TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

17 SEPTEMBER 2019

DIRECTOR'S REPORT

This report provides updates on the MaaS Investment Fund bid; the development of the Delivery Plans for the respective City Region Deals; the progress made for consultation on STPR2 via the Regional Transport Working Groups; and the items discussed at the recent RTP Chairs' Forum hosted by SPT in Glasgow.

1 RECOMMENDATIONS

1.1 That the Partnership Board:-

(i) notes the strategic region-wide bid made to the MaaS Investment Fund building on previous work across the region;

(ii) notes the update on development of the Delivery Plans for the respective City Region Deals and progress with the transport projects;

(iii) notes the progress of the Regional Transport Working Groups and proposed stakeholder engagement events to inform STPR2; and

(iv) notes the items discussed at the recent RTP Chairs' Forum.

2 MAAS (MOBILITY AS A SERVICE) DEVELOPMENT

2.1 As previously reported, Tactran has engaged a partner, Sympatric Ltd, to support a strategic region-wide bid to the £2m Transport Scotland MaaS Investment Fund that was submitted on 5 September 2019. The bid proposal will develop a MaaS platform that will allow users to plan, book and pay for their journeys and will focus on three specific sectors with the aim of allowing future projects to come on board as and when the funding and opportunity becomes available.

2.2 Our proposal will seek £550,112 from the Investment fund for a total project cost of £842,689. The £550,112 is less £260,000 match funding from Tactran and partners and also a predicted revenue income from the project of £32,577.

2.3 Tactran is partnering with the Loch Lomond and Trossachs National Park, NHS Tayside and Dundee & Angus College. Fife College have also expressed a real interest in the platform we are hoping to develop.

2.4 The proposal includes 3 pilot user centred services which aim to address the fundamental problems of:

- The limited public transport options that exist in remote and rural areas; and which:
  - Restrict access to jobs, services and opportunities for residents without access to a car (within the pilot area a significant amount of households do not have access to a car);
  - Restrict the ability to promote sustainable access and enjoy The Loch Lomond and the Trossachs National Park (LLTNP) and other visitor attractions in the region to those that have access to a car.

- The complex and limited transport journey options to gain access at the required times to education and health facilities whose hinterlands cover huge and remote areas, and therefore:
  - Restrict the further education and training opportunities available young people and those that are re-training;
  - Increase the stress of attending hospital and increase the risk of people without cars not making hospital appointments.

2.5   The platform also has the ability to host user accounts, enabling travel subsidies (e.g. for education or hospital visits) to be directed to users, and hence reduce the problems of the cost of travel for those that eligible for support.

2.6   A Governance structure will be established that will allow the platform to be accessed by future partners and any revenue generated will be able to be reinvested in the programme.

2.7   A separate bid has also been made by Dundee City Council. The two bids are complementary and commit to a collaborative approach if either or both bids are successful.

3   CITY REGION DEAL DELIVERY PLANS

3.1   Over the summer period the respective City Region Deals have been developing their detailed Delivery Plans. For Tay Cities, the Deal is a mechanism for accelerating economic and inclusive growth in the Tay Cities Region. It is a joint commitment by the local Partners and Scottish and UK Governments. It will include investment by each Government of £150m over 10-15 years (subject to approval of robust business cases). Local Partners have indicated that this investment and associated leverage will have the potential to secure over 6,000 jobs and lever in over £400m in investment over the next 10-15 years.

3.2   There has been good progress in submitting the OBCs (Outline Business Cases) incorporating the anticipated financial profiles. OBC 'specialist' assessments and moderated summary to have been completed and submitted by each Thematic Board chair, in the case of Transport this has been led by the Tactran Senior Partnership Manager.

3.3   For Tay Cities, the full suite of City Deal documentation was shared with the Management Group and both Governments as a 'working draft' on the 20th August with comments requested by 2 September 2019. The intention is to submit the final draft of documentation for approval by the Tay Cities Joint Committee at a special meeting scheduled for 8 November 2019.

3.4   For the Stirling and Clackmannanshire City Region Deal, the outline business case for the one transport project that was allocated monies in the Heads of Terms (£7m for active travel) is being developed by Stirling and Clackmannanshire Councils. The Delivery Plan was due to be submitted in May, however this was delayed. October is intended as the revised submission date for the delivery plan.

4   STRATEGIC TRANSPORT PROJECTS REVIEW – STPR2

4.1   In recent months, Tactran has continued to support the Regional Transport Working Groups (RTWGs) that cover the Tactran area - Stirling/Clacks/Falkirk RTWG and the Tay Cities RTWG.

4.2   The Tay Cities RTWG has recently received updates on NTS2, Cross Tay Link Road and the Regional Transport Model. It has also received feedback on the 'Issues and Opportunities' stakeholder workshops held in June, with the Dundee workshop at 35 people being the best attended in the country. A broad range of input from a wide spectrum of stakeholders was captured:

The following themes have emerged relating to Issues:

- **Transport Connectivity –** Public Transport, Links to central belt, Inter and cross-regional connectivity (including connectivity within travel to work areas that cross political boundaries), tourist attractions
- **Transport Integration -** Lack of modal integration – NMU/active travel to rail, and bus to rail, fragmented provision
- **Climate Change challenge -** Sustainability issues, reliance on the private car, standardisation of Electric Vehicle charging
- **Congestion -** Cross-city movements, Parts of road infrastructure congested or no longer fit-for-purpose
- **Accessibility** - rural accessibility, access to key services, access to employment areas, quality of provision from operators and poor public perception
- **Freight -** Resilience, General lack of/constrained rail freight routes along Tay estuary

- **Promotion of Health/Active Travel -** travel choices contributing to deteriorating public health, Aging population (mobility issues), Quality of cycle network, Cycle parking

The following themes have emerged relating to Opportunities:

- **Connectivity -** Agile working, technology advances
- **Transport Integration -** Improved planning system, integrated approach to sustainable transport and land-use, ticketing, greater awareness, Mobility-as-a-Service, free bus travel
- **Climate Change Challenge -** Electric Vehicles, Low Emission Zone, next generation - technology in travel planning
- **Demand Management -** controls on road network, priority to business movements
- **Obtaining additional funding -** Workplace parking levy for increased public transport funding/investment.
- **Tourism -** Maximise tourism offering, convert day trips to stay-overs, package deals for transport and visitor attractions
- **Governance** - Challenge current governance hierarchy, active travel regulator
- **Active Travel**: opportunities for active travel between the close lying communities of Stirling/Clackmannanshire/Falkirk

4.3 The next steps are that Transport Planning objectives are to be set in late summer/early autumn followed by workshops for option generation that will involve elected Members. The STPR2 Final Report is due at the end of 2020 calendar year, with a programmed/costed list of interventions. This could take the form of a multi-year delivery plan depending on available budget. Partners were keen to highlight to Transport Scotland the potential linkages to the work of the Infrastructure Commission which is looking at the future investment in all infrastructure – social and economic - across the country over the next 30 year time horizon. Also, that the stakeholders should be aware of what Transport Scotland's aspirations are so that there is transparency about what may be taken forward.

4.4 It is anticipated that Board Members will be engaged in workshop events and consulted individually as the proposed interventions are developed during September/October. I will keep Board Members fully informed as the timetable develops in the coming months.

5 FORUM OF CHAIRS OF REGIONAL TANSPORT PARTNERSHIPS

5.1 The RTP Chairs' Forum met recently in Glasgow on 4 September 2019 and the main items of discussion are detailed below. The Minute of that meeting will be reported for information once approved and available. The Minute of the previous meeting, held in Dundee on 5 June 2019, is available for information in the Members area of the Tactran website.

- Discussion with Michael Matheson MSP, Cabinet Secretary, Transport, Infrastructure and Connectivity
- Presentation on the Modernisation of the Glasgow Subway by SPT
- Collective RTP Response to the NTS2 (National Transport Strategy Review) Consultation
- STPR2 (Strategic Transport Project Review) Update
- ECMA (East Coast Mainline Authorities) Update
- West Coast Rail Update
- Low Emissions Zone Update
- Scottish Islands Passport Update

6 CONSULTATIONS

6.1 Elements of the report have been the subject of consultation with partner Councils, other RTPs, Transport Scotland, City Deal and other partners/stakeholders, as appropriate.

7 RESOURCE IMPLICATIONS

7.1 This report has no direct or additional financial or other resource implications.

8 EQUALITIES IMPLICATIONS

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

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For further information email tomflanagan@tactran.gov.uk or tel. 01738 475771

NOTE

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

Report to Partnership RTP/19/27 Director's Report, 18 June 2019