General -
6b Publications and Consultations

Purpose of Report

The purpose of this report is to inform members of a number of recent publications and consultation papers and to seek approval of draft responses as appropriate.

Scottish Government: Ferries Plan

On 19 December 2012, the Scottish Government announced the publication of a Ferries Plan setting out the way forward for ferries in Scotland over the next ten years. A link to the report is attached: http://www.transportscotland.gov.uk/files/documents/reports/j254579.pdf

In addition to a new ferry service between Campbeltown, Arran and Ayrshire the Transport minister announced new vessels, winter frequency enhancements and port and harbour improvements to significantly enhance both infrastructure and services in the period to 2025. The Ferries Plan also provides an opportunity for local authorities, who currently operate some services to discuss with the Government whether there would be benefit in transferring some services to central control.

In relation to the Northern Isles services, the Ferries Plan concludes that current service levels including the routes from Aberdeen-Kirkwall and Aberdeen-Lerwick are "broadly fit for purpose". The service from Aberdeen is recognised as key, and the proposal is to retain the existing level of service as reflected in the recent award of the contract for 2012-2018 to Serco Northlink.

The Minister also announced new air links between the Mull of Kintyre and Glasgow and plans to trunk the A83 road between Kennacraig and Campbeltown.

Network Rail: Strategic Business Plan 2014-19

On 7 January 2013, Network Rail published their Strategic Business Plan for 2014-19 (known as Control Period 5 or CP5). A link to the Scottish plan is available from: http://www.networkrail.co.uk/browse%20documents/strategicbusinessplan/cp5/supporting%20documents/our%20activity%20and%20expenditure%20plans/route%20plans/scotland%20route%20plan.pdf

The Business Plan identifies four key priorities within Scotland – one of which is Phase 1 of the Aberdeen-Inverness line upgrade, focussing on improved commuter opportunities into both cities and including two new stations (Kintore and Dalcross).

This was supported by a "Route Plan for Scotland" :
http://www.networkrail.co.uk/browse%20documents/strategicbusinessplan/cp5/supporting%20documents/our%20activity%20and%20expenditure%20plans/route%20plans/scotland%20route%20plan.pdf

The Route Plan sets out plans for managing and operating the railway in Control Period 5 and beyond.

These documents continue to separate the markets serving Edinburgh and Glasgow, but persist in only including the north east market within a national "interurban" context. The Route Plan recognises that the 6.1% per year growth in the interurban market between 2005/06 and 2009/10 has been largely driven by rapid growth in shorter distance travel between Aberdeen and Dyce and Inverurie. Growth and growth projections are articulated at this level, so it is unclear what the level of future demand is for the north east. Data is presented as passenger numbers, with no indication of passenger miles, therefore a passenger from South Gyle to Edinburgh is counted the same as one from Aberdeen to Glasgow. Nestrans has repeatedly made these points to Network Rail consistently over many years.

The Anglo Scottish market is also recognised, with acknowledgement that the current East Coast diesel operated services will be replaced by bi-mode trains in CP5 through the Intercity Express Programme (IEP) work as specified by DfT. Between Edinburgh and Aberdeen, this may require platform extensions or Automatic Selective Door Opening.

Aberdeen-Inverness Phase 2 and Aberdeen-Central Belt journey time improvements and freight enhancement, as well as further phases of electrification, are identified as investments beyond CP5 (ie 2020 onwards).

Network Rail also published "A Better Railway for a Better Britain" at the same time: http://www.networkrail.co.uk/WorkArea/DownloadAsset.aspx?id=30064784479.

It identifies ten commitments making the case for investment, which is intended to reduce public subsidy in future years.

1. Reduce safety risks for passengers;
2. Becoming a world leader in maintaining reliable infrastructure;
3. Delivering better service and more reliable timetables;
4. Delivering capacity increases;
5. Investing in technology;
6. Structuring the organisation to become customer focussed;
7. Investing in employees;
8. Becoming an open and accessible organisation;
9. Placing sustainability at the heart of business; and
10. Reducing public subsidy.

The document projects an increase in passenger numbers across the UK from 1.46 billion in 2011/12 (up from 976 million in 2002/03) to around 1.86 billion by 2020.

- Transport Scotland: Community Rail Partnerships

The Scottish Government has announced that it is to establish a scheme enabling Community Rail Partnerships (CRPs) in Scotland. A letter from the Minister for Transport and Veterans introducing the scheme is attached as **Appendix A** to this report.

Members will note that Regional Transport Partnerships are expected to take a lead role, although CRPs will normally be led by local community and business groups, with support from local, regional and national government as well as railway organisations. The Association of Community Rail Partnerships (ACoRP) will provide support, including financial help in establishing partnerships. A Scottish Government seminar on this subject will be attended by Derick Murray on Tuesday 19 February and any further information available from that will be presented orally to the Board.

- Night Time Flying

On 22 January 2013 the UK Government announced a night flights consultation. This is looking into the impact of night time noise at Heathrow, Gatwick and Stansted airports and seeking views on night flying restrictions at these airports.

This consultation can be found at:

https://www.gov.uk/government/consultations/night-flights-consultation

The main issue for the North East of Scotland is perhaps the ability of delivery companies, including Royal Mail, to make next day deliveries to/ from the North East of Scotland where mail planes use these South East airports. Stansted Airport is a main centre for the Royal Mail.

Further investigation into the impacts that restrictions on night time flying could have are required before firming up any response to the UK Government. Discussions are underway with Aberdeen International Airport to understand these impacts. A response is required by 22 April 2013 which leaves time for a further consideration by the Board at it's meeting on 17 April 2013 before agreeing a proposed response.

- Ethical Standards in Public Life

On 01 February 2013 the Scottish Government issued a consultation on a revision to the Members code (Members of devolved public bodies) to bring the code into alignment with the Councillors code which was updated in 2010. The consultation can be found at

http://www.scotland.gov.uk/Publications/2013/02/2441

It says:

"This consultation presents proposals which will bring about amendments to the Model Code of Conduct for Members of devolved public bodies.

The Ethical Standards in Public Life etc. (Scotland) Act 2000 requires the Scottish Ministers to issue a Model Code of Conduct for Councillors (Councillors' Code) and a Model Code of Conduct for members of devolved public bodies

(Members' Code) as listed in Schedule 3 to the Act, as amended. The Councillor's and Members' Codes were approved by the Scottish Parliament in December 2001 and brought into effect on 1 May 2003.

The Councillors' Code was subsequently revised in December 2010 following changes to the planning system. The Members' Code was not reviewed at that time and in some respects it is now therefore out of line with the more modern Councillors's Code.

This consultation sets out the proposed changes to the Members'Code of Conduct to bring it into line with the Councillors'Code".

Responses are requested by 26 April 2013. Members can respond as individuals through the web address above or may wish to consider whether a Nestrans response is required. If such a response was required it could be consider by the Board at their meeting on 17 April 2013. Printed copies of the new code can be provided should Members require a copy.

- Davies Commission

The Davies Commission which has been set up by the UK Government to examine the issue of capacity at the South East of England Airports has published guidance on submitting evidence and proposals to the Commission.

The report indicates that the Commissions timeline for reporting is:

Interim report by end of 2013 on

- its assessment of the evidence on the nature, scale and timing of the steps needed to maintain the UK's global hub status

- its recommendations for immediate actions to improve the use of existing runway capacity in the next 5 years - consistent with credible long term options

Final report in summer 2015

To help in its assessment of 'need' the Commission will be publishing a series of papers summarising the evidence, the first was issued with the guidance document and covers demand forecasting. This can be found at:

https://www.gov.uk/government/publications/discussion-paper-on-aviation-demand-forecasting

The key dates in the timetable are:

28 February 2013

Parties (including existing airport owners and other parties) that have an interest in developing options for expansion or construction of new airports to send notification of their intentions so that the Commission can identify any gaps in the options under consideration.

15 March 2013

Suggestions for criteria that might be used to identify the most plausible options ahead of the interim report. The Commission will say more about how the initial assessment of options will be carried out once it has considered the Government's final aviation policy framework due for publication in the spring.

17 May 2013

Evidence and ideas on making the best use of existing capacity in the short and medium term to be received. Submissions should ideally not exceed 15 A4 sides!

19 July 2013

Receipt of outline proposals giving an overview of the level of additional capacity that would be provided, along with some of the key economic, social and environmental considerations. (40 pages max)

December 2013

Publication of interim report

By Summer 2014

Each of the listed proposals to be developed into a draft proposal (to include draft impact assessments) which will then be subject to public scrutiny as well as expert analysis to then be developed into final proposals during Q1 2015

Discussions are currently underway with colleagues in Hitrans and in Northern Ireland to determine whether a joint response will be achievable to highlight the need for access to the hub for the more peripheral regions.

In the interim, Nestrans will give notice of intention to submit evidence by 28 February 2013 with an outline of that evidence given by 15 March 2013. The Board can consider in further detail the evidence to be submitted at its meeting on 17 April 2013 prior to submission in May 2013.

In the guidance documentation which can be found at:

https://www.gov.uk/government/publications/submitting-evidence-and-proposals-to-the-airports-commission

there are a number of things in section 3 which provide opportunities for Nestrans and other organizations to provide evidence on in relation to the issue of regional access to the hub airports. These include:

- Economic Impacts
  - Impacts on the local economy through the direct effects of airports
- Social factors
  - Social and community impacts
- Accessibility
  - Impacts on access to aviation connectivity (where Scottish access is specifically mentioned)

Recommendation

It is recommended that the Board:

a) note the content of this report and the documents referred to above.

RGM/RD/KC 08 February 2013

Appendix A

Minister for Transport and Veterans
Keith Brown MSP

T: 0845 774 1741
E: scottish.ministers@scotland.gsi.gov.uk

The Scottish Government

LEGACY 2014
XX COMMONWEALTH GAMES
GLASGOW

8 January 2013

Community Rail Partnerships in Scotland

I am writing today to inform you of my intention to create Community Rail Partnerships (CRPs) in Scotland.

In April 2012 I agreed to establish a pilot, in which CRPs would be created in Scotland before April 2014. The Scottish Government will provide financial support to enable the Association of Community Rail Partnerships (ACORP) to progress with this pilot.

The establishment of specific CRPs in Scotland highlights this Government's commitment to encouraging and facilitating greater community engagement. Community Rail Partnerships form a bridge between the railway and local communities, as they bring together a wide range of interests along a rail corridor. By harnessing local knowledge, encouraging social and economic regeneration, and providing a sense of place. They will help to ensure that the needs of local communities are met in an affordable way.

I am therefore proposing that a CRP in Scotland will:

- Serve a geographical district, with shared needs and aspirations, linked by the railway;
- Work with local organisations and businesses to maximise potential benefits of the location, line and community; and
- Create and champion plans and programmes which engage with the rail industry to promote and market initiatives offering clear benefits aligned to long term community objectives.

ACoRP will be funded to provide advice and wider CRP knowledge to enable groups to position themselves to provide greatest benefit to both the community and the railway. In addition, ACoRP will be responsible for managing the project fund, which will be utilised for community based initiatives here in Scotland. The success of CRPs should be driven by local community and business groups with Regional Transport Partnerships (RTPs) taking a lead role supported by local, regional and national government, railway operators and managers.

Victoria Quay, Edinburgh EH6 6QQ
www.scotland.gov.uk

Interested parties are invited to provide applications for creating a CRP. Completed forms should be returned to Transport Scotland by [date] for consideration. Interested parties should provide the following information:

- The name of the proposed CRP and area it will cover;
- Confirmation they are committed to the desired purpose;
- The level of support – this should include written support from at least two groups: the appropriate Regional Transport Partnership and one railway partner for example ScotRail or Network Rail; and
- A summary of proposals and plans that are realistic, affordable and provide benefits to their community and the railway.

Successful applicants will be granted Community Rail Partnership status and will be informed of their entitlements to bid for funding from ACoRP to progress their proposals.

Transport Scotland has set up a dedicated email box for interested parties to use at CRP@transportscotland.gsi.gov.uk, and a web page is being constructed for the Transport Scotland's website.

You will also be aware that a conference has been arranged for Tuesday 19 February 2013 and I look forward to meeting you at this event.

The level of interest and support local communities have provided over the years in promoting Scotland's rail network is considerable. I want to see that enthusiasm harnessed for the benefit of rail passengers in Scotland

Kind regards

KEITH BROWN

Victoria Quay, Edinburgh EH6 6QQ
www.scotland.gov.uk