LOCAL DEVELOPMENT PLAN

The Board considered a response to a consultation on the Proposed Plan and Guidance on Planning Obligations

Decision

The Board noted the response.

B7.1 CONSULTATION ON CHANGES TO BUS REGISTRATION IN SCOTLAND - RESPONSE BY RTP CHAIRS

The Board considered a response by the RTP Chairs on the Consultation on changes to bus registration in Scotland.

Decision

The Board noted the response.

B8 MINUTES OF SUB-GROUPS

The Board considered the minutes of the following meetings:-

- B8.1 Sustainable Travel Forum - 10th October, 2014
- B8.2 Equalities Forum - 31st October, 2014;
- B8.3 Chief Officer Liaison Group - 18th November, 2014

Decision

The Board noted the minutes of the Sub-Groups.

B9. MINUTES OF THE JOINT REGIONAL TRANSPORT PARTNERSHIPS CHAIRS

The Minute of meeting held on 3rd September, 2014 was noted.

C1./

C1. CONFIDENTIAL ITEM - SESPLAN CO-LOCATION

The Board considered a report by the Secretary and Legal Adviser on the proposed co-location of SESplan from SEStran's offices to alternative accommodation.

Decision

The Board agreed to termination of the existing arrangements with SESplan, based on payment of continuing non-variable costs depends on the exact date of vacation of the premises by SESplan, all as detailed in the report.

AM/AF

4 AOCB

None

5. DATE OF NEXT MEETING

The Board noted the next meeting of the Partnership would take place on **Friday, 20th March, 2015 at 10.00 a.m.** at Dean of Guild Room, City Chambers, City of Edinburgh Council, High Street, Edinburgh, EH1 1YJ.

A5 PROJECTS REPORT

1. 2014/15 Expenditure

- 1.1 **Appendix 1** to this report details the current year's Projects Budget which shows expenditure to 11 February 2015 of £981,345.

2. RTPI

2.1 **Bus Investment Fund (BIF)**

- 2.1.1 The Bus Investment Fund (BIF) operates as a challenge fund open to applications from public transport authorities working in partnership with operators, community transport, NHS, and other public or private sector partners.
- 2.1.2 The aim of the fund is to incentivise and enable partnership working to help improve bus services, partnerships, standards and infrastructure for communities across Scotland. The fund will support and encourage all relevant authorities to take up partnership working to help increase the standard of bus services to increase patronage thereby achieving a greater modal shift
- 2.1.3 Following on from success in 2013 with a £1m award to the RTPI system, SEStran has again been successful with two bids to BIF.
- 2.1.4 The first was for £500,000, over two years, to expand the bustrackerSEStran RTPI project by fitting out more buses operated by First Scotland East, accommodating changes imposed by Stagecoach and developing a Vehicle Monitoring (VM) feed, all of which is described in more detail below.
- 2.1.5 The second bid - also for £500,000 over two years – will fund equipping public premises with TV screens displaying real time passenger information through bustrackerSEStran as well as information on local events and services.
- 2.1.6 Overall, the awards will enhance access to bustrackerSEStran through expanding the scheme to include additional vehicles and extending access to the system through the medium of public information screens. In aggregate this represents a major extension and improvement to both the functionality of the system itself and to public access to live bus time information.
- 2.1.7 The total fund now successfully obtained, to date, for the RTPI scheme is almost £5.3m.

2.2 Contract Progress

- 2.2.1 Recent events, as indicated above, have necessitated significant change within the RTPI project. Stagecoach Fife, during a progress meeting at the end of last year, informed SEStran that they intended to equip all of their buses with their own ticket machine based RTPI system, and that this was to be implemented during the period March to June 2015. Accordingly, no more of their vehicles were to be equipped with the SEStran real-time kit. Furthermore, they would return the on-bus computers and consoles already fitted, on their buses, to SEStran. This announcement came without warning and reflects Stagecoach national policy in respect of ticket machine upgrades and RTPI.
- 2.2.2 Rather than viewing this as a potential drawback to the project, SEStran has taken the opportunity to effectively expand the real time system. Stagecoach have agreed to provide the necessary feed from their new system to “Bustracker SEStran” so that their RTPI can still be available through SEStran’s RTPI, as well as their own systems.
- 2.2.3 In order to receive and refine that data the SEStran system requires the development of a Vehicle Monitoring (VM) feed. This further development will also facilitate the introduction to the scheme of smaller operators who equip their buses with modern ticket machines capable of sending their GPS location and current service details to the bustrackerSEStran system. This approach is preferred by smaller operators who don’t require the more expensive fleet management components of the system (which the large operators favour) and who wish to minimise the installation and expense of 3rd party systems on their vehicles.
- 2.2.4 The following deliverables, as agreed with Transport Scotland, will be accommodated within both the BIF 2013 and 2014 (Bus Fit-out) awards:
- 31 buses (outstanding within the BIF 2013 award) in the First fleet will be equipped and commissioned by the end of March 2015.
 - Development of the system interface (VM feed), to accept Stagecoach (& in future small operators) ticket machine data, will commence and be approximately 50% complete by end of March 2015.
- 2.2.5 The above tasks will complete the £996,000 BIF 2013 project expenditure by the agreed March 2015 deadline.
- 2.2.6 It is not possible to complete and fully commission the Stagecoach VM interface by March 2015 due to the Stagecoach project programme. It is anticipated that the data interface will be completed and commissioned by August 2015 under the 2014 BIF “SEStran Regional RTPI – Bus Fit-out” project.
- 2.2.7 The remainder of the 2014 BIF award will fund the installation of the on-bus equipment, removed from the Stagecoach vehicles, on to the remaining vehicles of the First fleet operating in the SEStran area.

- 2.2.8 The end result of all of the above is that Bustracker SEStran will, in the coming year, feature all of the First Scotland East fleet, all of the Stagecoach Fife fleet and the system will be enhanced to accommodate the smaller operators who elect to join the system using GPS enabled ticket machines. In addition, a substantial number of public premises throughout the Region will be displaying RTPi on TV screens also showing public information and news bulletins.

2.3 Media Strategy Update

- 2.3.1 In order to boost public awareness of the system, a radio and digital marketing campaign was carried out on Radio Forth from 24th November to 22 December 2014. The campaign included; a webpage of information on bustrackerSEStran; a series of advertising jingles on air; twitter and Facebook feeds on the system and links between the Radio Forth app and bustrackerSEStran app and links between the two web sites.
- 2.3.2 Two short videos were also produced; one an animation showing how to use the app and the other being a short narrative showing a Radio Forth personality using it to navigate a series of journeys. These have been placed on the relevant websites and on YouTube.
- 2.3.3 The campaign showed a marked increase of about 20% in downloads. Sustained high visibility over an extended period is required to raise public awareness and increase subsequent app downloads.
- 2.3.4 However, interrogation of the system has revealed that many users are also accessing bustrackerSEStran through Traveline. In December 257,747 requests for information ("hits") requesting RTPi were submitted through Traveline, followed by 391,361 "hits" in January 2015. This is very encouraging in that the information is now being widely accessed, albeit through Traveline.
- 2.3.5 Both participating bus companies have committed to making the product highly visible on their vehicles and at relevant sites, using the material's provided.
- 2.3.6 Further marketing initiatives should be carried out following a sustained period of high visibility on the vehicles and sites belonging to the participating bus companies. Higher visibility on local authority web sites would also be beneficial.

2.4 Scottish Enterprise Mobility Integration Challenge

- 2.4.1 SEStran personnel have recently attended two conferences organised by Scottish Enterprise to take the Mobility Challenge forward and on both occasions, the Partnership Director presented the SEStran proposal. The draft Business Plan remains with the assigned Scottish Enterprise adviser and further contact is awaited.

3 Sustainable Travel Awareness

3.1 Edinburgh College - £20,000 Contribution from SEStran

- 3.1.1 The purpose of this project is to expand on the Edinburgh and Lothian Electric vehicle project with further expansion into Fife. The College is looking to expand their current fleet and expand the analysis of data to four more vehicles and continue the evaluation of usage of sustainable transport needs. These vehicles will include EV's being used for multi drop activities. The project currently has 26 EV's within its remit and the College aims to increase this beyond 30.

4 Urban Cycle Networks

- 4.1 The “**Urban Cycle Network: Strategy For Investment**” refresh is near completion and will be brought to the next Partnership Board for approval. A series of barriers and gaps in the network have been identified and prioritised according to strategic and cross-boundary importance. The necessity for Local Authorities that share borders to work together is highlighted in particular. As well as individual budgets, the SEStran Regional Cycle Network Grant Scheme (RCNGS) can be used to help fund solutions to these gaps.

- 4.1.1 As of 17th March 2015 The SEStran RCNGS for 2014-2015 has helped fund the following projects:

- Phase 1 of the Ormiston – Tranent cycleway improvement –£25,000 contribution by SEStran
- 2 Cycle and 3 Pedestrian counters along NCN routes 768 and 767 – £2,427 contribution by SEStran

- 4.1.2 Applications are now open for the 2015-2016 grant scheme. Partnership Local Authorities are encouraged to bid for further grants to support cycling and walking feasibility studies, design work and infrastructure improvements that would benefit the wider regional cycle network.

5 European Projects Update

- 5.1 “**WEASTflows**” is a project looking at east to west freight movements to improve accessibility to the SEStran ports and linkages to Europe. The final deliverable ‘Creation of a Network of Sustainable Journeys’ that details all the companies SEStran has had correspondence with over the course of the WEASTflows project, has now been completed.

- 5.1.1 The final conference was successfully held on the 12th Feb 2015 in Brussels.

- 5.1.2 A key action for the Weastflows Strategic Initiative was to initiate contact at MEP level to provide a comprehensive briefing and exposure of the project at political level, raise the project's profile and tie the key project findings into current policy issues the Parliament is dealing with.

A briefing session was set up on the 8th of January at the office of Keith Taylor MEP in Brussels to provide an initial overview of the WeastFlows project and judge its relevance to Keith Taylor's and the TRAN Committee's policy agenda. In the discussion, emphasis was placed on sustainable transport delivery and modal shift and the opportunity was given to the project to comment on the Juncker Investment program, which focuses to a large extent on fast tracking transport investment.

A breakfast reception was held from 8 am to 9:30 am on Tuesday 3rd of February.

A separate Policy Advisory Group (PAG) meeting was convened on the 2nd of February, in order to brief all Parliament Reception attendees of the details of the Weastflows presentation.

Key Issues discussed

1. Sustainability of the whole logistics chain in the view of economic competitiveness and profitability in a market with very narrow margins;
2. Data availability across the industry and particularly across modes to established an informed base for decision making;
3. Regional ports need to be in a better position to be able to share capacity that it is increased at large ports, so the latter can concentrate on the core supply business, this operational "SHARING" would reflect the TEN-T sub-division into Core and Comprehensive network;
4. Increasing concentration on a relatively limited number of core corridors, potentially creating new bottlenecks in that system towards 2030 – 2050.
5. Balance between sustainability, operational efficiency and economic profitability needs to be reflected in policy and funding mechanisms;
6. Eurotunnel issues with hinterland connectivity and synchronisation of capacity on both sides of the channel tunnel, ie lack of capacity investment on the UK side hinders investment in capacity enhancement or full use of existing capacity; and
7. Need for a "neutral platform" to enable different stakeholders to come together and collaborate – to create "Co-opetition".

A more comprehensive WeastFlows project response to the Juncker list,

5.1.3 WEASTFLOWS – DG move technical meeting

A further action for the Strategic Initiative was to follow up the initial contact with technical officers in DG Move and to target the Trans-European Transport Network (TEN-T) program and the Connecting Europe Facility (CEF) investment program (making € 83bn available to deliver the core and comprehensive network),specifically.

Key Issues discussed

1. Fundamental principles of understanding freight flows across a global infrastructure network, utilising the Core TEN-T and the Comprehensive TEN-T network, but also any infrastructure beyond that captured by the EU policies;
2. Data availability across the industry and particularly across modes at a sufficient level of geographical detail to established an informed base for decision making;
3. ICT is generally available to assist freight movement but is dispersed

- among a wide range of businesses and needs to be brought together for better accessibility;
4. Profitability and extremely tight profit margins in the logistics sector do not leave room for sustainability focused or operational changes but the simple approach to providing public sector subsidies must be avoided; and
 5. Need for a “neutral platform” to enable different stakeholders to come together and collaborate – to create “Co-opetition”, to share existing spare capacity or create added value by more efficient loads capacities.
 6. A number of initiatives have been developed to assist sustainable freight on a bottom-up basis but there is a need for a top-down approach from the EU to address those areas that are policy or legislative constraints;

Opportunities to be pursued

1. Engage with DG Move to explore future project development opportunities emerging from WeastFlows with a focus on “neutral platform”, “co-opetition” of logistics operators and procurers of freight services; and

Approach Commissionaires for the the TEN-T Corridor “Motorways of the Seas” and for the North Sea – Baltic TEN-T Corridor

5.2 “NweRide” is a project within the North West Europe Interreg IVB Programme. The project’s aim is to improve individuals’ connectivity using dynamic lift share systems which are linked to public transport networks giving a higher probability of finding a trip solution.

5.2.1 Since the Edinburgh meeting, last November, further progress has been made to the NweRIDE Car Share Platform. Further discussions between the technical partners are still to be held before a trail of the new portal can be made March/April.

5.2.2 The next full partnership meeting is to be held in Staffordshire Council at the end of March.

5.3 “CHUMS” is a project under the umbrella of Intelligent Energy Europe (IEE). The project will seek to address the energy challenge of low car occupancy and the approximately 50% of journeys in cities that cannot be accommodated by conventional public transport modes. The aim of the project is to apply a composite CHUMS behavioural change strategy, developed by the consortium and to transfer the proven methods to the rest of Europe.

5.3.1 The most recent partnership meeting was hosted by the Romanian partner, in Craiova. In the knowledge exchange session, SEStran and Liftshare UK presented their experiences of promoting car sharing during National Liftshare Week (6th – 12th October).

5.3.2 As part of the CHUMS Project Liftshare UK have supplied Edinburgh University with 670 automated personalised travel plan items (MyPTP). Through this service, automated personalised travel plans were distributed

to staff and students via email. After the PTP's were delivered, a follow up survey was sent to each individual taking part. The survey resulted in a 28% response rate, of which a quarter stated that due to the PTP they had considered changing their travel behaviour.

- 5.3.3 Following on from the automated PTPs SEStran will be delivering manual personalised Travel Plans. This will see the trial distribution of personalised travel plans interviews in February/March to staff and students at Edinburgh University (Easter Bush Campus) who apply for Car Parking Permits at the site. This trial aims to demonstrate different deliveries of Travel Plans and how effective each is.

6 Opportunities for New European Projects

- 6.1 **“Horizon 2020”**. As reported previously, SEStran were party to 3 bids, at stage 2, into the European Horizon 2020 programme. They were “PURE” which was to look at solutions to congestion in urban and semi-urban environments, “GV5” which sought to build a prototype 2-wheeled freight delivery vehicle and “SocialCar”. Of the three, only SocialCar was successful.
- 6.2 **SocialCar**” was approved in January 2015 and €188,450 has been awarded to SEStran over the next 3 years. This represents 100% funding for SEStran's contribution to the project.
 - 6.2.1 SocialCar aims to integrate public transport information, car pooling and crowd sourced data in order to provide a single source of information for the traveller to compare multiple options/services.
 - 6.2.2 Interaction between users and Social Car system will be managed through selected social media channels.
 - 6.2.3 Through joint working with our partners at Traveline Scotland and Liftshare UK, a demonstration of the platform will be trialled in Edinburgh.
- 6.3 **Interreg**. SEStran are currently in discussion with potential partners for 3 fledgling projects in the next Interreg call.
 - 6.3.1 The first would be a spin off from the Weastflows project and it would develop the concept of the Forth Estuary and the surrounding SEStran region being established as a Sustainable Gateway to Scotland. This would seek to create an accreditation standard for the whole range of players in the Region involved in the conveyance of freight and people.
 - 6.3.2 The second is linked to the first and would seek to develop national and international links between Sustainable Gateways.
 - 6.3.3 The third is to look further into more sustainable and versatile means of freight delivery in busy town and city centres.
 - 6.3.4 As a result of delays in the next Interreg programme, it is likely that successful bids will not become live projects until the financial year 2016/17.

6.4 Additional National Funding Opportunities Currently being Pursued

6.4.1 Scottish Roads Research board

Two proposals have been submitted for consideration:

1. The development and introduction of a mobile phone based ticket option for the One- Ticket, offering where currently only a paper ticket is available (value £120k) and
2. Research and development of an on-bus, smart phone based RTPi system (value £125k).

7 Additional Investment Attracted by SEStran

7.1 Appendix 2 lists additional investment won by SEStran, of between £2.61m and £3.11m, since March 2013.

8 Recommendations

8.1 That the Board notes the contents of this report.

Jim Grieve

Programme Manager

March 2015

Appendix 1: Revenue Projects Expenditure

Appendix 2: Additional Investment attracted by SEStran

Policy Implications	None
Financial Implications	As detailed in this report
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

A5 Projects Report - Appendix 1

Centre Description	CY Budget	Period Bud	Ledger @ 11/2/15	Staff Recharges to 31/1/15	Invoices o/s	Prepaid 15/16	EU Income due	Other Income due	Actuals @ 11/2/15	Annual Forecast	Annual Variance
SESPLAN 100% COSTS	-12,000	-12,000	-60,476		12,338				-48,138	-48,138	-36,138
ONE TICKET	0	0	45,857						45,857	45,857	45,857
ONE TICKET	-13,000	0	-53,236					-5,367	-58,603	-58,603	-45,603
R15 PARK & CHOOSE STH TAY BRIDGE	0	0	1,390						1,390	1,750	1,750
R17 SUSTAINABLE TRAVEL AWARENESS	111,000	111,000	38,313						38,313	111,000	0
URBAN CYCLE NETWORKS	120,000	120,000	-3,642						-3,642	116,358	-3,642
URBAN CYCLE NETWORKS	-100,000	-100,000	0						0	-100,000	0
RTPI CAPITAL COSTS	282,000	282,000	429,650	11,143		-125,000			315,793	317,793	35,793
RTPI - SCOTTISH GOVERNMENT	0	0	511,881					-511,881	0	0	0
RTPI - 13/14 CARRY FORWARD	-23,000	-23,000	-14,370						-14,370	-14,370	8,630
RTPI - BUS OPERATORS	-118,000	-118,000	-98,006						-98,006	-98,006	19,994
R12 EDINBURGH ORBITAL BUS PROJECT	0	0	55						55	55	55
R34 PROJECT MANAGEMENT COSTS	10,000	10,000	2,998						2,998	4,000	-6,000
REVENUE PROJECTS GRANT	-516,000	-516,000	-516,000						-516,000	-516,000	0
R37 RTS MONITORING	5,000	5,000	5,000						5,000	5,000	0
EU1 DRYPORT	0	0	18,902						18,902	18,902	18,902
R41 SPECIALIST RAIL BUS ADVICE	20,000	20,000	24,884						24,884	28,884	8,884
R41 SPECIALIST RAIL BUS ADVICE	0	0	-6,000						-6,000	-6,000	-6,000
R42 REGIONAL DEV PLAN INPUT	20,000	20,000	22,959						22,959	29,709	9,709
OTHER LA JOINT PROJECTS	0	0	1,450						1,450	1,450	1,450
OTHER LA JOINT PROJECTS	0	0	-1,450						-1,450	-1,450	-1,450
EU2 CONNECTING FOOD PORTS	78,000	78,000	31,812	13,970	3,000				48,782	48,782	-29,218
EU2 CONNECTING FOOD PORTS	-39,000	-39,000	21,916				-40,314		-18,397	-18,397	20,603
EU4 LO PINOD	143,000	143,000	63,128	34,515	4,645				102,288	102,288	-40,712
EU4 LO PINOD	-71,000	-71,000	-44,586				-11,111		-55,697	-55,697	15,303
EU5 I TRANSFER	38,000	38,000	21,711	16,643	9,983				48,337	48,337	10,337
EU5 I TRANSFER	-19,000	-19,000	-1,737				-20,959		-22,696	-22,696	-3,696
EQUALITIES FORUM ACTIONS	10,000	10,000	0						0	0	-10,000
EU WEASTFLOWS	43,000	43,000	27,246	26,401					53,647	68,647	25,647
EU WEASTFLOWS	-22,000	-22,000	560				-17,346		-16,785	-34,188	-12,188
EU NWE BIDE	64,000	64,000	19,801	5,732	1,800				27,333	30,000	-34,000
EU NWE BIDE	-32,000	-32,000	-3,790				-12,824		-16,614	-16,614	15,386
BUS INVESTMENT FUND	346,000	346,000	185,430	26,317					211,747	347,771	1,771
BUS INVESTMENT FUND	-346,000	-346,000	-102,677						-102,677	-346,000	0
EU CHUMS	68,000	68,000	3,105	8,504					11,609	13,609	-54,391
EU CHUMS	-50,000	-50,000	-29,598						-29,598	-29,598	20,402

1,358,000

Spend to 11 February 2015
Predicted End of Year Spend

981,345

1,340,192

ADDITIONAL INVESTMENT ATTRACTED BY SESTRAN

Since SEStran's formal inception and particularly following the change in RTP funding arrangements, SEStran continues to be particularly resourceful in attracting additional investment towards the development of the Regional Transport Strategy from external sources.

The following list indicates the value of secured external contributions, since March 2013.

Title	Description	Value (£m)	Source
RTPI	Bustracker SEStran, Bus Investment Fund (BIF)	1.0	SG

This represents the figure of £996,000 won from the 2013 Bus Investment Fund, 650,000 of which was spent during 2013/14, with the remainder spent in 2014/15.

RTPI	Bustracker SEStran, 2014 (BIF) More Bus Fit-out	0.5	SG
------	---	------------	----

This award has funded additional vehicles brought into the system. Ultimately, during 2015/16, all of the First Scotland East and Stagecoach Fife fleets will be communicating RTPI through Bustracker SEStran.

RTPI	Bustracker SEStran, 2014 (BIF) TV screens in public places	0.5	SG
------	--	------------	----

This award matches the Scottish Enterprise bid below and will provide TV screens showing RTPI for nearby stops in addition to news feeds and other public information relating to the premises (eg hospitals, libraries, surgeries, universities, community centres throughout the 8 partner Authorities) that the TV is housed in.

RTPI	Bustracker SEStran, Displays in business premises	0.5	SE
------	---	------------	----

The project to introduce TV screens in both public and private premises to receive real time passenger information alongside news broadcasts and local advertising was well received by Scottish Enterprise (SE) and this **potential** funding will allow approximately 500 such displays to be installed and will establish a basis for further expansion of the system using income generated by the initiative. **This funding is not yet secured.**

<u>Foodport</u>	<u>Food freight , Europe and River Forth</u>	<u>0.01</u>	<u>EU</u>
-----------------	--	--------------------	-----------

Although this project was substantially complete at the end of February 2014, SEStran was granted a further award and an extension to carry out a study on the Rosyth to Zeebrugge ferry which considered the implications of the EU Sulphur Directive (now effective from 1 January 2015 and will further limit sulphur emissions from ships' exhausts with significant cost implications) and will look at options for financial assistance from the EU and national governments for such international ferries.

This work has helped to raise the profile of the service and the Scottish Government has recently intervened to help secure a sustainable service.

<u>Weastflows</u>	<u>East to west freight flows</u>	<u>0.08</u>	<u>EU</u>
-------------------	-----------------------------------	--------------------	-----------

WEASTflows is a project looking at east to west freight movements to improve accessibility to the SEStran ports and linkages to Europe. It included the preparation of a best practice dossier and guidelines to make freight movements greener. The project was concluded at the end of February 2015.

<u>Nweride</u>	<u>Car sharing/public transport project</u>	<u>0.064</u>	<u>EU</u>
----------------	---	---------------------	-----------

NweRIDE is a project within the North West Europe Interreg IVB Programme. The project approved in 2014 with SEStran as a partner with a budget of €149,000 (50% match funded ERDF) spread over a 3 year project timescale. The project's aim is to improve individuals' connectivity using dynamic lift share systems which are linked to public transport networks giving a higher probability of finding a trip solution.

<u>Chums</u>	<u>Car sharing</u>	<u>0.103</u>	<u>EU</u>
--------------	--------------------	---------------------	-----------

This project (with 70% EU funding) addresses the energy challenge of low car occupancy and the 50% of journeys in cities that cannot be accommodated by conventional public transport modes. The enormous potential of carpooling strategies has been frustrated by the traditional behavioural, social and cultural barriers people have to sharing cars – this is the challenge of 'CHUMS'. The aim of

the project is to apply a composite CHUMS behavioural change strategy, developed by the consortium and to transfer the proven methods to the rest of Europe.

<u>SocialCar</u>	<u>multiple journey options / crowd sourced data</u>	0.15	<u>EU</u>
------------------	--	-------------	-----------

SocialCar was approved in January 2015 and €188,450 has been awarded to SEStran over the next 3 years. This represents 100% funding for SEStran's contribution to the project plus a contribution to overheads. SocialCar aims to integrate public transport information, car pooling and crowd sourced data in order to provide a single source of information for the traveller to compare multiple options/services. Interaction between users and Social Car system will be managed through selected social media channels.

<u>Cycling</u>	<u>Regional cycling network</u>	0.2	<u>Sustrans</u>
----------------	---------------------------------	------------	-----------------

£100,000 for each of the financial years 2014/15 and 2015/16 has been awarded to SEStran from Sustrans. The funding is to be focussed on the further development of cross boundary cycle paths throughout the SEStran Region.

Total Investment Attracted by SEStran, since March 2013	£2.61 to £3.11m
--	------------------------

FINANCE OFFICER'S REPORT

1. INTRODUCTION

- 1.1** The purpose of this report is to present the third update on financial performance of the core revenue budget of the Partnership for 2014/15, in accordance with the Financial Regulations of the Partnership. This report presents an analysis of financial performance to the end of January 2015.
- 1.2** This report includes details of the cash flow position of the Partnership in respect of its net lending to and borrowing from the City of Edinburgh Council.

2. CORE REVENUE BUDGET 2014/2015

- 2.1** The Partnership's core revenue budget for 2014/15 was approved by the Partnership Board on 21st March 2014. The core budget provides for the day-to-day running costs of the Partnership including employee costs, premises costs, supplies and services. The Board approved net expenditure of £469,000 on 21st March 2014. Details of the Partnership's core budget are provided in **Appendix 1** to this report.
- 2.2** Cumulative expenditure for the ten months to 31st January 2015 was £345,000. This is within the core budget resources available for the period.
- 2.3** All expenditure estimates have been updated to reflect current expenditure commitments and it is projected that expenditure for the year will overspend the approved budget by £11,000. However this overspend will be managed via a corresponding underspend on the Projects budget.

BALANCES

- 2.4** The Partnership held a balance of £14,000 to be utilised as funding for the Regional Real Time Bus Passenger Information System (RTPI). This balance relates to the underspend on the 2013/14 Revenue budget. It is anticipated these funds will be fully spent in 2014/15.

CASH FLOW

- 2.5** As previously noted at Partnership Board meetings, the Partnership maintains its bank account as part of the City of Edinburgh Council's group of bank accounts. Cash balances are effectively lent to the Council, but are offset by expenditure undertaken by the City of Edinburgh Council on behalf of the Partnership. Interest is given on month end net indebtedness balances between the Council and the Partnership.

An update of month-end balances is shown in the following table:

--	--

Date	Net Balance due to SESTran (+ve) /due by SESTran (-ve)
	£
30 April 2014	523,514
31 May 2014	(370,887)
30 June 2014	(175,673)
31 July 2014	(325,273)
31 August 2014	(194,168)
30 September 2014	(269,733)
31 October 2014	(293,940)
30 November 2014	(564,195)
31 December 2014	(448,411)
31 January 2015	(619,517)

- 2.6** Interest is charged/paid on the month end net indebtedness balances between the Council and the Board in accordance with the Local Authority (Scotland) Accounts Advisory Committee's (LASAAC) Guidance Note 2 on Interest on Revenue Balances (IoRB). Although interest is not calculated until March in line with the guidance, interest rates averaged 0.375% during the first half of the financial year.
- 2.7** The positive cash flow in April 2014 is a result of full payment of Scottish Government grant for 2014/15. The month end indebtedness between the Partnership and City of Edinburgh Council principally reflects the cash flow timing differences of European funded projects. This arises from payment of costs for European projects by SESTran, in advance of receipt of grant. There are eight European grant claims (excluding RTPi) in the process of being settled as at 31 January 2015, with a total value of £0.102m. In addition, RTPi income of £0.512m due at 31 March 2014 has yet to be received.

3. RECOMMENDATIONS

It is recommended that the Partnership Board notes:-

- 3.1** it is projected that the overspend on core expenditure in 2014/15 will be contained within the approved total revenue budget of the Partnership;
- 3.2** all income and expenditure will continue to be monitored closely with updates reported to each Partnership meeting;
- 3.3** the month end balance of indebtedness between the Partnership and City of Edinburgh Council and the reason for these balances identified at paragraph 2.7.

HUGH DUNN
Treasurer
February 2015

Appendices Appendix 1 – Core Budget Statement at 31st January 2015

Contact/tel Craig Beattie, Tel: 0131 469 3222
(craig.beattie@edinburgh.gov.uk)

	Annual Budget £'000	Period Budget £'000	Period Actual £'000	Annual Forecast £'000	Forecast Variance £'000
Employee Costs					
Salaries	317	264	276	331	14
National Insurance	26	22	24	29	3
Pension Fund	53	44	49	56	3
Recharges – EU Projects	(203)	(169)	(143)	(162)	41
Recharges – Urban Cycle Networks	0	0	(15)	(20)	(20)
Training & Conferences	10	8	7	8	(2)
Interviews & Advertising	2	2	0	0	(2)
	205	171	198	242	37
Premises Costs					
Rent & Rates	23	20	21	22	(1)
Energy, Repairs, Insurance	12	9	11	14	2
Cleaning	6	5	4	5	(1)
	41	34	36	41	0
Transport					
Staff Travel	10	8	7	10	0
Supplies and Services					
Marketing	20	17	16	20	0
Comms & Computing	84	79	61	78	(6)
Printing, Stationery & General Office Supplies	18	15	8	11	(7)
Insurance	4	4	4	4	0
Equipment, Furniture & Materials	3	2	1	1	(2)
Miscellaneous Expenses	20	17	10	14	(6)
	149	134	100	128	(21)
Support Services					
Finance	25	0	0	24	(1)
Legal Services / HR	7	0	0	7	0
	32	0	0	31	(1)
Corporate & Democratic					
Clerks Fees	15	0	0	15	0
External Audit Fees	10	3	3	10	0
Members Allowances and Expenses	3	2	1	1	(2)
	28	5	4	26	(2)
Interest - Paid/ (Received)	4	0	0	2	(2)
Total Expenditure	469	352	345	480	11
Funding:					
Scottish Govt. Grant	(266)	(266)	(266)	(266)	0
Council Requisitions	(200)	(200)	(200)	(200)	0
Total Funding	(466)	(466)	(466)	(466)	0
Net Expenditure	3	(114)	(121)	14	11

ANNUAL TREASURY STRATEGY

1 Purpose of report

- 1.1 The purpose of this report is to propose an Investment Strategy for 2015/16.

2 Annual Treasury Strategy

- 2.1 The Partnership currently maintains its bank account as part of the City of Edinburgh Council's group of bank accounts. Any cash balance is effectively lent to the Council, but is offset by expenditure undertaken by the City of Edinburgh Council on behalf of the Board. Interest is given on month end net indebtedness balances between the Council and the Board in accordance with the Local Authority (Scotland) Accounts Advisory Committee's (LASAAC) Guidance Note 2 on Interest on Revenue Balances (IoRB). These arrangements were put in place given administration arrangements with the City of Edinburgh Council and the relatively small investment balances which the Board has. Although the investment return will be small, the Board will gain security from its counterparty exposure being to the City of Edinburgh Council.

3 Recommendations

- 3.1 It is recommended that the Board continues the current arrangement outlined in Appendix 1.

Hugh Dunn
Treasurer

Appendix Appendix 1 - Annual Treasury Strategy

Contact/tel Iain Shaw, Tel: 0131 469 3117
(iain.shaw@edinburgh.gov.uk)

APPENDIX 1

Annual Treasury Strategy

(a) Treasury Management Policy Statement

1. The Partnership defines its Treasury Management activities as:

The management of the Partnership's investments, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks.

2. The Partnership regards the successful identification monitoring and control of risk to be the prime criteria by which the effectiveness of its treasury management activities will be measured. Accordingly, the analysis and reporting of treasury management activities will focus on their risk implications for the organisation.
3. The Partnership acknowledges that effective treasury management will provide support towards the achievement of its business and service objectives. It is therefore committed to the principles of achieving value for money in treasury management, and to employing suitable comprehensive measurement techniques, within the context of effective risk management.

Treasury Management is carried out on behalf of the Board by the City of Edinburgh Council. The Board therefore adopts the Treasury Management Practices of the City of Edinburgh Council. The Board's approach to investment is a low risk one, and its investment arrangements reflect this.

(b) Permitted Investments

The Partnership will maintain its banking arrangement with the City of Edinburgh Council's group of bank accounts. The Partnership has no Investment Properties and makes no loans to third parties. As such the Partnership's only investment / counterparty exposure is to the City of Edinburgh Council.

(c) Prudential Indicators

Whilst the Partnership has a Capital Programme this is funded by grant income therefore no long term borrowing is required. The indicators relating to debt are therefore not relevant for the Partnership. By virtue of the investment arrangements permitted in (b) above, all of the Partnership's investments are variable rate, and subject to movement in interest rates during the period of the investment.

ACTIVE TRAVEL FUNDING UPDATE

1. Round 1: Awards for 2014/15

1.1. The SEStran region was very successful in gaining Sustrans Community links funding for 2014-15. In total 62 projects in the area were successful, bringing in over £6m of funding which was matched against local funds to improve active travel infrastructure. See Item B3.1 for more information and a breakdown of the projects.

1.2. As noted in previous reports, SEStran were also successful in their Community Links bid for £200k to develop a Grant Scheme for cross-boundary cycling infrastructure. The Regional Cycle Network Grant Scheme (RCNGS) opened in August 2014 and is available until April 2016, with an allocation of £100k per financial year. Local Authorities and other large organisations such as healthcare and higher education are encouraged to bid and put forward match funding for projects that will improve cross-boundary cycling. Whereas the main Community Links fund helps connect communities within local authority boundaries, the SEStran Regional Cycle Network Grants are focused on improving cross-boundary connectivity.

1.3. RCNGS Awards to date (applicable as of 17th February 2014)

Area	Project Title	Grant Allocation	Match Funding	Detail
East Lothian	Ormiston – Tranent (Phase 1)	£25,000.00	£50,000.00	Creation of a 2m wide shared use path which will open up a safe cycling route from Ormiston to Tranent and onwards to Edinburgh.
Clackmannanshire	3 Pedestrian and 2 Cycle Counters	£2,427.00	£2,427.00	Purchase of pedestrian and cycle counters for monitoring use of NCN 767 & 768 which connect to the strategic NCN 76 'round the Forth' route.
SEStran wide	Regional Cycle Network Strategy	~£21,000.00 (approximate)	<i>In kind: staff time</i>	Peter Brett Consultants have been appointed to review and refresh the 2010 Urban Cycle Network Strategy.

2. Round 2: Awards for 2015/16

- 2.1. The deadline for submissions for the next round of Community Links funding was 20th February 2015. Funding decisions will be made by Sustrans by 17th April 2015.
- 2.2. SEStran were available to assist Local Authorities with their bids. A letter of support on behalf of SEStran was provided to assist Midlothian Council's bid.
- 2.3. Similarly, the 2015-16 SEStran RCNGS is now open for applications. Guidance and application forms are available on the SEStran website:
<http://www.sestran.gov.uk/grant-applications/>

3. Recommendation

The Board is asked to note the contents of this report.

Appendix 1: Sustrans Community Links Project.

Sarah Ryan

Active Travel Officer
February 2015

Policy Implications	Supports RTS policies 23, 24, 35, 37, 38 & 41
Financial Implications	As detailed in this report
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

**Appx 1 Sustrans Community Links
Projects 2014-15**

Sustrans Community Links Projects within the SEStran Region 2014-15

Local Authority Area	Partner Name	Project Name	Forecast Grant 14/15	Total Grant per LA	Total no. of Projects per LA
Clackmannanshire Council	Clackmannanshire Council	Tillicoultry to Dollar Active Travel & SRTS Route	£ 100,000.00		
	Clackmannanshire Council	Tillicoultry - Dollar path extension	£ 70,000.00	£170,000.00	2
East Lothian Council	East Lothian Council	Broxburn to Whitesands Linking Path	£ 39,000.00		
	East Lothian Council	Smeaton Bing Cycleway	£ 30,000.00	£69,000.00	2
Edinburgh (City of) Council	Edinburgh (City of) Council	Innocent Railway Path via the Meadows to the Union Canal Cycle Route	£ 500,000.00		
	Edinburgh (City of) Council	Leith to Portobello (Links Pl to Constitution St)	£ 125,000.00		
	Edinburgh (City of) Council	NCN 1 Improvements (A90 Path)	£ 120,000.00		
	Edinburgh (City of) Council	The Causey project	£ 45,000.00		
	Edinburgh (City of) Council	Roseburn to Leith Walk via George St.	£ 75,000.00		
	Edinburgh (City of) Council	Roseburn Path to Union Canal	£ 75,000.00		
	Edinburgh (City of) Council	Family Network Signage (City-wide)	£ 40,000.00		
	Edinburgh (City of) Council	Design of cycle schemes (Family Network)	£ 45,000.00		
	Edinburgh (City of) Council	Shared use facility upgrade	£ 25,000.00		
	Edinburgh (City of) Council	A90 S3 anti-glare barrier	£ 105,000.00		
	Edinburgh (City of) Council	Union Canal LED lighting	£ 22,000.00		
	Edinburgh (City of) Council	Straiton Path lighting	£ 75,000.00		
	Scottish Canals	Harrison Park towpath improvements	£ 87,000.00		
	Scottish Canals	Ratho towpath improvement	£ 45,000.00		
	Edinburgh Napier University	Edinburgh College/Edinburgh Napier Bankhead Avenue Access	£ 25,412.00		
	Network Rail	Stations fund	£ 143,000.00	£1,552,412.00	16
Falkirk Council	Falkirk Council	Boness to Blackness Phase 1 John Muir Way and NCN76	£ 317,000.00		
	Falkirk Council	Helix North Paths-Falkirk	£ 299,625.00		
	Falkirk Council	Falirk - Denny - Design / Consultation	£ 45,000.00		
	Falkirk Council	John Muir Way-Community Connection	£ 52,800.00		
	Falkirk Council	Falkirk to Denny Cycleway Design work	£ 107,500.00		
	Falkirk Council	Little Kerse Path Link	£ 51,750.00		
	Falkirk Council	Maddistoun to Blackbraes Community Link	£ 23,224.00		
	Falkirk Council	Boness to Blackness Phase 2 John Muir Way and NCN76	£ 186,334.00		
	Falkirk Council	Maddistoun to Standburn Community Links	£ 42,575.00		
	Falkirk Council	Dunnipace Community Links	£ 18,951.00		
	Falkirk Council	Dennyloanhead Community Links	£ 18,951.00		
	Scottish Canals	SC/FC - Towpath Surfacing and Access Points - Falkirk	£ 230,000.00		
	Scottish Canals	Helix missing towpath link	£ 25,000.00		
	Scottish Canals	Helix around town signage project	£ 38,000.00		
	Scottish Canals	Towpath Upgrade: Bonnybridge to The Falkirk Wheel	£ 354,000.00		
	Scottish Canals	Helix/Kelpie Hub Cycle path construction	£ 54,000.00		
	Scottish Canals	Helix towpath widening and top coat	£ 48,000.00		
	Scottish Canals	Signage Improvements NCN754 and NCN78	£ 37,000.00	£1,949,710.00	18
Fife Council	Fife Council	Cycle Glenrothes	£ 575,000.00		
	Fife Council	Cycle Dunfermline	£ 500,000.00		
	Fife Council	Lochgelly to Ballingry Cycle Route	£ 85,000.00	£1,160,000.00	3
Midlothian Council	Midlothian Council	B6392 Dalhousie Road - Footpath Widening (NCR1)	£ 70,000.00		
	Midlothian Council	A701 Milton Bridge- Cycle Facilities	£ 40,000.00		
	Midlothian Council	Roslin-Loanhead-Straiton path lighting	£ 150,000.00	£260,000.00	3
Scottish Borders Council	Scottish Borders Council	Borders Rail 1 - Tweedbank Drive to New Rail Station	£ 72,500.00		
	Scottish Borders Council	Borders Rail 3 - Winston Road	£ 35,000.00		
	Scottish Borders Council	Borders Rail 6 - Kilnknowe Caravan Park	£ 33,000.00		
	Scottish Borders Council	Borders Rail 4 - Low Buckholmside	£ 26,000.00		
	Scottish Borders Council	Borders Rail 2 - Galafoot Link	£ 20,000.00		
	Scottish Borders Council	Innerleithen - Walkerburn Shared Access Route	£ 7,500.00	£194,000.00	6
West Lothian Council	Scottish Canals	SC/WLC - Towpath Surfacing Linlithgow	£ 45,000.00		
	West Lothian Council	Almondvale Park Corridor	£ 400,000.00		
	West Lothian Council	B8084 Whitburn to Armadale - Cyclepath Provision	£ 10,000.00		
	West Lothian Council	Blackridge NCN75 Realignment and Access to Station	£ 20,000.00		
	West Lothian Council	Linlithgow Academy & Sports Centre Links to Union Canal Towpath	£ 150,000.00		
	West Lothian Council	Starlaw West Roundabout to Boghall Roundabout - Cyclepath Provision	£ 150,000.00		
	West Lothian Council	Polbeth to West Calder - Upgrade Cyclepath	£ 5,000.00		
	West Lothian Council	Broxburn Links to Union Canal Towpath	£ 5,000.00		
	West Lothian Council	Golf Coarse Road & Braehead Park Links to Union Canal Linlithgow	£ 5,000.00		
	West Lothian Council	Livingston Network - Wheeling Ramps to Steps	£ 5,000.00		
	West Lothian Council	Bathgate Hills - Cycling/Walking Friendly Roads	£ 5,000.00		
	West Lothian Council	Strategic active travel audit and mapping	£ 6,800.00	£806,800.00	12
			£ 6,161,922.00		62

High Speed Rail Scotland Group Update - 08/12/2014

1. HS2 Update

The [House of Lords Economic Affairs Committee](#) took evidence 02/12/14 as part of its 'Economic Case for HS2 inquiry' from Michele Dix, Managing Director of Planning, TfL; Richard Scott, Director of Corporate Affairs, Virgin Trains; and Richard Brooks, Commercial Director, London Midland.

In the first session with Michele Dix the Committee focused on reports that plans to base the London HS2 terminus at Euston has been abandoned, whether Euston has sufficient London Underground capacity to serve as the HS2 hub without Crossrail 2 and whether the budgeted £2 billion to rebuild Euston is realistic. The session also explored the economic impact that HS2 could have on London.

In the session with Virgin Trains and London Midland the Committee explored a range of issues including the extent of overcrowding on the West Coast Main Line and whether HS2 will solve this problem. The Committee asked whether train operators believe they should be given greater flexibility by the Government to manage demand and overcrowding by using differential pricing to encourage customers to travel at less busy times. The Committee also asked the witnesses whether, if they were awarded the franchise to run HS2, they would seek to charge higher prices than on existing routes and what impact HS2 will have on existing services on the West Coast Main Line.

HS2 was mentioned in the Commons debate [03/12/14] following the [Autumn Statement](#) by Cheryl Gillan MP (Con, Chesham and Amersham), who asked if the Government would consider extending its stamp duty reforms to abolish stamp duty on the purchase of replacement property by landowners who are affected by infrastructure projects such as HS2. The Chancellor George Osborne replied that HS2 will also go through his constituency. He said he would look at any ideas that Ms Gillan puts forward, "but any measure has to be affordable". He also noted that the Autumn Statement document sets out further reforms that the Government intends to make to the compulsory purchase regime.

[Stop HS2](#) commented [03/12/14] on Shadow Chancellor Ed Balls' response to the Autumn Statement, suggesting that he "has again raised the question of whether or not a new Labour Government would scrap the project, after telling the BBC that there would be a manifesto commitment from the party not to borrow money for infrastructure projects". The press release quotes the Shadow Chancellor as saying: "I've said very clearly to our party that in our manifesto there will be no plans for additional spending for infrastructure paid for by extra borrowing. With these deficit figures so big, the priority has to be to get the current budget into surplus and the national debt falling."

Commenting on the Autumn Statement [04/12/14], [Lord Horam](#) offered praise of HS3 in the context of infrastructure development in the north of England. He said that he hoped “that the Government will proceed with HS3 whatever happens to HS2. HS3 should take priority because it is good value for money and makes sense.”

2. Media Update

In a Spectator article entitled [How HS2 has blighted my parents' lives](#), Melissa Kite, 06/12/14, described her family’s experiences with HS2.

The [London Evening Standard](#) reported [05/12/14] that HS2 Londoners will face longer queues for the Tube at Euston station as it struggles to cope with a surge of passengers from Britain’s new high-speed rail line.

City Am reported, 08/12/14, UKIP’s plans to [throw the rule book out of the window](#) by slashing aid, scrapping HS2 and raising taxes.

The Independent, 03/12/14, ran a feature entitled [From London to Birmingham, what do local people really think of the proposed HS2 project?](#), their correspondent Tom Jeffreys set out to follow the proposed HS2 route. Along the way “he met the reality that no line on a map could ever trace”.

3. High Speed Rail Scotland Group

No news of import to report.

4. Edinburgh- Glasgow High Speed Rail

No news of import to report.

1. HS2 Update

Keith Brown MSP, Cabinet Secretary for Infrastructure and Capital Investment and Derek MacKay MSP, Minister for Transport and Islands took questions on High Speed Rail from the [Infrastructure and Capital Investment Committee](#) on 03/12/14.

Mark Griffin (Central Scotland) (Lab): What engagement have ministers and Transport Scotland officials had with the High Speed Two Ltd and the UK Department for Transport on high-speed rail—in particular, on the feasibility of high-speed rail coming to Scotland?

Keith Brown: We have had a number of discussions over recent years. I have talked to, I think, three different secretaries of state to try to get dialogue on HS2, and I speak to the company itself. During those discussions, we have made it clear that there seems to be a tendency for UK ministers to talk about the benefits from high-speed rail that will come to Scotland, but we have made it clear that we want high-speed rail to come to Scotland, not just benefits that would be add-ons from high-speed rail south of the border. We have a relatively constructive dialogue and we await the outcome of the joint study that is being undertaken by HS2 and of which we are sighted. However, we have made it clear that we want high-speed rail to come to Scotland because that is where the real benefits will come in. I think that most of the parties in Parliament want that.

We have also made the point to HS2 that announcing add-ons and so on and going about the contract in a relatively piecemeal fashion is not best. There are many reasons to suggest that it would be more straightforward—not uncomplicated, but more straightforward—to start a high-speed rail link from the north, from Edinburgh and Glasgow, to London. We do not have quite the same weight of issues that the south has, especially coming out of London. Also, it is not necessary to start a railway line of that type at one point and move from point A to point B; you can do it along the line, as we are doing in the Borders.

Those are the points that we have made to HS2. We are pleased that we have the dialogue with it that we asked for, but we await the outcome of the joint study.

Mark Griffin: What is the Scottish Government's view of the HS2 chairman's comments that upgrades of existing rail lines are much more likely than extension of HS2 to Scotland, and that the discussions between the two transport departments on high-speed rail are running behind schedule?

Keith Brown: David Higgins has to take his steer from the Department for Transport. The much more important issue behind that is the political one. If we can get from all the political parties buy-in to the principle that high-speed rail should come to Scotland, that will strengthen his hand. We have a lot of time for him, but he has to say what he has to say, given the political direction that he gets.

David Higgins is well aware of the situation in Scotland and the benefits that would accrue from high-speed rail; it is obvious to most people who think about it that the real benefits in

economic regeneration and modal shift would accrue if the line came all the way to Scotland and we got sub-three-hour journey times from Edinburgh and Glasgow to London. It might be possible to get that if we did some of the refurbishment that has been talked about—we will have to wait and see what the joint study says—but if we want real modal shift, high-speed rail has to come all the way to Scotland. The central belt of Scotland is the second most economically active area of the UK after the south-east of England, so there are real benefits to the rest of England and the rest of the UK if the link comes all the way here.

As I have said directly to the UK Government and others, we really want high-speed rail to come all the way to Scotland because that is what will bring the real benefits. However, the politicians will drive that—let us not pretend otherwise—and we all have to convince them that it should happen.

Mark Griffin: You mentioned central Scotland's economic activity. There have been plans for an Edinburgh to Glasgow high-speed rail line. Are you able to give us an update on the feasibility planning for that?

Keith Brown: We are examining that just now. As I have said previously to the committee, that line is predicated in large part on the idea that a high-speed rail link will come from the south. It would make sense to make that project part of a high-speed rail network—that fundamentally affects the suggested line's viability. We want more information from the UK Government before we take the possibility of high-speed rail between Edinburgh and Glasgow much further. I hope that the joint study that I mentioned will help us with that. A new direction from the UK Government, if it were to come out explicitly in favour of high-speed rail to Scotland, would also help.

Mark Griffin: If I remember correctly—I apologise if I am wrong—the budget line for high-speed rail has reduced from last year's budget. Are you able to tell the committee why that is the case?

Aidan Grisewood [Director of Rail, Transport Scotland]: Again, that is tied in with the minister's previous answer about waiting for the results of the joint study. The budget is for planning work. Obviously, the scale of the investment that would be needed to take high-speed rail forward would be in the hundreds of millions of pounds, rather than the few million pounds that you are talking about.

I think that the figure is down from about £4 million to £1 million or £2 million. Essentially, that is for planning work for the business case. We have talked about taking forward work subsequent to that, but we are waiting for the results of the joint study in order that we can give a fully informed picture on the options to ministers.

Derek Mackay: I will assist Mr Griffin on the Edinburgh to Glasgow question. There is, in any event, major investment through the Edinburgh to Glasgow improvement programme. Although it is not about high-speed rail, that improvement project will, nonetheless, be substantial. Any future investment in high-speed rail hangs on the joint study and the UK Government taking a view and a decision, and then there being a partnership decision. That

answers the budget line question. There will be consequences for us. In respect of the UK position, high-speed rail is connected to the joint study.

The Secretary of State for Transport [Patrick McLoughlin MP](#) (Derbyshire Dales, Con) remarked on 04/12/14 in the House of Commons that one of the principal reasons for developing HS2 was to allow more opportunities to provide more local services.

The Department for Transport and HS2 Ltd [published](#) a note [09/12/14] explaining the Court of Appeal's judgment on whether a strategic environmental assessment was required before making HS2 safeguarding directions. The Court of Appeal found in the Government's favour and agreed with the High Court's previous judgment that a strategic environmental assessment was not required before making safeguarding directions to protect the planned route for Phase One of HS2.

The [House of Lords Economic Affairs Committee](#) announced [17/12/14] details of the next session of its ongoing 'Economic Case for HS2' inquiry. On Tuesday 13 January at 3.35pm, in Committee Room 1 of the Palace of Westminster, the Committee will hear from Sir David Higgins, the Executive Chairman of HS2 Ltd.

2. Media Update

Archie Norman argued in the Daily Telegraph [06/12/14] that HS3 is a [seriously potent economic idea](#): a fast train between Manchester and Leeds and improved road links would effectively combine the two strongest, most entrepreneurial cities of the North. Transport is the key to scale and critical mass. However, the article also notes that even the Government's early flagship infrastructure project, HS2, is of far greater benefit to London for the simple reason that it will enable people to get there faster.

The BBC reported [09/12/14] that [campaigners](#) have lost their latest legal challenge to the first phase of the proposed HS2 high-speed rail line after opponents of the link - between Birmingham and London - accused the government of unlawfully failing to carry out a strategic environmental assessment. They said such an assessment might help to alleviate problems being caused to local people and businesses. However, three Court of Appeal judges unanimously rejected the challenge.

The Telegraph reported [10/12/14] that a group of MPs is campaigning for [farmers, rural business owners and holiday-let operators](#) whose properties will be demolished to make way for HS2, but will not benefit from the tax relief afforded to residential homeowners. In a letter to the Treasury, the attorney general Jeremy Wright QC, the minister for Europe David Lidington and a host of other MPs have called for urgent reform to the compulsory purchase system of land and buildings by the Government to compensate for the HS2 line that will run from London to Birmingham.

The Express and Star reported [08/12/14] that shortly after Autumn Statement, [Ed Balls](#) told the BBC: "In our manifesto there will be no plans for additional spending for infrastructure paid for by extra borrowing." Joe Rukin, campaign manager of Stop HS2, has pounced on this as proof that Labour accepts that "getting national debt down and building HS2 are two

incompatible objectives.” HS2 remains deeply unpopular, especially in some leafy Tory constituencies. With five months to go, a pledge to abandon the train could be the rabbit in the hat that puts Ed Miliband in Downing Street.

Ilkeston Today reported [09/12/14] that Stapleford [residents](#) have said they would prefer to see the HS2 hub built in Toton, not Breaston, after representatives from HS2 gave a presentation to residents about the latest on the high-speed rail project. Phase two is still under discussion in terms of where in the area the train would stop.

The New Civil Engineer reported [11/12/14] that the Mayor of London, [Boris Johnson](#), has confirmed he will oppose HS2 unless the route changes. He was speaking to opponents of the £43bn project in Ruislip earlier this week, reports Get West London. Johnson, who is standing as Tory MP for Uxbridge and South Ruislip at the General Election next May, wants the Heathrow spur scrapped, the tunnel through Ruislip extended, and a link built to HS1.

3. High Speed Rail Scotland Group

HSRS Group to be given update briefing on 18th February 2015 PM.

4. Edinburgh- Glasgow High Speed Rail

HSRS Group to be given update briefing on 18th February 2015 PM.

1. HS2 Update

The House of Commons Committee of Public Accounts published [Lessons from major rail infrastructure programmes](#) on 16/01/15. The Committee expressed concern that the DfT continues to have a narrow geographical focus citing as an example that “the [DfT] is still to publish proposals for how Scotland will benefit from High Speed 2, including whether the route will be extended into Scotland” and recommending that a long term strategy covering the next 30 years for transport infrastructure in the UK should be set out and used to inform decisions about investment priorities.

The Committee further noted that “the [DfT] is only now - with preparations for High Speed 2 well underway - working with the Scottish Government and HS2 Limited on the question of whether or not the route should be extended to Scotland and, if not, how Scotland may benefit from the new railway. The Department was hoping to have the results of its appraisal of a range of options in the summer of this year, but that has now been delayed”.

On 13/01/15 the [House of Lords Economic Affairs Committee](#) questioned the HS2 Executive Chairman, Sir David Higgins, and Jim O'Neill, Chair of the Cities Growth Commission, as part of its inquiry into the economic case for HS2. A transcript will be provided with the next Group update.

In the first session the Committee asked Sir David why the expected costs for HS2 are predicted to cost around ten times higher per mile than the same cost for France's high speed rail network, and how Sir David would ensure the cost of HS2 does not exceed the £50bn funding available.

Questions also covered whether the estimated benefits of HS2 set out in the economic case are reliable, why Sir David believes that cutting the journey time of London to Manchester will be 'transformative' for the latter city and what capacity problems there are today on the West Coast Main Line.

In the second session questions focused on what the Cities Growth Commission found about how transport investment stimulates growth including whether better connectivity between cities in the North should be prioritised above HS2 and what other policies are needed to support economic growth in cities. The Committee also asked whether the current proposed locations of HS2 stations, some of which are outside of city centres, would reduce the economic benefits the line will provide.

Sir David Higgins, Chairman of HS2 Ltd, is visiting Scotland in late January to meet Keith Brown MSP, Cabinet Secretary for Infrastructure Investment and Cities.

2. Media Update

The Economist, 10/01/15, concluded a survey of high speed rail networks across Europe, [Problems down the line](#), by noting that competition to the mode was growing and while

“high-speed rail remains in the grip of sluggish state monopolies, its chances of becoming a successful, competitive business look poor”.

There were mixed responses to Alex Rukin’s appearance before the [HS2 Hybrid Bill Committee](#) on Monday 12/01/15. The [Leamington Observer](#) reported his comments uncritically and quoted his father as saying “As far as we can tell Alex will become the youngest person to have ever appeared in an official capacity before Parliament. This makes sense to me, as apart from the specific instance of Hybrid Bill committees, I can't think of any case when someone that young would have the opportunity, apart from maybe Edward VI”. However the Scotsman dubbed it “[childish tactics](#)” and argued the effect of Joe Rukin putting his son before Parliament might have been to suggest to the world that “my nine-year-old can do my job better than I can.”

3. High Speed Rail Scotland Group

The next meeting of the Group will take place in Buchanan House on 18/02/15. Transport Scotland will provide an update on high speed rail with details to be confirmed nearer the time.

4. Edinburgh- Glasgow High Speed Rail

No news of import to report.

1. HS2 Update

On 13/01/15 the [House of Lords Economic Affairs Committee](#) questioned the HS2 Executive Chairman, Sir David Higgins, and Jim O'Neill, Chair of the Cities Growth Commission, as part of its inquiry into the economic case for HS2. The following excerpts are from an unrevised transcript.

[Q247] Lord McFall of Alcluith: You mentioned your support for the national transport strategy. Are you doing a service to your ambition for that by endorsing the west-east train line in your document Rebalancing Britain, where you want it built alongside HS2 at a cost of £15 billion? Was this not the time in your Rebalancing Britain document to say, "Look, we are taking a deep breath here, and we are asking where we are going strategically with our transport policy"? Are you are not just adding a bit piecemeal on to this and defeating your noble ambition?

Sir David Higgins: That is a very good point. What is the ultimate long-term network? Where does it go? Does it go to Scotland? We have done initial work on that for the Department, and it will come back no doubt and ask us to do further work on that. You are right; we should have that. I do not think we were even talking about east-west six months ago, and as I started spending time with northern politicians, a number of them said, "Why do you not at least consider the issues, particularly of freight?". People forget. People think the issues of the north are all about transport. The north is much more dependent on cars. It has had good motorways, but if you look at some of those motorways now, the M56 and so on, they are the arteries that move freight around that area of the Midlands, particularly east-west.

The more I thought about it the more I thought that this debate needs to be had, and the reason I said that is that if you are planning a station in Manchester and in Leeds, you had better at least think about whether you ever want to upgrade east-west, because when we asked that question, it became obvious that Leeds station is at its capacity already. If you just manage to squeeze in a few more platforms for a high-speed train service but forget about the fact that there are only a couple of trains an hour, there is a limited capacity between Manchester and Leeds and that should be trebled, and you could cut the service time down to something reasonable, how many people would actually commute between Manchester and Leeds?

Lord McFall of Alcluith: There is a question there as well, because you told the Transport Committee that a journey time of only an hour from London to Manchester is going to be transformative to business. Can you explain how to us, because the Department for Transport have given us figures that show that there were more than 250,000 people working for 26,000 companies across greater Manchester in 2012. Is HS2 really going to be that transformational to business in Manchester, given those stats?

Sir David Higgins: Why is no bank based in Manchester, Leeds or Birmingham? It is not the same in America or Germany or China, or even Australia. The idea that every single bank has to be either in the City or Canary Wharf, which is the most expensive place in the world to hire an employee—

Lord Lawson of Blaby: That is not going to change.

Lord McFall of Alcluith: No, of course. I have spoken to tons of bankers over the past 10 years; they are coming out of my ears. Not one has said to me, “Get an HS2 and we will go to Manchester, Leeds or Scotland”. I think you are waffling there, Sir David.

Sir David Higgins: I will give you a tangible example. When I started on the Olympics I went to a number of big investors and developers here in the UK. I said, “We want to build a major shopping centre in East London at Stratford”. I said, “It will cost between £1.5 billion and £2 billion”. They all said, “Why would anyone want to build a shopping centre in East London in that location? It is full of poor people. They have no money”. I said, “This will be the most strategic location in London for shopping, and when you build it no more shopping centres will be built for 3 million people”. It now has Europe’s highest turnover, highest footfall and rents just a fraction below Shepherd’s Bush. It has been a massively successful shopping centre.

I had the same debate with a number of businesses and said, “Would you locate to Stratford?”. The answer was, “Where is that? We all live in west London and the Thames corridor”. I said, “You will not in future”. The fact now that 25% of all the office space in Stratford has already been taken up, and there are banks moving there, and there are banks already talking about moving to Birmingham on the strength of HS2—it will change, because the banking cost structure in the UK is one of the poorest in the world; the cost-to-income ratio, which is the cost that a bank operates as a domestic operation compared to the income coming here is about 60% more than banks in Australia. Therefore they cannot afford to have the operations. They will have to go or they will go out of business.

Lord McFall of Alcluith: Your talents are renowned, Sir David, but we cannot really depend on you as an evangelist to ensure that all these things happen. People go to Manchester and then people go to London. We need to plan strategically, and there is still a big issue here about bolstering the city centre, rather than the regions, and that is to be answered yet.

Sir David Higgins: The question we need to answer is: do you know how much money we are going to spend in the next five years on the existing transport network capital-wise? Any guesses? I will tell you how much we are spending on High Speed 2 in that period: £16 billion. We are spending £72 billion in that period on patching up the existing rail network and the roads. That is what we have done all the time; for that we get no new major motorways and no new major rail systems. You have to ask yourself: is that balance of capital expenditure, £72 billion on trying to

upgrade existing lines in Manchester or into London, the right balance? That is what we have done.

Lord McFall of Alcluith: So we really need a national transport strategy.

Sir David Higgins: We do need it, because at the moment we are spending the £72 billion on existing legacy stuff, and what we have seen does not provide the answer long-term. We are always chasing our tail. No sooner do we finish Crossrail than it will be at capacity and will lead to Crossrail 2.

[Q254] *Baroness Blackstone:* You said in October that you were preparing advice for the Department for Transport on extending high-speed rail services to Scotland. Could you tell the Committee what advice you have given the Department on this?

Sir David Higgins: We have done a preliminary report, and that has just said, “If you wanted to have a high-speed railway line to Scotland, what is the most effective way—east or west?”. Oddly enough, it is not easy, when you look at the geography, because you have national parks and constrained geography going north, but we have done a first-stage preliminary report, which went to the Department just before Christmas, which they are considering. I am not sure when the Department will release that.

They have certainly consulted Transport Scotland. I am up in Scotland next week for a day to talk through with their Minister and the head of Transport Scotland on how the report has gone. They have been centrally involved in the preparation of that report too. It is work in progress, and I am not sure what date the Secretary of State will release it, if he is happy with the current report. I think the reality is that more work needs to be done on the combination of: “Is it additional? Is it a series of upgrades or a new line?”

Baroness Blackstone: How, in your view, would this compare with HS3 in terms of priority—in other words, an east-west link as against an extension to Glasgow? Which, in your view, makes more sense?

Sir David Higgins: By recommending that the west coast goes to Crewe earlier—so 2027 rather than 2033 or 2035—it will bring benefits to everyone coming from the north in terms of new track and more capacity, so I think there is a benefit there, but asking me to choose between east-west and so on are the challenges we have come into before. All I did in this report here was to say, “There is a case for east-west rail and it needs to be addressed. I do not have the answer of the particular route, but you can achieve it and it is probably done within a realistic budget”. We are not at that stage in Scotland.

Baroness Blackstone: What would that budget be?

Sir David Higgins: The east-west?

Baroness Blackstone: Yes.

Sir David Higgins: It depends. You would never build a 225 mile per hour railway line between Manchester and Leeds. You would be getting off just as you sat down. I know there was a figure put out there that was £7 billion—I read it in the transcripts of the Committee here—which is obtained by multiplying the cost for High Speed 2 by the number of kilometres between those two cities. That is a blunt instrument. It certainly would not be any more than that; that is for sure.

MPs opposed to HS2 called for a [referendum](#) on whether taxpayers should contribute to the £42.6 billion cost of the project. The proposal, backed by Staffordshire MP Michael Fabricant (Con, Lichfield), led to a debate in the House of Commons [23/01/15]. A motion for the bill's second reading was moved on 23 January 2015, but was withdrawn at the end of the [debate](#).

2. Media Update

[GetBucks](#) reported, 28/01/15, that Paul Irwin, who represents Waddesdon and Stone on Bucks County Council has defected from UKIP to the Conservatives. Mr Irwin said: "I joined UKIP because I was very angry about HS2. Now that it's coming, whatever we say, it's all about mitigation. The building will be the worst bit - more than the railway itself.

The Manchester Evening News reported, 16/01/15, that an [unloved](#) Manchester landmark could still be turned into a new hotel - despite plans to demolish it for HS2. Council bosses favoured demolition as part of long-term plans to expand the station ahead of HS2's arrival. However owners Realty Estates argue the HS2 vision is still in its draft form and has not been signed off fully either by the council or the government.

3. High Speed Rail Scotland Group

Sir David Higgins, Executive Chair of HS2 Ltd, came to Scotland this week to meet Keith Brown MSP, Cabinet Secretary for Infrastructure, Investment and Cities, and stakeholders as part of a tour of British regions. The purpose was to promote supply chain opportunities with Scottish businesses but also to provide an update on the project and hear Scottish stakeholders' views on HS2. The Cabinet Secretary and others from HSRS and industry took the opportunity to push the case for Scotland's inclusion in a Britain-wide HS network as soon as possible.

Sir David also attended the SCDI/ICE Key Influencers Dinner organised by Gareth Williams and Sara Thiam and a roundtable lunch organised by Alex Macaulay as chair of HSRS with Scottish business leaders.

The following themes arose at the dinner, lunch and meeting with the Minister:

- Minister and stakeholders emphasised the importance of 3 hours to achieve mode shift from air.
- Capacity is important, but for Scotland speed is key.

- Sir David talked about a National (UK) Transport Strategy, both providing a clear push for one Britain-wide HS2 network.
- All agreed that patch and mend won't work and access to existing railway is a cause of high costs and disruption. WCML upgrade costs/disruption were cited by many.

All in all the response from stakeholders was positive with clear and consistent messages presented to HS2 Ltd.

Professor Henk Bouwman will be the guest speaker at the next HSRS Group update meeting on 18/02/15. Professor Bouwman recently worked on the Independent Transport Commissions Report on the Socio-Economic and Spatial Impact of HS2 (High Speed Rail from London to North England): 'Ambitions and Opportunities, the Spatial Impact of HSR'. This is an opportunity to hear more about Place-making and how this can be incorporated into future high speed rail work in Scotland.

4. Edinburgh- Glasgow High Speed Rail

No news of import to report.

1. HS2 Update

Cheryl Gillan, MP for Chesham and Amersham and Mayor of London [Boris Johnson](#) met on 26/01/15 at City Hall, and as well as HS2, the two discussed Amersham, Chalfont and Latimer and Chesham stations. Speaking after the meeting, Mrs Gillan said: "Having known the mayor for many years, I was glad to find common ground with him on working to protect the environment and those people so directly affected by the HS2 project.

Protestors against HS2 have expressed their frustrations that the HS2 select committee will not be returning to their area. The committee visited the [Colne Valley](#) last month [January] as part of its tour of areas affected by the line, but the visit was combined with a trip to Hillingdon and it has now been announced that there will not be a return visit. Petitioners have now been called to present to the committee in March.

2. Media Update

The Birmingham Post, 04/02/15, reported that HS2 was a key factor in attracting [investors](#) to Birmingham.

The Wetherby News, 10/02/15, reported that residents of [Church Fenton](#), where a phase of HS2 could be built, have called the government's compensation offer a 'sham' and criticised the consultation as 'unfair' and 'upsetting'.

3. High Speed Rail Scotland Group

Susan Wills will send out agendas in advance of the group meeting on Wednesday, 18/02/15.

4. Edinburgh- Glasgow High Speed Rail

No news of import to report.

Air Quality Strategy for Fife 2015 - 2020**Comments by SEStran**

Thank you for the opportunity to comment on the above strategy

In general the strategy is well produced and provides a practical basis for reducing emissions from transport.

The references to SEStran are appreciated, together with recognition of some of the issues highlighted in the Regional Transport Strategy, especially the importance of encouraging sustainable development to reduce the need to travel by car.

A particular point worth highlighting might be the use of the car for short journeys, which can perhaps be more easily targeted in identifying alternatives to car use. For example the 2011 census indicates that for residents of Cupar and Dunfermline slightly under half of journeys to study and work are under 5km in length, and of these, 25% (Cupar) to 35% (Dunfermline) are made by car (not including car passengers).

The reference to the emerging Scottish Low Emission Strategy is welcomed, but the potential for the introduction of Low Emission Zones could also be usefully be added.

I appreciate that this is a high level guidance document but in para 12 it may be useful to the reader to be informed of some of the measures being considered in relation to the actions.

Overall the strategy is an easy to read informative document, and subject to the endorsement of the Partnership Board, SEStran will be happy to sign up to it.

SEStran

12 February 2015

Item 3

Regional Transport Partnerships Joint Chairs Meeting
Held in the Thistle Altens Hotel, Aberdeen, on 3rd December 2014 at 9am

Draft Minute of Meeting

Present: Cllr Peter Argyle, Chair Nestrans (Chair of meeting)
Cllr Ramsay Milne, Vice Chair, Nestrans
Cllr James Stockan, Chair HITRANS
Cllr Michael Stout, Chair, ZetTrans
Cllr Will Dawson, Chair Tactran
Cllr Russell Imrie, Chair SEStran
Cllr Tom McAughtrie, Chair SWestrans

In attendance: Ranald Robertson, HITRANS (RR)
Fiona McNally, HITRANS (FM) – Minute Taker
Eric Guthrie, Tactran (EG)
Alex Macaulay, SEStran (AM)
Michael Craigie, ZetTrans (MC)
Derick Murray, Nestrans (RD)
Harry Thomson, SWestrans (HT)
Bruce Kiloh, SPT (BK)
Ewen Milligan, Transport Scotland (EM)

Apologies: Cllr Jim Coleman, Chair SPT (Chair)
Eric Stewart, SPT (ES)
Tom Davy, Transport Scotland (TD)
George Eckton, CoSLA (GE)
Kieran Jackson, CoSLA (KJ)

Item		Action
-------------	--	---------------

1. Welcome and Apologies

Cllr Peter Argyle welcomed everyone to the Nestrans area and noted apologies for the meeting. This is Cllr Argyle's last meeting as Chair of Nestrans, due to the practice of switching Nestrans Chair between Aberdeenshire Council and Aberdeen City Council midway through each term. Cllr Ramsay Milne, current Vice Chair will become Chair in January 2015, and Cllr Argyle will become Vice Chair at this time.

2. Presentation by Nestrans

Mrs Fiona Goodenough from Aberdeen City Council provided a presentation on FCHJU Commercialisation Study and Hydrogen Buses. This was followed to a visit to one of the buses.

This was followed by a Q+A session.

Fiona Goodenough highlighted the launch of Aberdeen hydrogen site March 2015. All RTP lead officers and chairs to be invited.

Action: Invites to be circulated via Nestrans

Note: This item also links into 7.ii from the board meeting.

Cllr Argyle finished this session by thanking Fiona for the presentation and arranging the Hydrogen Bus visit.

3. Minutes of the meeting held on 3rd Sept

The minutes of the previous meeting were approved, noting that Item 6.1 be amended to clarify that DM represented whole of Scotland on the National Connectivity Taskforce.

Matters Arising (not covered elsewhere on agenda)

(i) RTP/Cycling Scotland Liaison, Verbal Update

EG updated Chairs following his attendance at the Cycling Scotland AGM. He has been appointed as a full board member for 2 years to represent RTPs. This will enable better engagement going forward.

A few items to note:

- CS will be getting in touch with RTP and LA's for 2015 give be cycle space
- Likewise keen to expand cycle friendly communities.
- Looking to expand pedal for Scotland events into other areas for 2015.

Action: EG will provide update at future meetings.

EG

(ii) Roads Collaboration programme

AM provided a verbal report, with reference to a briefing note from SEStran legal adviser for the RTPs and a letter from the Roads Collaboration Programme CEO.

AM went through this report with RTP chairs, which involved a lengthy discussion:

- Concerns were raised at last RTP chairs related to the work of Improvement Service, in particular their road review.
- Solution being put forward by Improvement Service / RCP legal advice is that a 'limited liability partnership' which requires a board made up of LA's which is a separate legal entity. In this case the provision of services is moved from the LA to the partnership. This model is currently used for waste services in Scotland.
- Page 3 of note provides an alternative model to the limited liability partnership.
- The lead officers had a telephone conference with the Improvement Service as part of their recent meeting, alongside representation from SCOTS where concerns were raised.
- The Improvement Service will be providing workshops during December to provide an update to elected members on their work with regards to road collaboration.
- AM circulated a letter from Colin Mair, CEO of Improvement Service, which is provided in circulated documents.

- AM concern is that the legal position of RTPs is not clear at present through Improvement Service work. RTPs model needs worked up and evaluated, so that it can be taken into consideration by the Improvement Service moving forward.
- AM is reluctant to engage a QC to move this matter further without full support of RTP chairs.

Chairs raised significant concerns with the tone, accuracy and detail of the letter from Colin Mair, Improvement Service. Chairs also raised concerns on the lack of involvement by elected members in the RCP process and the scale of decision making on models that appears to be happening without reference to senior officials let alone elected members.

Cllr Stockan and Cllr Milne attending workshop on 5th December.

Actions:

Chairs agreed that lead officers should engage with their legal teams on a collective basis and if required SEStran to engage a QC on behalf of all RTPs.

RTP Chairs to respond to Roads Collaboration Programme CEO letter, highlighting the inaccuracies. EG will provide before Friday 5th December.

Cllrs Milne and Stockan to state RTP chairs concerns at the Elected Members event in Aberdeen.

All lead officers to engage collectively with their legal advisers.

RCP Programme to be included as item on next RTP chairs agenda meeting.

(iii) TEN-T Infrastructure and Priorities

EG provided update, following item 9 of previous meeting. Work is ongoing but has not progressed much since last RTP Chairs meeting.

Action: EG to update at a future meeting.

EG

Items for discussion/Decision

4. RTP/COSLA Working Group Paper

BK provided a report on the working group discussion paper, within the context of the new Transport Minister, MSP Derek MacKay being appointed.

The working group paper was discussed to determine how Chairs wished to take this work forward. EG asked EM where this sits in Scottish Government, as this paper was signed off by the previous minister prior to referendum.

Previously Transport ministers were invited to all of the RTP Chairs meetings. RI suggested that a letter is put forward to the Minister's office with future dates and that this be treated as a standing

invitation to the Minister.

Action: That a letter is prepared inviting the Minister to attend all 2015 RTP Chairs meetings.

RR

5. Active Travel/Behaviour Change Issues

(i) Smarter Choices Smarter Places Funding

DM provided a copy of the letter to Local Authorities outlining the distribution of £5M for Smarter Choices Smarter Places which has been agreed by CoSLA. Caveats to this fund:

- Fund being administered by Paths for All
- Each of the LA has to bid for their own funding, and has to meet certain criteria including match funding and strict rules on what the money can be spend on.
- Money cannot be spent on infrastructure. It is for Behaviour Change.
- Difficulty is that money is only for 1 year, which limits the scope of behaviour change funding.

Action: To discuss with minister and CoSLA at future meetings.

(ii) Scottish Government Long Term Active Travel Vision

EG provided a copy of the Long Term Vision. It is anticipated that there will be a future Action Plan associated with this. Active Travel is becoming cluttered landscape between NPF 3, CAPS, NWS, Local AT strategies being encouraged.

Action: RTP to invite those TS leading Active Travel strategy to attend a future Chairs meeting.

6 Rail Issues

- (i)** RR provided a verbal overview of the report on page 11. Chairs noted report, and agreed to invite Abellio to a future meeting to provide a presentation on their plans. This should perhaps take place after they assume operational responsibility.

Action: RR to take forward this request at an appropriate time after the franchise changeover in April 2015.

RR

(ii) High Speed Rail Report

AM provided a report on High Speed Rail.

Second piece of work which affects RTP is HS2. Report is likely to be with Department for Transport by end of the year.

-Scottish HSR group has fed into this process. 2 major objectives. Increased Capacity and journey times to London of under 3 hrs from Scotland. Awaiting information being released by minsters. Chairs noted report.

Chairs noted update.

7 Bus Issues

(i) Bus Investment Fund

RR provided a report on 13 projects which were successful as listed. Many of successful projects are from RTPs.

Action: For chairs to respond via letter on positivity of BIF for RTP's and local areas.

(ii) SCA Hydrogen Bus Initiative

Report noted and recommendations agreed.

8 Aviation Issues

(i) Davies Commission /Natural Connectivity Task Group

DM provided verbal update, highlighting the 3 proposals within the Davies commission going forward. It is becoming clearer that Heathrow is a better option going forward in terms of connections with key cities, whereas Gatwick rates higher on environmental issues.

Chairs noted the report.

9 Ferry Issues

(i) Ferry Fares Freight Review

RR provided a report on the ferry freight fares review, which he attends along with MC.

Chairs noted report and agreed to the recommendation that the Lead Officers consider whether a joint RTP response is to be submitted.

(ii) Northern Isles Ferry Services Contract

MC provided a report on the agreement between TS and OIC, SIC going forward for 2018 contracts going forward. With an open approach to discuss constraints and opportunities for the ferries contracts. It is a partnership approach between OIC, SIC, HITRANS and ZetTrans to ensure positive work moving forward, to ensure the most suitable contracts are developed.

Chairs noted report.

(iii) Ferry Services Joint Working

MC provided a verbal update. Going forward over £ 0.5 Billion being spent in various ferries contracts and reviews and technologies going forward, and should a joint working mechanism be developed.

Action: MC to bring a paper looking at opportunities for future service development planning to the next meeting. MC

AM highlighted this report would be better sooner, due to EU sulphur directive being introduced shortly.

Chairs noted update.

- 10 Dates of 2015 Meetings**
Chairs agreed the dates.
- 11 AOB**
- (i) Scottish emissions partnership (STEP conference, being led by SEPA).**
EG Raised some concerns as Transport is mentioned within this work, but no mention of RTP or regional policies. It Proposes a lot of working groups looking at separate issues. For Transport TS and LA mentioned, but RTP omitted.
Action: BK is the STEP contact and will ensure RTP's are involved. BK
- (ii) SG Infrastructure and capital investment committee freight policy consultation.**
EG provided verbal update on this work from the ICI which has a deadline 16th January for consultations/discussion?
Action: RTP lead officers to take forward and respond. EG to compile response. EG
- (iii) Audit Scotland external audit issues**
RR raised the recurring issue HITRANS has with Audit Scotland questioning the appropriateness of RTPs ability to have a reserve for any underspend within the financial year. HITRANS contend that we have the ability to carry a 10% underspend based on an email provided to our finance officer when the RTPs were created as statutory bodies.

A discussion followed on practice among RTPs and it was agreed that all RTPs would appreciate a copy of the HITRANS email and further discussion take place at lead officer meetings to develop a request for Transport Scotland to consider issuing RTPs with new guidance that they can use as part of their external audit processes.

Action: RR to circulate email regarding 10% underspend to RTP lead officers. RR

EM and Transport Scotland are aware of issues, and highlighted that this issue requires primary legislation to address. Given commitment to raise issue between SPT and ministers going forward, if a appropriate legislation vehicle has been resolved. This should also be the case for the other RTP areas.
Action EM to update on progress at next meeting EM

Action: To be an item for future meetings.
- (iv) United Nations, rights of those with Disabilities.**
EM highlighted that this now applies for all policies including Transport. Scotland, as part of UK is required to submit evidence going forward. Jill Mulholland is collating this work going forward and will liaise with RTP's to provide evidence. TS hoping to host workshop in the year to discuss.
Action: EM to provide update at next meeting EM
- 11 Date of Next Meeting**

3/4th March at ZetTrans

- 12** Items for Noting –Chairs noted all items.
- 13** Transport Scotland Bus Service Registration Consultation
- 14** Community Empowerment (Scotland) Bill Call for Evidence
- 15** Community Rail Partnership Update, Albellio Presentation

DRAFT