

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****20 SEPTEMBER 2022****DIRECTOR'S REPORT**

The report asks the Partnership to note updates on various projects and initiatives; extend the Tayside Bus Alliance Project Managers contract and to delegate responsibility to the Director to respond to two consultations.

**1 RECOMMENDATIONS**

1.1 That the Partnership:

- (i) notes updates on the various projects and initiatives outlined within the report;
- (ii) agrees to extend the Tayside Bus Alliance, Project Manager's contract to September 2023; and
- (iii) delegates responsibility to the Director to respond to consultation on Strathclyde Partnership for Transport (SPT) draft Regional Transport Strategy and Stirling Local Development Plan Draft Supplementary Guidance on Developer Contributions.

**2 DISCUSSION****Aberdeen to Central Belt Rail Project**

- 2.1 The Scottish Government announced an additional allocation of up to £200million in the Transport Scotland Rail Budget, alongside the Aberdeen City Region Deal, to provide infrastructure improvements on the rail line between Aberdeen and the Central Belt to enable improved journey times and increase capacity.
- 2.2 To oversee this investment, a Reference Group was established which, as reported to the Partnership at its meeting on 17 December 2019 (Report RTP/19/51 refers), assisted in setting outputs for the project to deliver:

Enhanced commuter services into Aberdeen and Dundee –

- Local service with minimum of half hourly service into Dundee and Aberdeen in morning and evening peaks; and
- Hourly, all stops service between the two cities.

Reduced Inter-City Journey Times –

- Aberdeen to Edinburgh – 2hrs 10mins;
- Aberdeen to Glasgow – 2hr 30mins or better;
- Aberdeen to Dundee 1 hr 10mins.

#### Freight Growth –

- Increase capacity on the line to enable new freight paths.
- 2.3 The Reference Group then moved to become a Project Delivery Group with the Senior Partnership Manager representing both Tactran and Tay Cities at Key Stakeholder meetings.
- 2.4 At the Key Stakeholder meeting in July 2020 an update was received from the Project Delivery Group, providing details of the work completed to that point (Report RTP/20/30 refers). This considered a number of concept times tables which included train service specifications to provide for enhanced intercity and local stopping and freight services to meet or better the above project outputs. In turn a number of options to achieve this were identified:
- Modernising signalling and reducing the signal block length at 8 sections of the route between Aberdeen and Perth;
  - Providing more opportunities for overtaking through provision of 7 freight loops at various locations on the route; and
  - Station rail efficiency enhancements at Aberdeen, Montrose, Arbroath and Dundee stations.
- 2.5 The project has continued to be progressed through the rail industry's processes and it is anticipated that a single package of options and the Option Selection Report will be completed by the end of September 2022. It is proposed that the Project Delivery Group be invited to present on the single package of options to the Tactran Board, either at the next Board meeting in December or at separate meeting, possibly jointly with Nestrans.

#### **EU Horizon Project**

- 2.6 As a result of the Tactran ENABLE MaaS project, Tactran was invited by a consortium of authorities and research institutes to participate in a submission to the EU Horizon fund. Following discussions with the local authority public transport leads, the emerging work which best fitted the criteria of the submission was Angus Council's consideration of Demand Responsive Transport (DRT) within their Public Transport Review.
- 2.7 Officers have accordingly included within the submission a proposal to test the promotion, planning, booking and paying for demand responsive services in Angus with a journey planning app served by the Tactran ENABLE MaaS platform. Given our joint work with Sestran on promoting MaaS, the submission includes a similar proposal for East Lothian Council.
- 2.8 The bid will be submitted by the consortium on 6<sup>th</sup> September. It is likely that any announcement of success would not be until January 2023. If successful, the bid will allow us to understand the pros and cons (and specifically the cost effectiveness) of promoting DRT services via a MaaS journey planning tool. The funding covers a four-year programme. In doing so, it would also allow the continued functioning of the existing journey planning services for NHS

Tayside, Loch Lomond and the Trossachs National Park and Dundee & Angus College for a further four years.

### **Levelling Up Fund**

2.9 Following agreement to consider support for bids the UK-wide Levelling Up Fund at its meeting on 14 June 2022, the Partnership subsequently endorsed 3 bids:

- Dundee City Council – Bell Street Green Transport Hub
- Perth & Kinross Council – Perth West and Perth Eco Innovation
- Fife Council – Tay Bridgehead Park & Ride

2.10 All three bids have now been submitted and a decision on whether they have been successful is expected in October.

### **Hydrogen Decarbonisation Project**

2.11 Discussions have taken place over the past couple of months on Tactran's role with regards to the emerging hydrogen economy and how best to advance hydrogen opportunities within the region and, indeed, Scotland. Several meetings had been arranged with officers from the four constituent Councils, Tayside Contracts and Fife Council that were supported by colleagues from the Hydrogen Accelerator. Funded by Transport Scotland, the Hydrogen Accelerator is a partnership between the University of St Andrews and the University of Strathclyde.

2.12 Discussions focussed on the critical issue of demand. Demand, at a regional and national level, will give confidence to producers that there is a viable market. This, in turn, will result in inward investment.

2.13 Tactran and Tay Cities have an important role to play in facilitating and enabling the advance of hydrogen technology across Scotland. There is huge investment potential to be realised. However, there are also clear opportunities for Local Authorities to realise the potential of hydrogen with regards to the decarbonisation of Council fleets.

2.14 Having collated fleet data from project partners over the past weeks, the next step will be to use the data in models developed by both colleagues at the Energy Saving Trust and the University of St Andrews to develop a plan to support local authority fleets to adopt hydrogen fuelled vehicles.

2.15 The regional assessment within Tactran and Tay Cities will inform the wider hydrogen demand assessment at national level, aiming to integrate vehicle manufacturers, hydrogen producers, distributors and end users to deliver an economically and technically viable end-to-end hydrogen transport industry across Scotland which helps Scotland to reach net zero.

## **Active Travel Transformation Project**

- 2.16 Transport Scotland are undertaking an “Active Travel Transformational Project” review which is considering active travel grants, funding delivery partners and governance. As a result, a national Active Travel Delivery Partnership has been formed which comprises key partners including RTP and local authority representatives as well as third sector organisations. Tactran has formed a working group of RTP Officers to consider these discussions and form collective responses to the Transport Scotland delivery partnership.

## **Tayside Bus Alliance, Project Manager**

- 2.17 As previously reported the Tayside Bus Alliance was awarded additional funding from Transport Scotland’s Bus Partnership Fund (BPF) to appoint a Project Manager to take forward the Tayside Bus Alliance STAG corridor appraisal and James Cooper was subsequently appointed and took up post with Tactran on 16 March 2022.
- 2.18 The STAG appraisal is the first stage in the appraisal and delivery of the project with Strategic, Outline and Final Business Cases to be completed, with the aim of the project to be in place on the ground by 2024/25 at the latest. The BPF grant award to the Tayside Bus Alliance provides funding until end of March 2023 for both the STAG appraisal to be completed and for the Project Manager post.
- 2.19 Further BPF funding will be required for the next stages up to and including construction and a Project Manager will be needed to take the project forward to delivery. However, Transport Scotland has indicated that it will not consider funding beyond March 2023 until the STAG appraisal has been submitted in January 2023 and evaluated through a gateway review.
- 2.20 To ensure continuity and that there is no delay in the project, it is proposed that James Cooper’s contract is extended by 6 months, and Tactran will fund the cost should Transport Scotland’s BPF funding not be forthcoming. The cost of extending the Project Manager’s post by 6 months to the end of September 2023 is estimated at approximately £26,000 and it is envisaged that this can be managed, if required, from the Tactran Core Budget and Reserves. In the event that the STAG appraisal does not proceed to Outline Business Case, the Project Manager will progress other priority projects within the RTS programme for the remainder of his contract.

## **Consultations**

### Strathclyde Partnership for Transport (SPT) draft Regional Transport Strategy

- 2.21 On 5 August 2021 Strathclyde Partnership for Transport commenced consultation on their draft Regional Transport Strategy to 2037, with the consultation period ending on 28 October 2022.

- 2.22 The [SPT website](#) gives access to the draft SPT Regional Transport Strategy and all supporting documentation including the Strategic Environmental Assessment (SEA) and the Equalities Impact Assessment (EqIA). Views are sought on the draft RTS and a consultation survey is available, accessed via the webpage.
- 2.23 The Partnership is asked to delegate authority to the Director to engage with SPT and respond to their draft Regional Transport Strategy consultation.

Stirling Local Development Plan (LDP) – Draft Supplementary Guidance, Developer Contributions

- 2.24 Stirling Council published Stirling LDP, [draft Supplementary Guidance on Developer Contributions](#) for consultation on 29 August 2022, with the period of consultation ending on 21 November 2022.
- 2.25 Planning legislation and guidance allows Stirling Council to seek funds from developers to mitigate the potential impact of their developments on existing infrastructure in relation to education, active travel and transportation, healthcare, waste management, and open space.
- 2.26 The purpose of the draft Supplementary Guidance is to provide more detail on relevant policies in the LDP and to explain how, and in what circumstances, they will be applied in planning decisions.
- 2.27 The Partnership is asked to delegate authority to the Director to respond to the draft Supplementary Guidance consultation.

### **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@tactrans.gov.uk](mailto:markspeed@tactrans.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/19/51, Director's Report, 17 December 2019

Report to Partnership RTP/20/30, Director's Report, 15 September 2020