

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****16 MARCH 2021****TAY CITIES REGIONAL TRANSPORT MODEL****REPORT BY STRATEGY OFFICER (STRATEGIC CONNECTIVITY)**

This report asks the Partnership to note completion of the development of a regional transport model covering the Tay Cities area.

**1 RECOMMENDATIONS**

- 1.1 That the Partnership notes the completion of the development of a regional transport model covering the Tay Cities area.

**2 BACKGROUND**

- 2.1 The Tay Cities Deal submission to Scottish and UK Governments in March 2017 included a project to develop a Tay Cities Regional Transport Model to take forward the Connected Tay projects through the necessary stages of the business case development and the planning process and it was proposed to be 50% funded by Tay Cities and 50% funded by Transport Scotland.
- 2.2 At its meeting on 12 September 2017, the Partnership noted that it had been agreed by all parties involved in developing the Tay Cities Regional Transport Model that procurement should commence in advance of the Tay Cities Deal (Report RTP/17/21 refers).
- 2.3 At its meeting on 26 June 2018 the Partnership noted the procurement of the Tay Cities Regional Transport Model had been taken forward through Transport Scotland's LATIS Framework and following a quality and financial evaluation, Systra was subsequently awarded the contract during July 2018. It was also noted that Transport Scotland and Tactran, on behalf of Tay Cities, signed a Memorandum of Understanding committing Transport Scotland to fund 50% of costs and the Tay Cities partners, including Tactran, to fund 50% (Report RTP/18/24 refers).
- 2.4 At its meeting on 25 September 2018 the Partnership received a comprehensive report on the Tay Cities Regional Transport Model following the inception meeting, which provided an estimated cost for developing the model of between £417,000 and £466,000. This equated to a Tactran contribution of up to £137,000 (£50,000 in 2017/18, £55,000 in 2018/19 and up to £32,000 in 2019/20). It was also noted that further grant support was sought for a LEZ functionality to be built into the model (Report RTP/18/34).
- 2.5 The Partnership has subsequently received regular updates on progress through Budget Monitoring and Director's reports at various Partnership meetings.

### **3 DISCUSSION**

- 3.1 There is a three-tier hierarchy of transport models in Scotland. Transport Scotland via Land Use and Transport Integration in Scotland (LATIS) has developed national Land Use (TELMoS) and Transport (TMfS) models. These are supported by regional transport models and along with the Tay Cities Regional Model, there are currently regional models covering Aberdeen, Glasgow, Edinburgh and Inverness city regions. The final tier is local traffic models and there are a number of such models within the Tay Cities area for example for Perth, Kinross Blairgowrie, Crieff, Dundee City Centre and St Andrews and Cupar. In addition, within the Tactran area there is a local traffic paramics model for Stirling.
- 3.2 The regional multi-modal model can provide detailed evidence to consider options for a number of Tay Cities Deal projects and inform the necessary stages of the business case development. In addition, the regional transport model will inform and assess future iterations of the statutory Regional Transport Strategy and Development Plans.
- 3.3 Furthermore, the Tay Cities Regional Transport Model will assist in developing the future spatial strategy for the region and help to inform the ongoing review of the Strategic Transport Projects Review (STPR2).
- 3.4 The model will also be used to feed forecast demand matrices into existing local models and other local models developed to support the Tay Cities Deal proposals, Tactran Delivery Plan projects and land use planning. The model can also be used on conjunction with the TELMoS land use model to assess the wider economic benefits of any project or intervention.
- 3.5 The model has a base year of 2017 with forecast years of 2022, 2027, 2032 & 2037 developed, capturing committed transport interventions such as the Cross Tay Link Road and forecast land use development.
- 3.6 A short presentation will be provided at the Partnership meeting by Systra outlining the model coverage, function, application and capabilities.

### **4 CONSULTATIONS**

- 4.1 All Tay Cities partner authorities (Angus, Perth & Kinross, Dundee and Fife Councils), Transport Scotland and SEStran have been fully involved in the project brief development, data collection, procurement and contract award and have been represented on the project client group.

## **5 RESOURCE IMPLICATIONS**

- 5.1 The total cost of developing the model including data collection and audit costs is estimated to be £587,000. This total includes additional grant of £54,000 from Scottish Government to include LEZ functionality and £17,000 development work that was used for other LATIS Models. Therefore, the total cost of model minus this additional financial support from Scottish Government is estimated at £516,000, with Tay Cities partners providing 50% of this total. Tactran's share is £150,000 with £50,000 paid in 2017/18, £55,000 in 2018/19, £36,000 in 2019/20 and an anticipated £9,000 in 2020/21.
- 5.2 As noted in a separate report to this meeting there is an ongoing annual cost of £50,000 to support the maintenance and development of the Model, with Tactran's share being £12,500 per annum.

## **6 EQUALITIES IMPLICATIONS**

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

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### **NOTE**

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

The Tay Cities Deal, Working towards a Smarter and Fairer Angus, Dundee, Perth & Kinross and North East Fife, March 2017.

Report to Partnership RTP/17/21, 2017/18 Revenue Budget and Monitoring, 12 September 2017.

Report to Partnership RTP/18/24, 2018/19 Budget and Monitoring, 26 June 2018

Report to Partnership RTP/18/34, Tay Cities Regional Transport Model, 25 September 2018.