

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**14 SEPTEMBER 2021****DIRECTOR'S REPORT**

The report provides the Partnership with updates on the Bus Alliances Bus Partnership Fund awards, MaaS Innovation Fund, SURFLOGH project, Tactran website and logo and Strategy Officer (Strategic Connectivity) post. The Partnership is also asked to delegate appointment of a Project Manager for Tayside Bus Alliance Bus Partnership fund project, if required; approve a refreshed Tactran logo; agree to appoint a new Data Protection Officer; agree to receive a draft response to ScotRail timetable consultation and to note responses to a number of consultations.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes updates on the Bus Alliances Bus Partnership Fund awards, MaaS Investment Fund, SURFLOGH project, Tactran website and logo and Strategy Officer (Strategic Connectivity) recruitment;
- (ii) delegates appointment of a Project Manager for the Tayside Bus Alliance Bus Partnership Fund, should the Tayside Bus Alliance agree this is the favoured option;
- (iii) approves an updated refresh of the Tactran logo, as shown in Appendix B;
- (iv) appoints Jill Walker as Data Protection Officer for the Tactran Partnership;
- (v) agrees to receive a draft Tactran response to ScotRail's consultation on a proposed May 2022 timetable thus providing all members with an opportunity to comment prior to submission by 1 October deadline;
- (vi) notes the responses to LNER and CrossCountry consultation on East Coast Main Line May 2022 Timetable and Dundee City Council consultation on their proposal to make a Low Emission Zone Scheme, both as approved by the Executive Committee in July 2021, as shown in Appendices C, D and E; and
- (vii) notes the joint Regional Transport Partnership response to Scottish Government consultation on a National Strategy for Economic Transformation, as shown in Appendix F.

2 DISCUSSION

Bus Partnership Fund

- 2.1 At its meeting on 15 December 2020 Tactran members were informed of a Bus Partnership Fund (BPF) and that Tactran was involved in two Bus Alliances covering the Forth Valley area and the Tayside area, together with the relevant Local Authorities and Bus Operators (report RTP/20/44 refers). The BPF is intended to tackle the negative impact of congestion on bus services so that bus journeys are quicker and more reliable – encouraging more people to travel by bus.
- 2.2 Phase 1 of the BPF was a call for proposals and invited partnerships to come forward with outline proposals. The deadline for the phase 1 of the BPF was 16 April 2021 and both Forth Valley and Tayside Bus Alliances submitted applications.
- 2.3 At its meeting on 15 June 2021 the Partnership received a verbal update from the Director noting that feedback from Transport Scotland had been delayed and it was agreed to have a drop-in session for Tactran members once the outcome of the bids was known.
- 2.4 Subsequently on 22 June 2021 both Alliances were informed they had been successful in being awarded funding from the Bus Partnership Fund. A drop-in session was arranged for Tactran members on 1 July 2021. Appendix A provides the presentation given by the Senior Partnership Manager at the drop-in session outlining the membership and purpose of the Alliances; the bids to the Bus Partnership Fund and the grant awarded to each Alliance.
- 2.5 In summary the Tayside Bus Alliance application was for 3 phases:

Phase 1 – Appraisal

- STAG Appraisal of corridor/P&C/All measures - £497k
- Quick win – P&R at South Tay Road Bridge – Business Case/Design - £202k
- Quick win – Urban Traffic Management & Control Upgrade (traffic signal system) - £345k

Phase 2 – Business Cases

- Business Case for each Corridor £122k = 20 corridors = £2,520k
- Business Case for wider scheme £144k
- Business Case for P&R for each site = £252,000 = 9 sites £2,268k
- Other interchange hubs = £432k
- Total Phase 1 and Phase 2 = £6,408k

Phase 3 - Implementation

- Bus Priority Corridors = £149m
- Park & Ride/Choose = £43m
- Total = £192m

- 2.6 The award to Tayside Bus Alliance by Transport Scotland was £497k to undertake the STAG appraisal of 20 corridors included in the bid and noted other measures, such as Park & Choose would only be considered where there is a clear link to bus priority measures. Phases 2 and 3 are dependent upon the outcome of the STAG appraisal. It should be noted that Phase 1 quick wins were not awarded funding and again these will now be dependent on the outcome of the STAG appraisal. The lead administrative authority in the Tayside Bus Partnership Fund award is Dundee City Council.
- 2.7 Subsequent to award, a change request was approved by Transport Scotland for an additional £90,000 funding for the provision of a Project Manager. Discussions are ongoing regarding the appointment of a Project Manager, with an option being that Tactran appoint. It is recommended that the Partnership delegates authority to the Director to appoint a Project Manager should the Alliance agree that the appointment should sit within Tactran.
- 2.8 The Forth Valley Alliance application can be summarised as being in 2 phases:
- Phase 1 – Appraisal and Quick Wins
- Bus priority measures on 10 corridors, 7 junctions (out with the corridors) improvements to reduce delays; Range of multi-modal hubs - £870k STAG appraisal and a range of £2.885m to £5.575m for quick wins on all corridors.
- Phase 2 – Implementation
- Total estimated cost of £100m - £150m for implementing all measures
- 2.9 The award to Forth Valley Bus Alliance by Transport Scotland was £500k to undertake the STAG appraisal of 5 corridors included in the bid and to focus on evidence of how the proposals on these corridors will encourage modal shift and reduce emissions. Further funding is dependent upon the outcome of the STAG appraisals. It should be noted that the quick wins identified in Phase 1 will be dependent upon the STAG appraisal. The lead administrative authority in the Forth Valley Bus Partnership Fund award is Falkirk Council.
- 2.10 Following award of grant both Alliances through the lead authorities are in the process of procuring consultants to undertake the works required and an update will be given at the next Partnership meeting in December.

MaaS Innovation Fund

- 2.11 Tactran was awarded £550,112 from Transport Scotland's MaaS (Mobility as a Service) Investment Fund Round1 and £90,000 from Paths for All in 2019, with Tactran providing £120,000, to develop and trial a MaaS pilot (Report RTP/20/13 refers). Transport Scotland has subsequently provided a further £12,000 for additional work required. The project involves developing a MaaS platform (the 'back office' enabling the planning, booking and paying of transport services) and associated touchpoints (app and url) to assist users access NHS Tayside (specifically Perth Royal Infirmary), Loch Lomond and the Trossachs National Park and Dundee & Angus College. Perth and Kinross Council has also earmarked £50,000 from the Broxden City Region Deal

project, to develop an app for the Broxden site using the Tactran ENABLE platform.

- 2.12 The intended launch date for the pilot going live was September 2020. However, as a consequence of the covid-19 pandemic, the project was delayed. With the easing of restrictions, the pilot rescheduled launch to users of NHS Tayside (Perth Royal Infirmary Urology Unit) is week commencing 16 August 2021; the students and staff of Dundee and Angus College week commencing 6 September 2021; and visitors to the Loch Lomond and the Trossachs National Park week commencing 13 September 2021. Further information is available by the links below:

[Tactran ENABLE website](#)

[Go NHS Tayside \(website\)](#)

myD&A (App Store or Google Play - search for@ “MyD&A Travel”)

[National Park Journey Planner \(website and app\)](#)

- 2.13 As noted at the Partnership meeting on 15 December 2020, Tactran submitted two bids to round two of the MaaS Investment Fund in February 2021. In addition, Perth & Kinross Council submitted one bid (report RTP/20/41 refers). Transport Scotland announced the successful bids in July 2021, and the bids submitted by Tactran and Perth & Kinross Council were not chosen to be funded. Officers remain in discussions exploring alternative ways to take the projects forward.
- 2.14 If the Tactran ENABLE pilot demonstrates that the MaaS tool is an effective and efficient means of making the best use of existing transport services to access jobs, education and services, then more touchpoints (e.g. apps) for public sector services would improve the sustainability of the tool in the long term. Reports on the progress of the pilot will be brought to future Partnership meetings.

SURFLOGH

- 2.15 Sestran and Edinburgh Napier University TRI have been investigating sustainable urban logistics through the EU Interreg North Sea funded [SURFLOGH](#) (Smart URban Freight LOGistics Hubs) programme. The programme seeks to achieve a more efficient freight distribution in urban areas, and thereby maintain efficiency in long distance transport. To promote efficient logistics sustainably, the focus is on optimising the interaction between hubs and urban logistics systems in smaller and medium-sized cities and city networks.

- 2.16 Following discussions, a successful bid was submitted by the SURFLOGH partnership to extend the programme. As part of the extension the project will focus on the development of the 'last mile logistics' element of the Perth West proposal. Accordingly, Perth & Kinross Council and Tactran officers will work with Perth West, Sustran and Edinburgh Napier University TRI to develop a sustainable business case for last mile logistics at Perth West. The project is expected to conclude by end 2022.

Tactran Website and Logo

- 2.17 As reported separately to this meeting Tactran is in the process of updating and modernising the Tactran website. As part of this process a light touch refresh of the Tactran logo has been undertaken to present a more contemporary look and a better presence on social media platforms. Appendix B provides images of the existing and new logo, which the Partnership is asked to approve.

Strategy Officers (Strategic Connectivity)

- 2.18 Following a recruitment exercise, Claudia Stuerck has accepted the offer of employment as Strategy Officer (Strategic Connectivity) and will commence employment with Tactran on the 4 October 2021.

Data Protection Officer

- 2.19 As the Partnership is aware Tactran receives support from Perth & Kinross Council for various key positions, including Data Protection Officer (DPO). Tactran's previous DPO, Donald Henderson retired at the end of July. Following discussion with Perth & Kinross Council it is proposed to appoint his successor Jill Walker, DPO for Perth & Kinross Council, as DPO for the Tactran Partnership. The Partnership is asked to approve this appointment.

Consultations

ScotRail May 2022 timetable

- 2.20 ScotRail launched its consultation '[Fit for the Future](#)' on a proposed May 2022 timetable on 20 August 2021, with a deadline for responses by 1 October 2021.
- 2.21 As Scotland recovers from the COVID-19 pandemic, ScotRail have undertaken a network wide review of the timetable that aims to ensure that the rail service provided is 'Fit for the Future' and are seeking opinions on the proposed timetables from stakeholders and customers.
- 2.22 As part of this consultation ScotRail organised two drop-in sessions for Members of the Tactran Board and Elected Members from Angus, Dundee City, Perth & Kinross and Stirling Councils on 19 and 26 August 2021. ScotRail will also be attending the Partnership meeting on 14 September to provide Members with a further opportunity to discuss the timetable proposals.

- 2.23 Given the timing of the consultation and to allow sufficient time to draft and develop a response, the Tactran Partnership is asked to agree to receive a draft response for comment following the September Board meeting and to allow all Board members with the opportunity to provide comments and feedback prior to submission to ScotRail for the 1 October 2021 deadline.

East Coast Main Line May 2022 timetable

- 2.24 At its meeting on 15 June 2021 the Partnership agreed to delegate authority to the Executive Committee to consider and approve a response to East Coast Main Line May 2022 timetable consultation.
- 2.25 The East Coast Main Line connects Scotland, from Aberdeen and Inverness, to London, serving many major communities on route including, Newcastle and York.
- 2.26 A proposed May 2022 timetable has been developed by Network Rail with all train and freight operators on the East Coast Main Line. It has involved balancing long distance high-speed, regional and local services alongside the needs of the rail freight sector. The timetable aims to balance frequency and reliability; connectivity and journey times; ambition with realism and aims to deliver for the future.
- 2.27 The new timetable aims to deliver the benefits of over a decade of planning and investment in the East Coast Main Line providing upgraded infrastructure and new train fleets.
- 2.28 The timetable is based on a series of decisions about investment in infrastructure and train fleets, as well as access decisions made by the Office of Rail and Road (ORR). This means that the structure of the timetable for May 2022 is fixed. However, it may be possible to make some local adjustments based on the feedback received, with any wider comments about the balance of services considered for future timetable iterations.
- 2.29 There are a significant number of train and freight operators on the East Coast Main Line and each is carrying out its own consultation. In Scotland there are 3 passenger train operators on the East Coast Main Line: LNER, Cross Country and ScotRail.
- 2.30 ScotRail has informed Tactran that they will not be consulting on the ECML as they have been involved with Network Rail's Steering Group in developing the timetable and there are no impacts on ScotRail's service levels north of Edinburgh. The only material change to ScotRail services as a consequence of the ECML timetable proposals are the proposed introduction of more services between Edinburgh and Dunbar and ScotRail are still in discussions with Network Rail and Transport Scotland over these.

2.31 As noted above ScotRail are undertaking consultation on their May 2022 timetable proposals and the Tactran Partnership has been given the opportunity to engage in this process with drop-in sessions organised by ScotRail on 19 and 26 August. A Tactran response will be developed for submission.

LNER

2.32 LNER operates services between London and Aberdeen/Inverness. LNER services call at the following stations within the Tactran region: Dundee, Arbroath, Montrose on the London to Aberdeen route and Stirling, Gleneagles, Perth and Pitlochry on the London to Inverness route. LNER consultation documents can be viewed on their [website](#) and includes summaries of the changes proposed to the timetable for stations in the Tactran area and for Edinburgh Waverly.

2.33 The overall quantum of calls at each of the Tactran stations remains as it was in the 2019 timetable and the timing of the rail services calls at the stations remain similar. In summary there are:

- 4 services per day (in each direction) between Aberdeen and London, calling at Dundee, Arbroath and Montrose.
- 1 service per day (in each direction) between Stirling and London.
- 1 service per day (in each direction) between Inverness and London, calling at Pitlochry, Perth and Stirling.

2.34 Overall the number of station calls on the route to London has changed with Dundee, Arbroath and Montrose having a total change of 2 additional calls; Stirling having a total of 5 additional calls and Pitlochry and Perth having 3 additional calls. Importantly the major attractors of Newcastle and York continue to have the same number of calls from all the Tactran stations on these direct services.

2.35 The main concern is that the journey times in comparison to the 2019 timetable from all Tactran stations to London is increasing on these direct services. By route:

- Aberdeen to London increase in journey time – 6hrs 58mins increases to 7hrs 9mins
- Stirling to London increase in journey time – 5hrs 16 min increases to 5hrs 25 mins
- Inverness to London increase in journey time – 7hrs 55min increases to 8hrs 11min

- 2.36 It is noted that the number of services between Edinburgh and London is increasing from 27 per day to 30 per day, and that the journey time between Edinburgh and London is reducing by 10 minutes from 4hrs 19mins to 4hrs 9mins. While this is welcomed, it does mean that while the five cities North of Edinburgh (Stirling, Perth, Dundee, Aberdeen and Inverness) are not benefiting from the investment made in the East Coast Main Line and are in fact worse off from this investment and timetable change, Edinburgh will become in effect 10 minutes closer to London, while the five cities north of Edinburgh will be 10 minutes further away.
- 2.37 The response to the LNER consultation is detailed in Appendix C and welcomes the continuation of the direct services north of Edinburgh and notes these services are highly valued. However, the response in general strongly disagrees with the timetable proposal due to the increase in journey times between stations in the Tactran region and London. It also considers that to reduce journey time the stations calls from these services to stations in England should concentrate on the more major destinations such as Newcastle, York and London, with some of the more minor station calls being transferred to the Edinburgh to London service.

Cross Country

- 2.38 Cross Country provide rail services between Aberdeen and the south coast of England, passing through cities such as Leeds, Sheffield, Birmingham and Bristol. Cross Country consultation documents can be viewed on their [website](#).

Currently there are 2 services (in each direction) that call at stations within Tactran:

- 1 service (in each direction) between Dundee and Plymouth/Penzance
- 1 service (in each direction) between Aberdeen and Plymouth/Penzance, calling at Montrose, Arbroath and Dundee.

- 2.39 The Cross Country consultation is concentrated mainly on services south of Edinburgh and there are some very minor changes to the direct services in the Tactran area, as follows:

- 06:33 Dundee – Plymouth service will no longer call at Morpeth
- 08:20 Aberdeen – Penzance service will no longer call at Dunbar
- 09:25 Penzance – Dundee service will no longer call at Morpeth and Dunbar
- 09:27 Plymouth – Aberdeen service will no longer call at Alnmouth and Dunbar

- 2.40 There was no questionnaire for the Cross Country consultation with feedback requested by e-mail. Given these minor changes a short response welcoming the continuation of these direct services and highlighting the need for good performance/reliability was provided and is included as Appendix D to this report.

- 2.41 The Executive Committee approved the responses shown in Appendices C and D (Report RTP/21/19 refers) which the Partnership Board is now asked to note.
- 2.42 Subsequent to the submission of Tactran's response to LNER and Cross Country it has been announced that LNER and other East Coast Main Line train operators, as well as Network Rail, will take the opportunity for thorough consideration of the stakeholder and customer feedback received during the timetable consultations. This will inform updated proposals for the East Coast Main Line's significant timetable change, with the aim to implement this in 2023, although that date is not confirmed.

Dundee City Council Proposed Low Emission Zone

- 2.43 At its meeting on 15 June 2021 the Partnership agreed to delegate authority to the Executive Committee to consider and approve a response to Dundee City Council's consultation on their proposal to make a Low Emission Zone.
- 2.44 Dundee City Council intend introducing a Low Emission Zone (LEZ) that will cover the area within the Inner Ring Road, excluding Bell Street, West Marketgait NCP and Wellgate car parks. The proposed LEZ scheme is to apply to all vehicle types, apart from motorcycles and mopeds (which have been scoped out of the proposed LEZ scheme) and those subject to a national exemption.
- 2.45 The proposed LEZ scheme is intended to be introduced on 30 May 2022 with a 2-year grace period (during which enforcement of the LEZ will not take place), meaning enforcement would commence on 30th May 2024. The zone will only be accessible to vehicles that meet the emissions criteria: Euro VI for buses, coaches & HGVs (registered from 2013); Euro 6 for diesel cars and LGVs (Registered from 2015) and Euro 4 for petrol cars and LGVs (registered from 2006).
- 2.46 The objectives for Dundee's Low Emission Zone are:
- Protect public health through improving air quality in Dundee and achieving air quality compliance for nitrogen dioxide (NO₂), Particulate Matter (PM)₁₀ and PM_{2.5};
 - Develop an environment that helps promote more active and sustainable travel choices in Dundee and contributes to meeting emission reduction targets set out in Part 1 of the Climate Change (Scotland) Act 2009; and
 - Contribute to the ongoing transformational change in Dundee and help promote the city as an inclusive and desirable place to live, invest, visit and learn
- 2.47 Dundee City Council invited Tactran Members and Officers to a presentation on 24 June 2021 outlining the proposals and timescales for the proposed Dundee Low Emission Zone. Further information on Dundee Low Emission Zone Scheme Proposal can be found at www.dundee.gov.uk/lez.

- 2.48 The proposed Dundee Low Emission Zone objectives are in line with the objectives of the Tactran Regional Transport Strategy 2015 – 2036 Refresh. In particular, Dundee LEZ will assist in achieving Tactran’s specific objectives for Economy; Health & Well-being and the Environment, as follows:
- 4a) Helping to meet or better all statutory air quality requirements;
 - 3a) contributing to achievement of the Scottish national targets and obligations on greenhouse gas emissions;
 - 3c) Promoting a shift towards more sustainable modes;
 - 1a) Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors and in supporting town centres.
- 2.49 Although the proposed Dundee Low Emission Zone covers the area within the Inner Ring Road, its influence will be far wider as Dundee city centre is a regional cultural and economic centre serving a far wider area than the city itself. A number of the bus services accessing the city centre originate from outside the city in Angus, Perth & Kinross and Fife, and as such any improvements to the buses on these routes will assist in reducing harmful emissions in the neighbouring authority areas as well.
- 2.50 In terms of goods vehicles, the LEZ in Glasgow and the proposed LEZs in Aberdeen, Edinburgh and Dundee all intend having the same standard for vehicle emissions criteria for accessibility to the LEZ. This will also have a positive impact on other city and town centres, as haulage firms modernise their fleets to meet these standards.
- 2.51 Therefore, it was recommended that Tactran be fully supportive of the proposed Dundee Low Emission Zone.
- 2.52 The Executive Committee approved the response shown in Appendix E (Report RTP/21/18 refers) which the Partnership Board is now asked to note.

National Strategy for Economic Transformation

- 2.53 The Scottish Government launched a consultation on a 10-year [National Strategy for Economic Transformation](#) that will drive Scotland’s economic transformation as the country recovers from the Coronavirus (COVID-19) pandemic and transitions to a net zero economy. The Regional Transport Partnerships were invited to submit a response to the consultation by 27 August 2021. Appendix F provides the joint RTP response submitted, which the partnership is asked to note.

3 CONSULTATIONS

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

4 RESOURCE IMPLICATIONS

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

5 EQUALITIES IMPLICATIONS

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

Mark Speed
Director

For further information email markspeed@tastran.gov.uk or tel. 07919 698611

NOTE

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/20/13 Mobility as a Service: 'ENABLE' Pilot, 17 March 2020

Reports to Partnership RTP/20/41 2020/21 Budget and Monitoring and RTP/20/44, Director's Report, 15 December 2020.

Reports to Executive Committee RTP/21/18 Dundee City Council Proposed Low Emission Zone: Consultation Response and RTP/21/19, East Coast Main Line May 2022 Timetable Consultation and, 20 July 2021



Bus Alliances



Bus Alliances

Tayside Bus Alliance

Local Authorities and Regional Transport Partnerships

Angus Council, Dundee City Council, Fife Council, Perth & Kinross Council, Tactran, Sustran

Bus Operators

Stagecoach, Xplore Dundee, Moffat & Williamson, Docherty Midland Coaches, Scottish Citylink

Other Organisations

Bus Users Scotland

Forth Valley Bus Alliance

Local Authorities and Regional Transport Partnerships

Stirling Council, Clackmannanshire Council, Falkirk Council, Sustran, Tactran,

Bus Operators

First Scotland East, Stagecoach Fife

Other Organisations

Bus Users Scotland



Purpose of Alliances

Bring together bus user groups, operators, local authorities, regional transport partnerships and other key stakeholders to work together to;

- Improve bus based public transport within the region
- Increase customer growth
- Increase satisfaction and advocacy levels
- Deliver modal shift from car by improving journey times and reliability
- Enhance the complementary relationship between bus usage and active travel
- Support a fair and green economic recovery

Scottish Government's Bus Partnership Fund

Bus Service Improvement Plan (BSIP)



Bus Partnership Fund (BPF)

The 2019 Programme for Government committed to invest over £500m in improved bus priority infrastructure.

- The BPF will target one of the major contributors to bus patronage decline: **congestion**.
- Another purpose of the purpose of the BPF is to leverage further improvements through partnership working. Further action and investment from both local transport authorities and bus operators expected
- It is linked to the Bus Service Improvement Partnership (BSIP)
- The first phase of the fund is intended enable Bus Alliances to conduct appraisals and business cases. It may also be used to implement quick wins.



Tayside Bus Alliance – Bus Partnership Fund Bid

Bus Priority Corridors

- Perth



Tayside Bus Alliance – Bus Partnership Fund Bid

Bus Priority Corridors

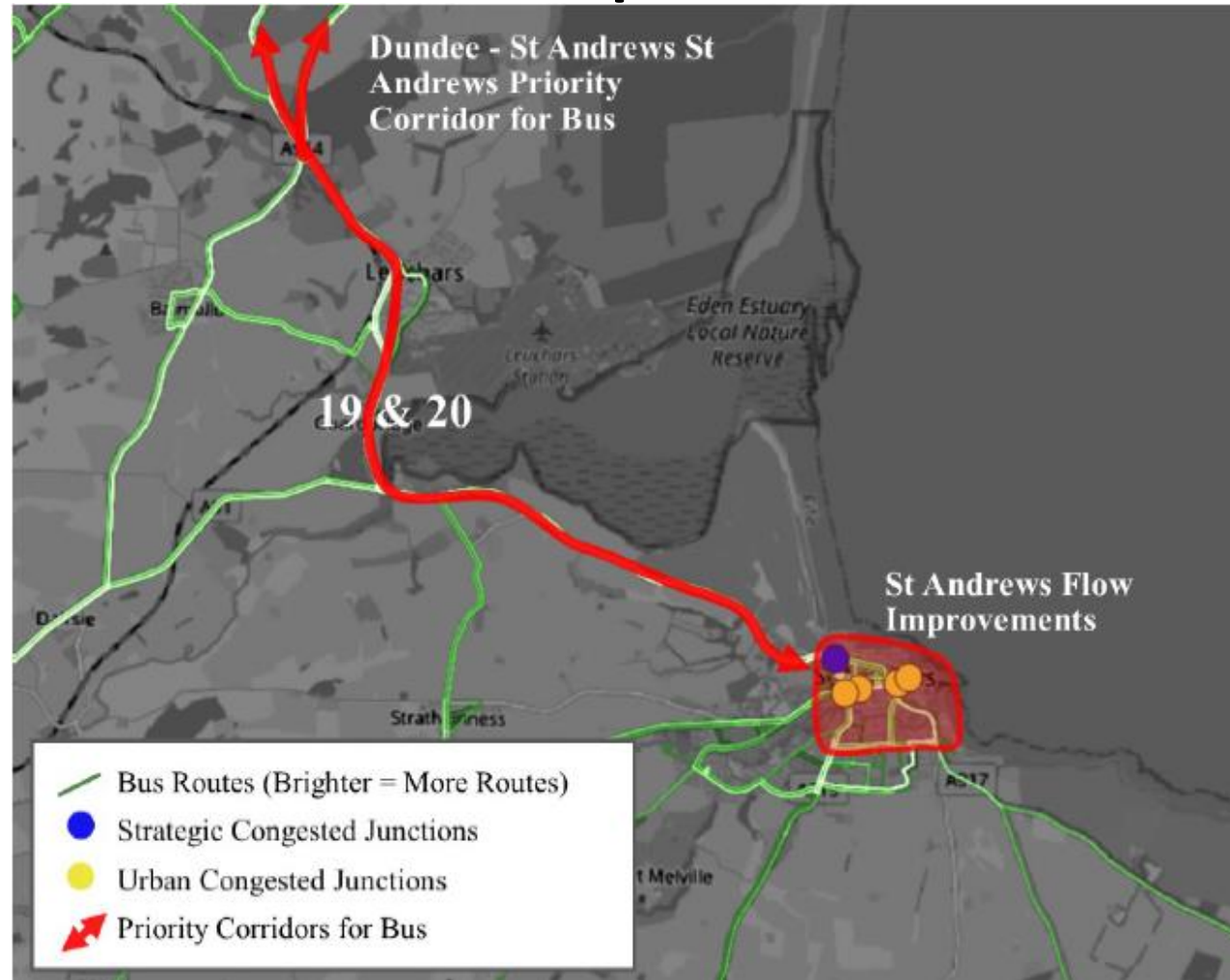
- Dundee/Angus



Tayside Bus Alliance – Bus Partnership Fund Bid

Bus Priority Corridors

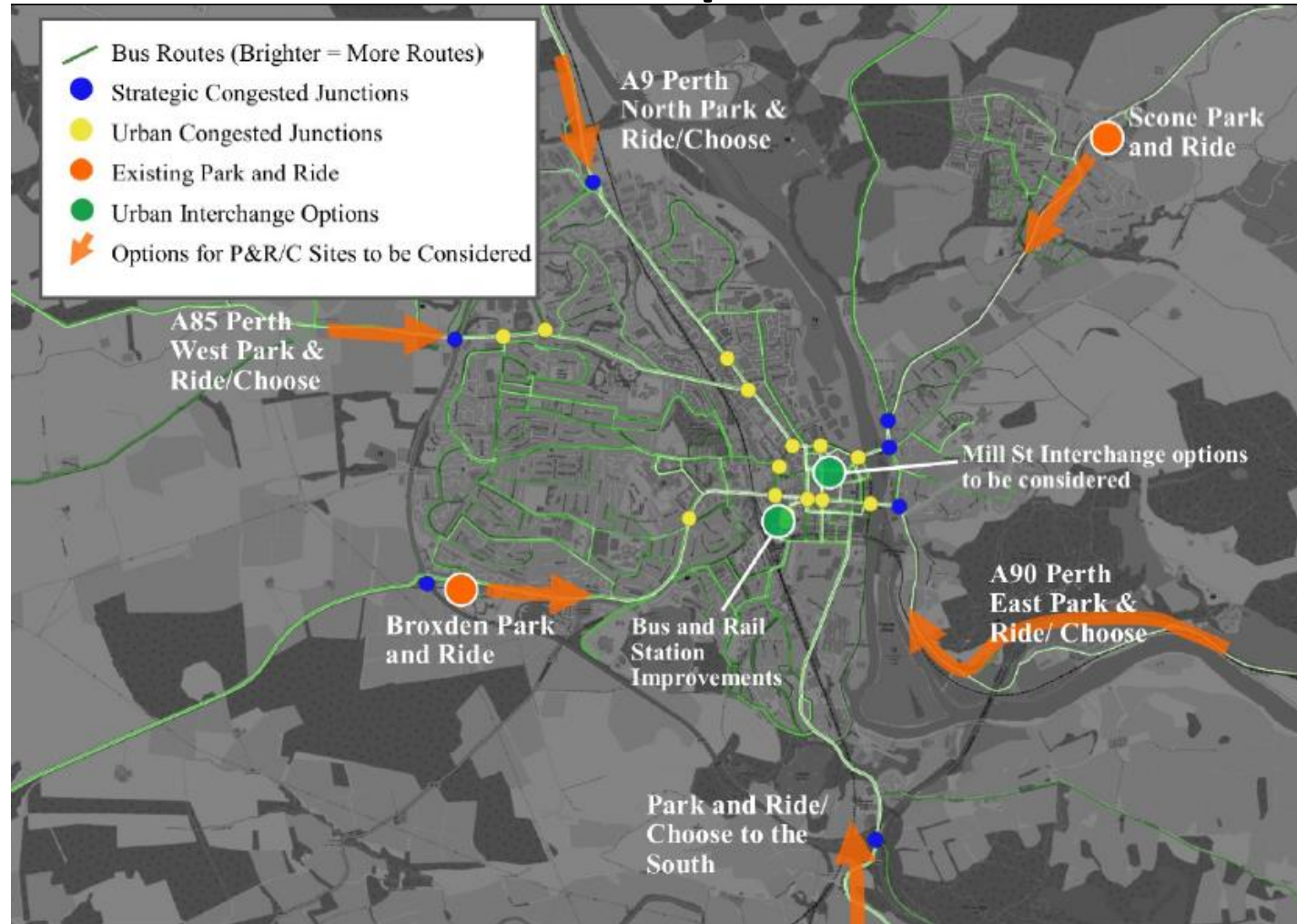
- Fife



Tayside Bus Alliance – Bus Partnership Fund Bid

Park & Choose

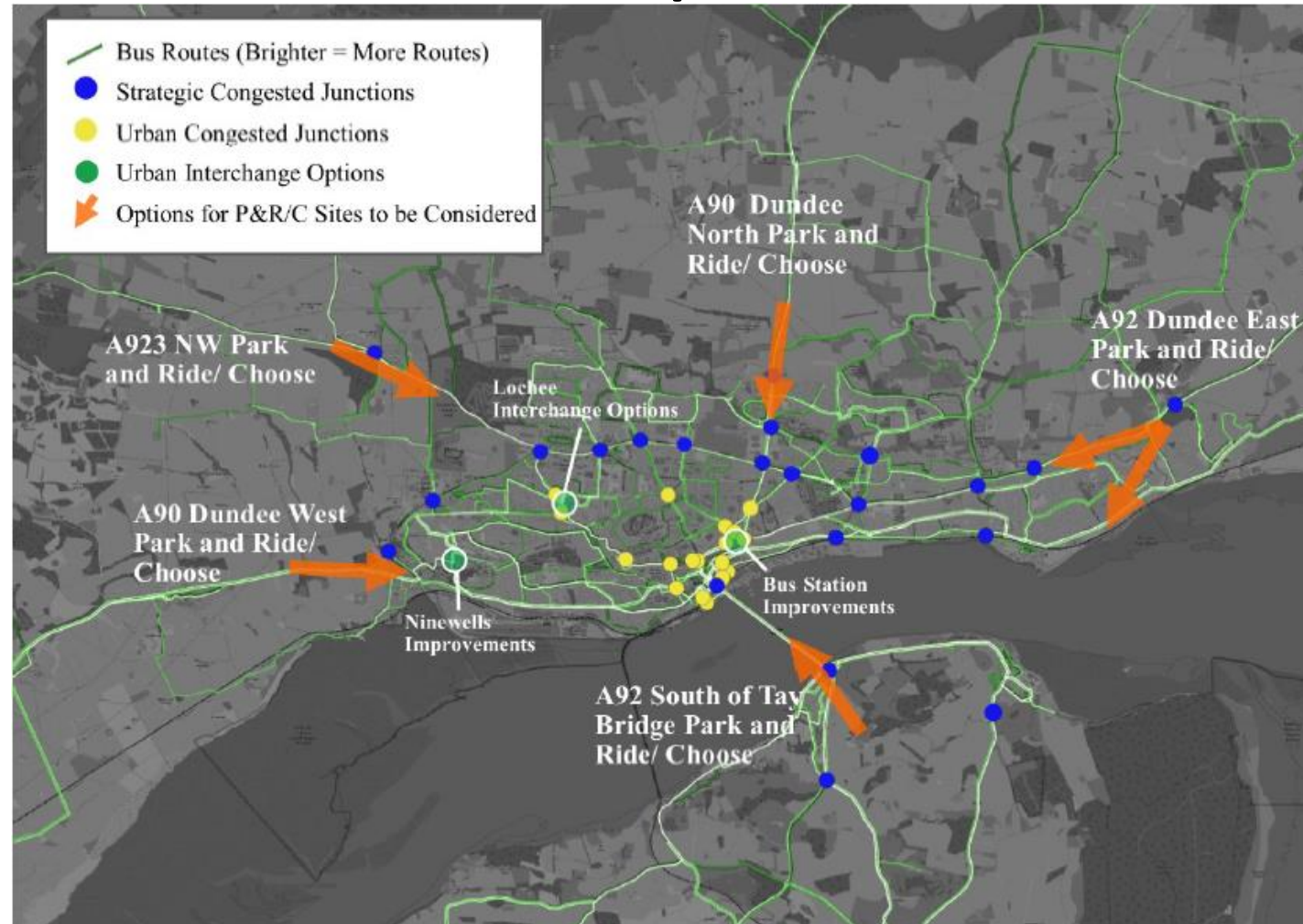
- Perth



Tayside Bus Alliance – Bus Partnership Fund Bid

Park & Choose

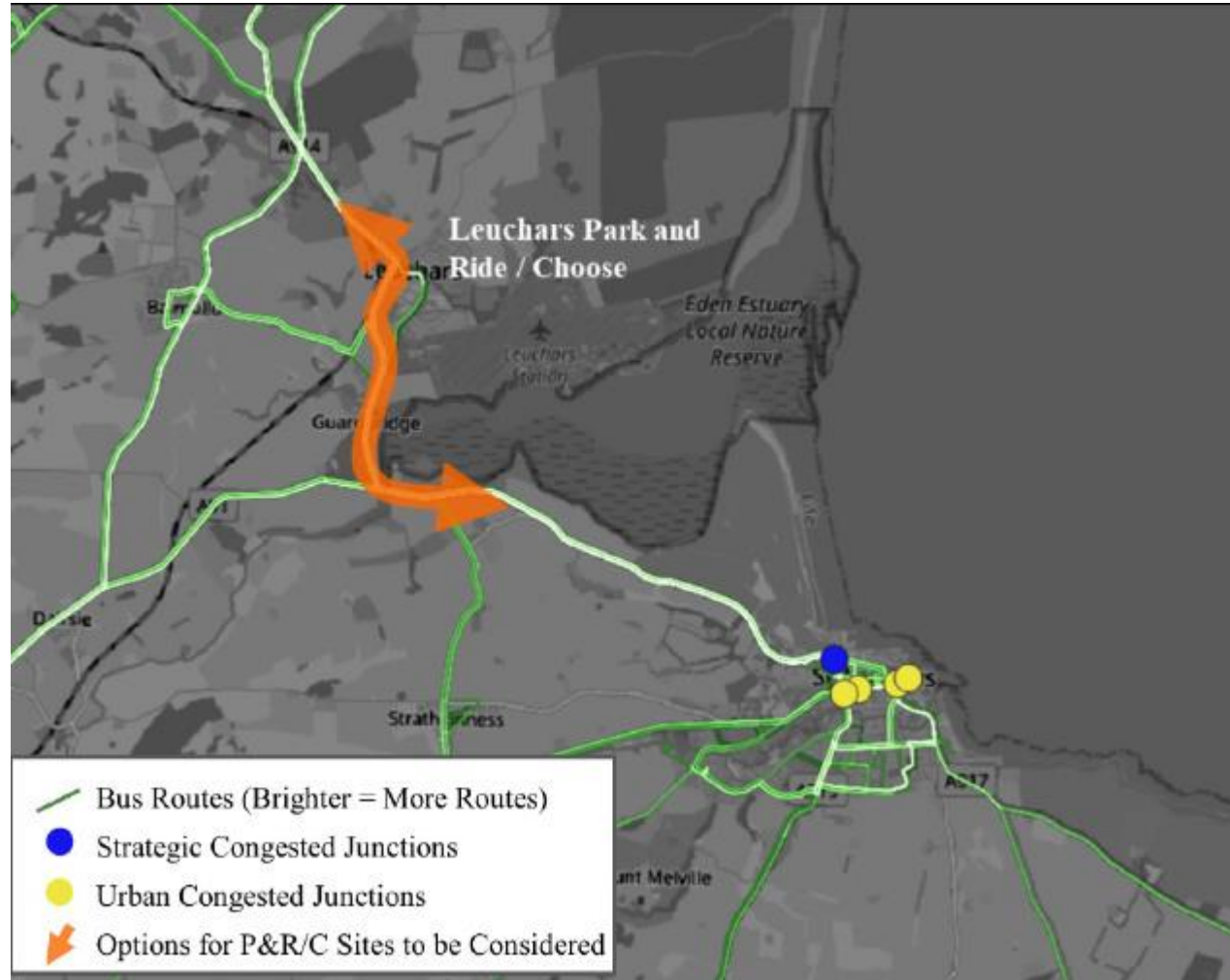
- Dundee/Angus



Tayside Bus Alliance – Bus Partnership Fund Bid

Park & Choose

- Fife



Tayside Bus Alliance – What was in Bid?

Three phases:

Phase 1 - Appraisal

- STAG Appraisal of corridor/P&C/All measures - £497k
- Quick win – P&R at South Tay Road Bridge – Business Case/Design - £202k
- Quick win – Urban Traffic Management & Control Upgrade (traffic signal system) - £345k

Phase 2 – Business Cases

- Business Case for each Corridor £122k = 20 corridors = £2,520k
- Business Case for wider scheme £144k
- Business Case for P&R for each site = £252,000 = 9 sites £2,268k
- Other interchange hubs = £432k
- Total Phase 1 and Phase 2 = £6,408k

3 Phase - Implementation

Bus Priority Corridors = £149m

Park & Ride/Choose = £43m

Total = £192m



Tayside Bus Alliance – Grant Award

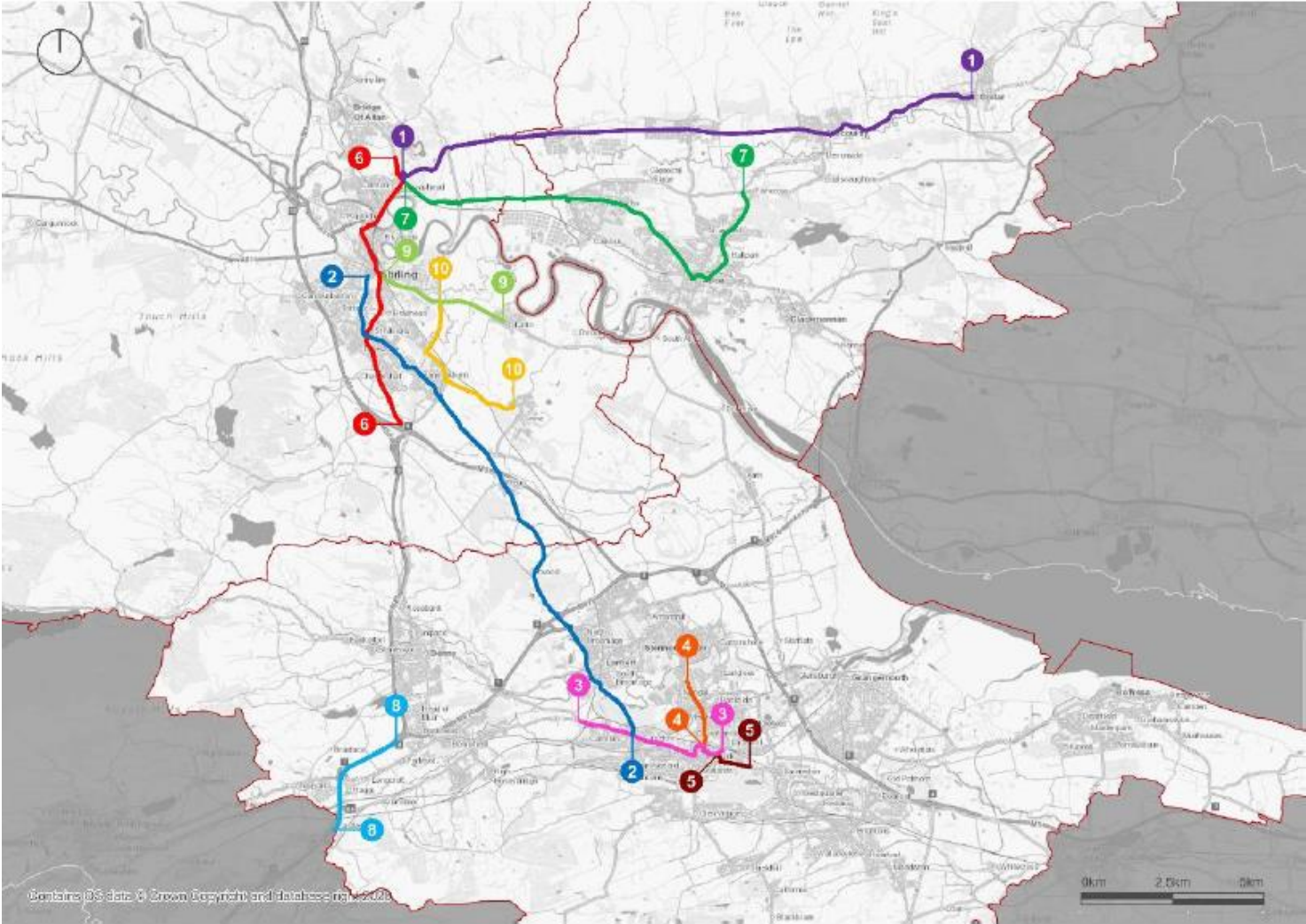
- STAG appraisal to evaluate all 20 corridors and establish what schemes should be progressed - £496,800
- Specifically for Tayside, the STAG appraisal to focus solely on measures which address congestion and journey time delays to buses, through bus priority infrastructure.
- Further appraisal of park and ride/choose hubs will only be funded where there is a clear link to bus priority measures (e.g. bus lanes and commitment to parking restrictions), to effect modal shift for journeys into towns.



Forth Valley Bus Alliance – Bus Partnership Fund Bid

Bus Priority Corridors

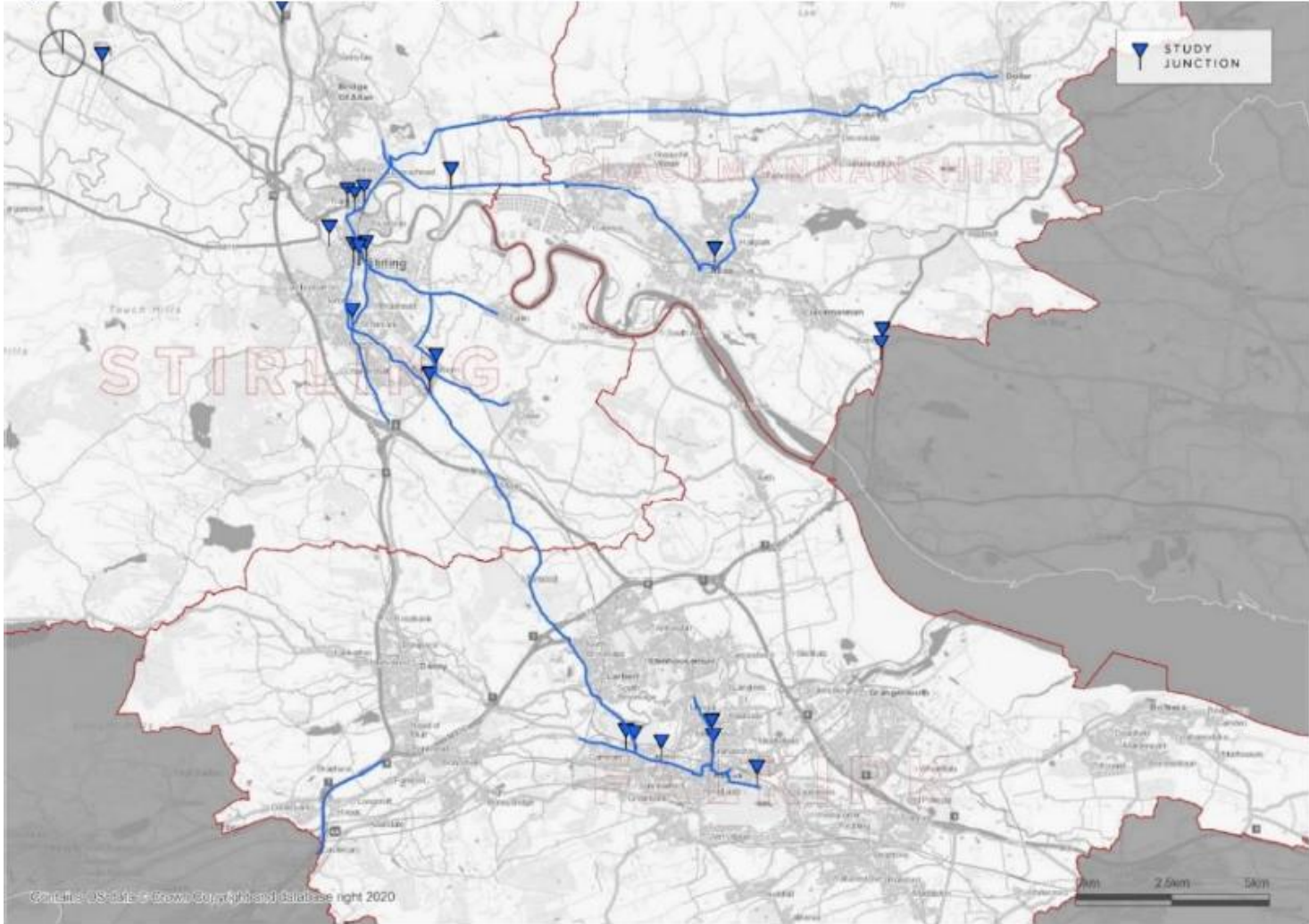
- 1. A91 Dollar to Stirling
- 2. Stirling to Falkirk
- 3. A803 / Glasgow Road
- 4. B902 / Graham’s Road
- 5. A803 / Callander Road
- 6. A9 / A872
- 7. A908 / B9096
- 8. M80
- 9. A905
- 10. B9124 / A91 Cowie to A905 interchange



Forth Valley Bus Alliance – Bus Partnership Fund Bid

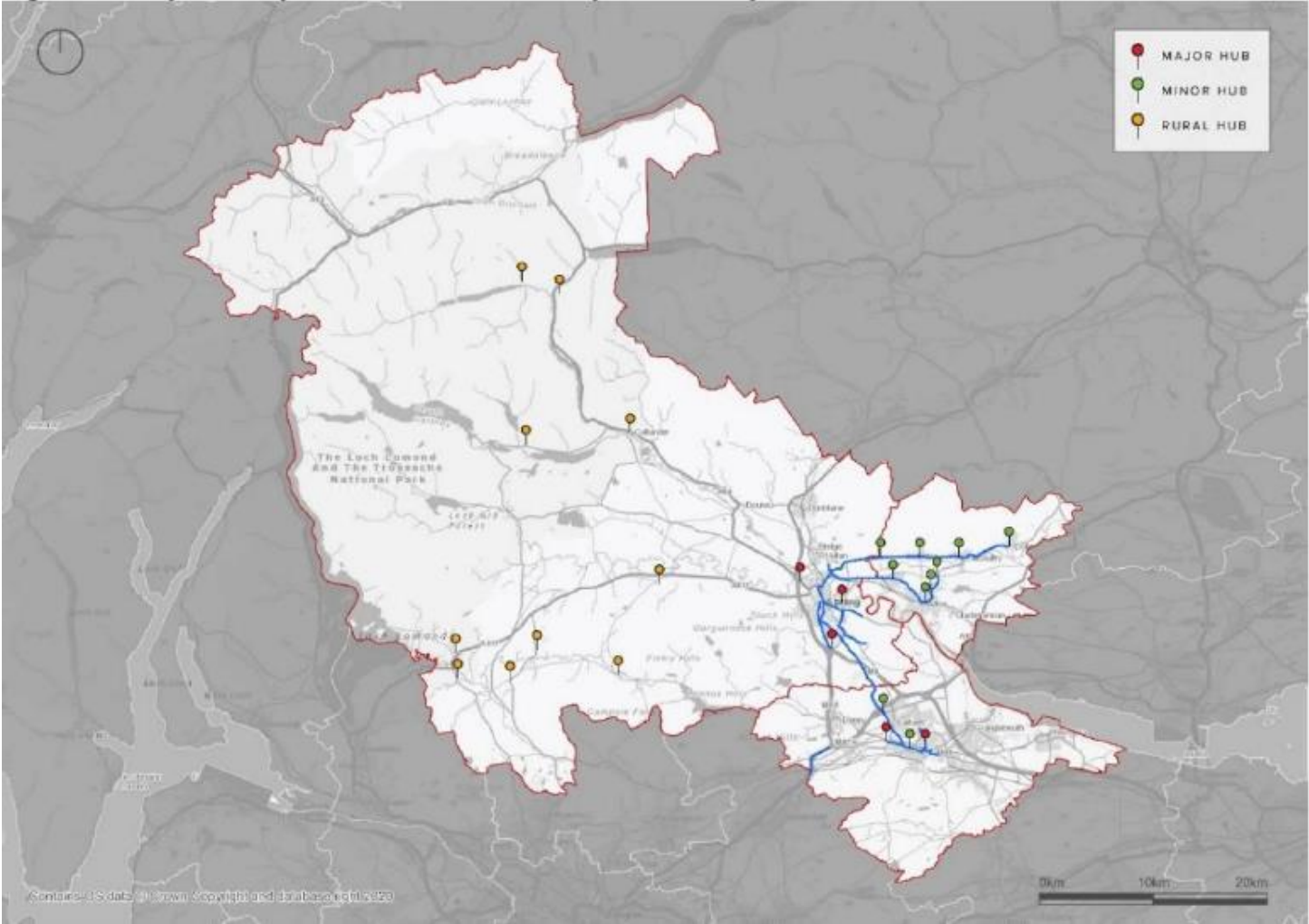
Network Delays at Junctions

- Gartarry Roundabout
- Kilbagie Roundabout
- Keir Roundabout
- A84 / Drip Rd Roundabout
- Wellgreen Roundabout
- Queens Rd / Dumbarton Rd
- A84 / Safari Park Entrance



Forth Valley Bus Alliance – Bus Partnership Fund Bid

Multi-modal Hubs



Forth Valley Bus Alliance – What was in Bid?

STAG Appraisal

- STAG Appraisal of all corridor- £870k
- Quick wins on all corridors – range of £2.885m - £5.575m

Implementation

- Estimate total cost £100m - £150m



Forth Valley Bus Alliance – Grant Award

- STAG appraisal - 5 corridors - £500,000
 - Corridor 2 (Stirling to Glasgow) - £75,000
 - Corridor 3 (Glasgow Road) - £105,000
 - Corridor 4 (Graham's Road) - £85,000
 - Corridor 6 (A9/A872) - £155,000
 - Corridor 7 (A908/B9096) - £80,000
- focus on further evidence of how the proposals will encourage modal shift and reduce emissions. Evidence of pinch points on the corridors being appraised and specific bus priority measures that will address those.
- active travel ideas have been passed on to transport Scotland Active Travel Team, so that they are aware of ambitions. May wish to seek resources for those projects through the appropriate funds.



BPF Desired Outcomes

The main outcomes of and criteria for the Grant are:

- **To improve bus journey times** and provide greater **reliability**, by prioritising bus over other types of traffic.
- **To provide high-quality bus services** which contribute to the four priorities of the NTS2 vision – to reduce inequality, take climate action, help deliver inclusive growth and improve health and well-being.
- **To reduce congestion**, through improved bus services.
- **To fit with the partnership area’s overall strategy for integrated transport**, to encourage a modal shift from cars to more sustainable transport and reduce emissions.
- **To demonstrate partnership strength and commitment**, including through ‘match in kind’ action and investment to further improve bus services, and working towards a Bus Service Improvement Partnership model.
- For the lead local authority and its partners to **deliver the proposed developments effectively, with local political buy-in.**



Match in Kind

Match in kind should cover positive action to improve the bus offer and/or measures to dissuade car use; for example **parking restriction**. Expect partnerships to consider how to make services:

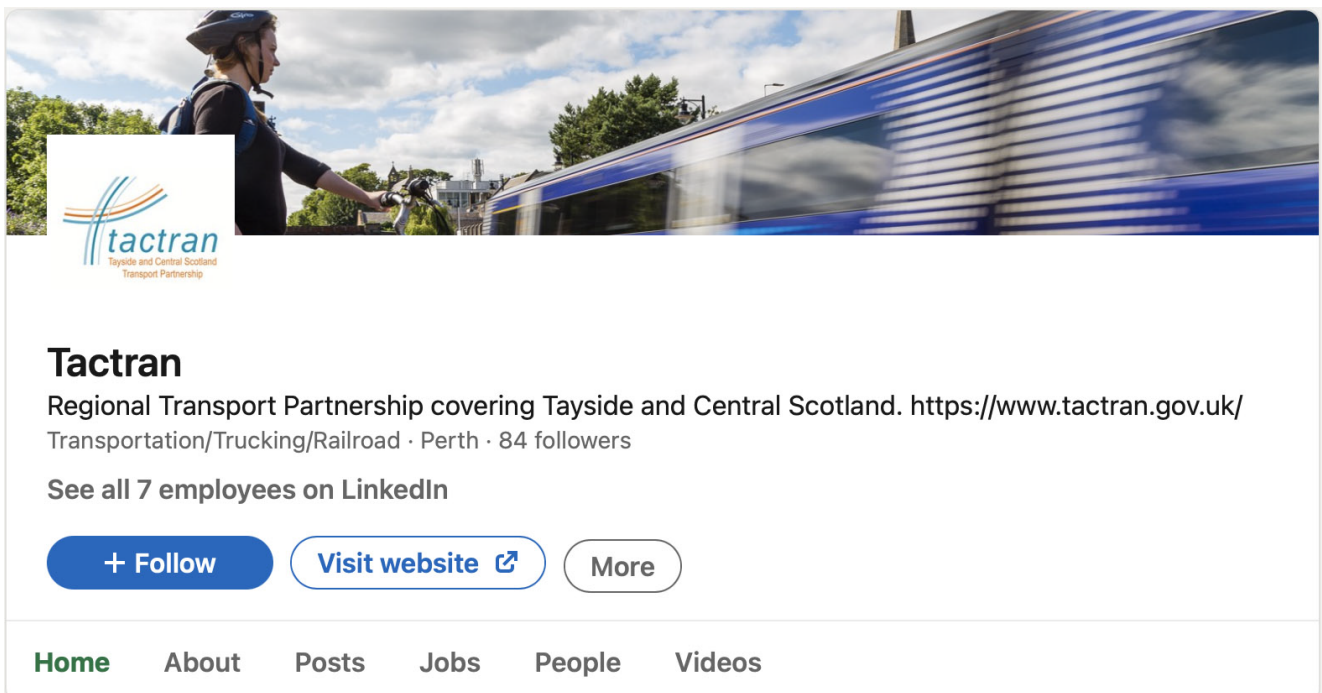
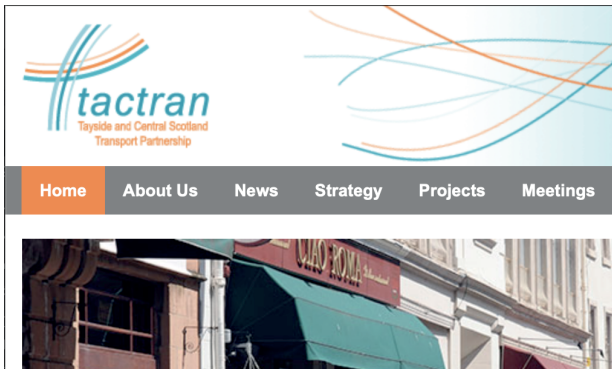
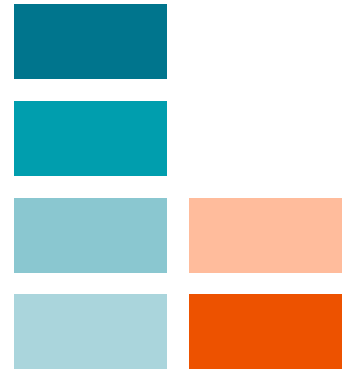
- **More frequent**, with turn-up-and-go services on major routes and feeder or demand-responsive services to lower-density places.
- **More comprehensive**, with overprovision on a few corridors reduced to boost provision elsewhere and better services in the evenings and weekends; not necessarily with conventional buses.
- **Easier to understand**, with simpler routes, common numbering, co-ordinated timetable change dates, good publicity, and comprehensive information online.
- **Easier to use**, with common tickets, passes and daily capping across operators, simpler (and cheaper) fares, including more flat fares in towns and cities, and contactless payment options.
- **Better integrated** with other modes and each other, including more bus-rail interchange and integration and inter-bus transfers.
- **Greener**, with more investment in zero-emission buses.



Thank you

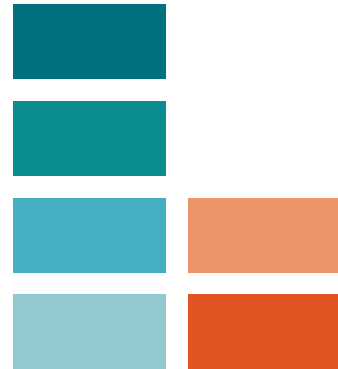


Existing



Option 1

Din Regular Italic, strengthened colours and lines in the icon





[in](https://www.linkedin.com/company/tactran) [t](https://twitter.com/tactran) [✉](mailto:ashleyroger@tactran.gov.uk)
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Tayside and Central Scotland Transport Partnership





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**NEW LNER Timetable
May 2022
Consultation Response**

1. Stations on LNER Route that are most relevant to the people you represent:

Dundee, Arbroath, Montrose, Stirling, Gleneagles, Perth, Pitlochry

2. How strongly to you agree or disagree that our new timetable will:

- a. Bring benefits to the people and communities you represent – strongly disagree**
- b. Bring benefits to businesses in your area – strongly disagree**
- c. Bring benefits to tourism in your area – disagree**
- d. Bring benefits to the environment – disagree**

The direct services between Aberdeen/Inverness/ Stirling to London that LNER provides are highly valued and it is welcomed that they will continue. However, the proposed timetable increases journey times between the stations in the Tactran region and main destinations of Newcastle, York and London. It is noted that the journey time between Edinburgh and London reduces by approximately 10 minutes, but the journey times to the 5 Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen and Inverness) increases by approximately 10 minutes. This not only makes journey by train to London less attractive for these cities but also increases the relative peripherality of the cities in comparison to Edinburgh.

While there are more calls to other English stations on route, there is no evidence provided to show that there is a demand for travel to these stations from the Tactran area. It is considered that the balance between journey time and more travel opportunities provided by more calls to some of the lesser stations in England is wrong. There are only a total of 6 direct services (in each direction) from Stirling, Perth, Dundee, Aberdeen and Inverness to London, and these should be focussed more on reducing journey times to the main markets, with more station calls transferred to some of the 30 services a day (in each direction) between Edinburgh and London i.e. 6 of the 30 direct services between Edinburgh and London could have more calls rather than the 6 direct services from Stirling, Perth, Dundee, Aberdeen and Inverness to London and thereby spreading the journey time benefits to all of Scotland's cities.

3. How strongly do you agree or disagree that our proposed new timetable will...

- a. Make train times more convenient – strongly disagree**
- b. Shorten journey times between places – strongly disagree**
- c. Permit convenient connections between services – neutral**
- d. Make journeys more comfortable – neutral**
- e. Encourage people to make more journeys by train – disagree**
- f. Increase capacity on the network – agree**

The direct services between Aberdeen/Inverness/ Stirling to London that LNER provides are highly valued and it is welcomed that they will continue. However, proposed timetable increases journey times between the stations in the Tactran region and main destinations of Newcastle, York and London. It is noted that the journey time between Edinburgh and London reduces by approximately 10 minutes, but the journey times to the 5 Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen and Inverness) increases by approximately 10 minutes. This not only makes journey by train to London less attractive for these cities but also increases the relative peripherality of the cities in comparison to Edinburgh.

While there are more calls to other English stations on route, there is no evidence provided to show that there is a demand for travel to these stations from the Tactran area. It is considered that the balance between journey time and more travel opportunities provided by more calls to some of the lesser stations in England is wrong. There are only a total of 6 direct services (in each direction) from Stirling, Perth, Dundee, Aberdeen and Inverness to London, and these should be focussed more on reducing journey times to the main markets, with more station calls transferred to some of the 30 services a day (in each direction) between Edinburgh and London i.e. 6 of the 30 direct services between Edinburgh and London could have more calls rather than the 6 direct services from Stirling, Perth, Dundee, Aberdeen and Inverness to London and thereby spreading the journey time benefits to all of Scotland's cities.

- 4. We are prioritising improved journey times to key destinations on the East Coast Main Line to better compete with air travel. This means that although there are more services overall, each service may stop at fewer stations along the journey. Have we got the balance right? – Strongly disagree.**

The journey times to London is increasing for all stations in the Tactran region and indeed for all five Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen, Inverness). Tactran would welcome calls at some of the more minor stations on the route in England being transferred to the Edinburgh to London service, with the service north of Edinburgh concentrating on calls at major destinations such as Newcastle, York and London with a resultant faster journey time to these stations.

- 5. We are prioritising the most popular direct services between key destinations to better compete with air travel and driving. This means at some smaller destinations there is not a direct service. Have we got the balance right? – Strongly disagree**

The journey times to London is increasing for all stations in the Tactran region and indeed for all five Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen, Inverness). Tactran would welcome calls at some of the more minor stations on the route in England being transferred to the Edinburgh to London service, with the service north of Edinburgh concentrating on calls at major destinations such as Newcastle, York and London with a resultant faster journey time to these stations.

- 6. Based on passenger demand and the investment into the East Coast Main Line and its trains, we are prioritising improving the journey times and frequency of direct north-south journeys. Have we got the balance right? – Strongly disagree**

It is agreed that prioritising journey times and frequency of direct services is correct, but strongly disagree that the balance is right. The journey times to London is increasing for all stations in the Tactran region and indeed for all five Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen, Inverness). Tactran would welcome calls at some of the more minor stations on the route in England being transferred to the Edinburgh to London service, with the service north of Edinburgh concentrating on calls at major destinations such as Newcastle, York and London with a resultant faster journey time to these stations.

- 7. We are prioritising improving the overall reliability of our services. This means longer intervals in the timetable between some services, rather than always having a higher frequency of services. Have we got the balance right? – agree**

It is important for long distance services such as LNER that performance and reliability is good, as the interaction with more local services, such as ScotRail, can cause significant disruption to services if performance is poor.

- 8. Overall how satisfied or dissatisfied are you with our proposed new timetable? - Dissatisfied**
- 9. Do you feel we have presented our proposals for our new timetable in a clear way? - Agree**

- 10. What further comments would you like to make in relation to our timetable proposals that you have not already raised?**

No further comment

New Cross Country Timetable

May 2020

Consultation Response

Tactran welcomes the continuation of the direct services between Aberdeen/Dundee and Plymouth/Penzance. It is noted that these services will have fewer calls at Morpeth, Alnmouth and Dunbar. Tactran is keen that the May 2022 timetable will provide a high level of performance and reliability. It is important for long distance services such as Cross Country that performance and reliability is good, as the interaction with more local services, such as ScotRail, can cause significant disruption to services if performance is poor.

Head of Sustainable Transport and Roads,
Dundee City Council
Floor 5, Dundee House
50 North Lindsay Street
Dundee
DD1 1LS

June 2021

Dear Sir,

Dundee Low Emission Zone – Consultation response

Thank you for the presentation provided to Tactran Members and Officers on 24th June 2021 outlining the proposals and timescales for the proposed Dundee Low Emission Zone. The presentation was very informative.

From the presentation and the information provided in the invitation letter and also on the Dundee City Council website it is our understanding that Dundee City Council intend introducing a Low Emission Zone (LEZ) that will cover the area within the Inner Ring Road, excluding Bell Street, West Marketgait NCP and Wellgate car parks. The proposed LEZ scheme is to apply to all vehicle types, apart from motorcycles and mopeds (which have been scoped out of the proposed LEZ scheme) and those subject to a national exemption. The proposed LEZ scheme is intended to be introduced on 30th May 2022 with a 2-year grace period (during which enforcement of the LEZ will not take place), meaning enforcement would commence on 30th May 2024. The zone will only be accessible to vehicles that meet the emissions criteria: Euro VI for buses, coaches & HGVs (registered from 2013); Euro 6 for diesel cars and LGVs (Registered from 2015) and Euro 4 for petrol cars and LGVs (registered from 2006).

It is also noted that the objectives for Dundee's Low Emission Zone are:

- Protect public health through improving air quality in Dundee and achieving air quality compliance for nitrogen dioxide (NO₂), Particulate Matter (PM)₁₀ and PM_{2.5};
- Develop an environment that helps promote more active and sustainable travel choices in Dundee and contributes to meeting emission reduction targets set out in Part 1 of the Climate Change (Scotland) Act 2009; and
- Contribute to the ongoing transformational change in Dundee and help promote the city as an inclusive and desirable place to live, invest, visit and learn

The proposed Dundee Low Emission Zone objectives are in line with the objectives of the Tactran Regional Transport Strategy 2015 – 2036 Refresh. In particular, Dundee LEZ will assist in achieving Tactran’s specific objectives for Economy; Health & Well-being and the Environment, as follows:

4a) Helping to meet or better all statutory air quality requirements;

3a) contributing to achievement of the Scottish national targets and obligations on greenhouse gas emissions;

3c) Promoting a shift towards more sustainable modes;

1a) Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors and in supporting town centres.

Tactran recognises that although the proposed Dundee Low Emission Zone covers the area within the Inner Ring Road, its influence will be far wider as Dundee city centre is a regional cultural and economic centre serving a far wider area than the city itself. It is also recognised that a number of the bus services accessing the city centre originate from outside the city in Angus, Perth & Kinross and Fife, and as such any improvements to the buses on these routes will assist in reducing harmful emissions in the neighbouring authority areas as well.

In terms of goods vehicles, it is noted that the LEZ in Glasgow and the proposed LEZs in Aberdeen, Edinburgh and Dundee all intend having the same standard for vehicle emissions criteria for accessibility to the LEZ. This will also have a positive impact on other city and town centres, as haulage firms modernise their fleets to meet these standards.

I therefore can confirm that Tactran is fully supportive of the proposed Dundee Low Emission Zone.

Yours faithfully,

Mark Speed

Partnership Director

National Strategy for Economic Transformation - Scotland

A combined response from Scotland's seven Regional Transport Partnerships.

The seven RTPs in Scotland are pleased to feed into the shaping of the proposed new National Strategy. Having revised the slide presentation on the above, circulated via Transport Scotland colleagues, what follows here is a set of points for consideration.

Clarity for the Strategy

A clearer 'vision' is now needed and should be articulated for Scotland.

It is suggested that this vision should also sit in the context of Scotland's unique intellectual heritage, standing and expertise in the field of societal economics. It may be useful, for example, to reference J.K Galbraith's 'The Affluent Society'¹ in which Galbraith argues that at some point society's primary concern should switch from the sole creation of wealth to wider goals focused on improving the quality of life. This would appear to match wider Scottish government policy positions.

It is suggested that a structure of Vision – Strategy – Delivery plan is developed

The Strategy needs to be high level and (must) be separated from the delivery plan, strategy is there to drive the plan. The slides circulated contained elements that would be considered with a delivery plan and clarity on whether this will be developed would be helpful.

Links to Transport, and to Land Use / development strategies at Regional / RTS scale

Transport, Land use and economic strategies should share common geographies, and a national strategy should be supported by a series of aligned, regionally expressed strategies. In this regard, it is sensible that a 'region' should be of sufficient scale to cover realistic travel to work areas, and it is vital that they are strongly aligned to the statutory regional transport strategies. The RTP geographies in Scotland provide the sensible geographic scale to support strategic planning activity and the link to regional transport strategies. More recognition of the unique role of RTPs and their potential contribution is therefore sought in relation to any economic strategy, and delivery plan.

In the example of coordinating work to address climate change, a key objective of transport policy is improving transport access and connectivity for citizens whilst at the same time delivering inclusive economic growth and business efficiency. The question of how to integrate these different (and often conflicting) policy areas must be addressed, and the opportunities to fully embrace the regional (RTP) scale for any economic strategy should be fully explored, although integration must be achieved at all levels of governance; local, regional and national.

Policies should focus on delivering opportunities that will allow increases in businesses' efficiency whilst reducing the negative external impacts on the wider community. This is especially important (but not limited to) in an urban environment where dealing with congestion and environmental concerns together with the general

¹ Galbraith, J.K. (1958). *The Affluent Society*. London: Penguin Books.

improvements of public spaces are an increasingly important imperative for decision makers at all levels of government.

The challenge is 'how and what', the issue is an extremely complex one.

There is a fundamental mismatch between public authorities aiming to reduce the negative impacts of economic (and transport, etc) growth on communities whilst trying to increase the attractiveness of cities for inhabitants and visitors (mainly environmental and social sustainability e.g. reduction of congestion, pollution, accidents), versus a more traditional 'growth' model. Private companies are seeking to operate at the lowest cost whilst still delivering a high quality service or product in order to satisfy consumer expectations in a highly competitive market environment. The slides, by the information included in them, appear to suggest a very broad economic strategy that touches upon many (potentially competing) aspirations. Merely 'balancing' these will not address the mismatch between growth and sustainability and the danger of a lack of clarity in the strategy vision is that the success of the strategy can't be measured or will be assessed using metrics that are not reflective of the vision.

General observations

The suggested approach appears to build on the previous 2015 strategy. As a first step, a thorough review of the 2015 approach is recommended, to set out what worked, what hasn't, and how that strategy and approach is being impacted on by current issues/trends (e.g. COVID)?

The subject of financing/resourcing is raised, as is a commitment to what represents a best return, however this needs to be more carefully articulated, and the terms need to be clear when it comes to appraising. How we define what represents 'a best return' will be key.

International benchmarking is welcome and should be extensive, but the strategy will need to be clear about what sort of countries are looked at, how their economies are structured / how they are comparable, and what the parameters of this strategy are (vision...) Will this be a supply or demand led strategy, what are the drivers of the strategy?

It is important that alongside the aspiration, the strategy is clear about what is realistic and achievable.

Furthermore, when evidence or data is discussed, where is it coming from, what is needed, how is this decided (perhaps benchmarking & review will help to answer these questions). The engagement with academic research and institutions on a deep level, as well as other stakeholders, is key.

Some aspects of the presentation slides focus on actions which should be reserved for a delivery plan, and not cloud the strategy.

Opportunities and Risks

- Greening the economy and transport network is crucial if we are to meet the climate change targets, there is an opportunity for Scotland to be at the forefront of the electrification/alternative fuel revolution, finding new ways to power our travel and economy and to do so with renewable energy.
- There is a need to embrace the good travel habits developed during covid pandemic, with less travel but greater use of technology meaning more efficient use of work and business time.
- Economic growth must be inclusive, and a risk is that there may be areas of the country that are unable to reach the job opportunities provided. Public Transport has suffered greatly during the pandemic and a key aspect of recovery from the pandemic is how we shape the public transport recovery to meet social and business requirements. There is a need to consider new models and embrace technology and ensure there is efficiency in meeting the travel requirements of workers and businesses this could be from embracing Mobility as a Service to developing autonomous vehicles.

Further Engagement

The Regional Transport Partnerships would welcome the opportunity to contribute further to the development of the National Strategy for Economic Transformation.