

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**13 DECEMBER 2022****DIRECTOR'S REPORT**Purpose

The report asks the Partnership to: note the resignation of Paul Cronin from the Tactran Board and agree to advertise for a replacement; note updates on the National Rail Conversation and Hydrogen Decarbonisation Project; consider and approve one consultation response and note two consultation responses approved by the Executive Committee; consider the format for Board meetings during 2023.

Summary

The Board can operate with 4 or 5 non-elected members and following resignation of one non-elected member the report asks for permission to advertise for a replacement. The Partnership received a presentation on the National Rail Conversation at its meeting in September 2022 and this report provides an update in progress since then. Tactran is co-ordinating a regional Hydrogen Decarbonisation project initially with public sector fleets and a report has been submitted to Transport Scotland to consider using the region as a pilot project. Discussions have also taken place regarding expanding the project to include other fleets within the region.

A response to Transport Scotland's Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 is included for approval. The Executive Committee approved SPT draft RTS consultation and Stirling Councils LDP Draft Supplementary Guidance on Developer Contributions consultation and these are included for noting. The Partnership is also asked to consider form and dates of Partnership meetings in 2023.

1 RECOMMENDATIONS**1.1 That the Partnership:**

- (i) notes the resignation of Paul Cronin and agrees to advertise for a replacement non-elected member.
- (ii) notes updates on the National Rail Conversation and Hydrogen Decarbonisation Project outlined within the report;
- (iii) considers and approves a proposed response to Transport Scotland's consultation on Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030, as outlined in Appendix A;
- (iv) notes responses approved by the Executive Committee to consultations on Strathclyde Partnership for Transport draft Regional Transport Strategy and Stirling Local Development Plan draft Supplementary Guidance on Developer Contributions, as outlined in Appendices B and C; and

(v) considers and agrees the format of Partnership meetings during 2023.

2 DISCUSSION

Non-Councillor Member

- 2.1 Paul Cronin has confirmed that he intends to resign from the Tactran Board following the Partnership meeting on 13 December 2022. The Director would like to thank Paul for his positive input and engagement throughout his time on the Tactran Board.
- 2.2 It should be noted that the Board can operate with 4 or 5 non-elected members and with Paul's resignation 4 non-elected member remain on the Board. The Board is asked to agree to advertise and appoint a replacement non-elected member.

National Rail Conversation

- 2.3 Transport Scotland officials, in partnership with ScotRail and Network Rail, have continued work on the National Rail Conversation following the previous update provided to the Tactran Board in September 2022.
- 2.4 Late summer / early autumn saw the formation of the National Rail Conversation Steering Group with 2 meetings held to date with a further meeting to be scheduled before the end of this year. The Steering Group brings together members from Transport Scotland, ScotRail and Network Rail with the latest meeting focusing specifically on developing the narrative and initial question set of the Conversation to be submitted to the Minister for approval. Whilst this will see participants provide responses to a set question list, the opportunity to offer frank and unprompted responses will also be given.
- 2.5 Additionally, the stakeholder mapping exercise has to date identified more than 100 organisations representing a diverse range of rail and non-rail users across interests including disability, accessibility, affordability, safety and business. Transport Scotland officials are also engaged in conversation with a current framework partner over the expected content of the stakeholder engagement sessions and are hopeful invitations from the Minister inviting identified organisations to a meeting will be released early in the new year. The content and discussions of the sessions will be used to help shape the wider public engagement side of the Conversation.
- 2.6 In respect of the Procurement exercise towards the delivery of the final National Rail Conversation Report, internal work continues on this front. In light of the significant pressures faced by the Scottish Government relating to staff resources and finances, Transport Scotland officials are currently identifying the most appropriate route for the Procurement exercise to ensure the affordability of the Project. Regrettably, this has delayed anticipated progress of the Conversation.

- 2.7 Transport Scotland officials are to meet with the Minister and Private Office again in the coming weeks to discuss further progress and seek clarification on the next stage of stakeholder engagement and the Procurement exercise.
- 2.8 It should also be noted, the long-running industrial action by Trade Unions, internal resource pressures and the current financial situation have all placed significant strain on the progress of the National Rail Conversation.

Hydrogen Decarbonisation Project

- 2.9 Over the past months, work has progressed on the Tayside Hydrogen Project, with analyses having now been completed both in relation to the potential for fleet replacement and the total life costs. Respective reports have been issued to all authorities having submitted data, including Angus Council, Dundee City Council, Fife Council, Perth & Kinross Council and Tayside Contracts.
- 2.10 Further data sets are still to be submitted by Stirling Council, who have committed to the programme.
- 2.11 Based on the analyses to date, a report has now been submitted to Transport Scotland's Low Carbon Economy Directorate. The report will form the base for any forthcoming funding decision by Transport Scotland for a Scottish pilot project to address the identified demand and implement the required infrastructure.
- 2.12 Following the submission of the report Tactran representatives met with Transport Scotland's Head of Innovation and Supply Chain to discuss the work of the project to date as well as a way forward to further inform the assessment of hydrogen demand at regional level.
- 2.13 The outline of the work to date was well received by Transport Scotland. Tactran explained the ambition of the project to further expand the analyses into the regional bus and freight sectors as well as the emergency services. This was welcomed by the Head of Innovation and Supply Chain who will raise the ambitions with colleagues from Transport Scotland to identify potential funding for such analyses. Funding discussions are currently ongoing with Transport Scotland.
- 2.14 Tactran Officers will continue to work with partners to lay the foundation for the extended analyses work to further strengthen the case for Transport Scotland to invest into the hydrogen infrastructure in the region.
- 2.15 Another meeting with Transport Scotland's Head of Innovation and Supply Chain is scheduled for 15 December 2022.

Consultations

Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 - Consultation

- 2.16 On 26 September 2022 Transport Scotland published consultation on [Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030](#), with the consultation period ending on 19 December 2022.
- 2.17 The Cycling Framework and Delivery Plan for Active Travel in Scotland builds on the progress made through three iterations of the Cycling Action Plan for Scotland (CAPS) between 2010 and 2020. It reflects the Scottish Government's aim to progress from CAPS and to develop an ambitious plan for Scotland for the next 5-10 years.
- 2.18 The Cycling Framework for Active Travel sets out the Scottish Government's strategic priorities and shared actions to maximise cycling's contribution in realising the Scottish Government's long-term Vision for Active Travel in Scotland: *'That Scotland's communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys.'*
- 2.19 The Scottish Government's top priority for the achievement of the Vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured and uptake is supported with training and education.
- 2.20 While the Framework acknowledges the importance of all types of cycling, its focus is on increasing rates of cycling for everyday journeys. It is aligned with wider active travel outcomes including in the Scottish Government walking strategy and accessible travel framework but does not consider active travel modes other than cycling. In this context, "cycling" includes the use of e-cycles, cargo cycles, and other adapted and non-standard cycles.
- 2.21 Tactran has made Local Authority partners and other Regional Transport Partnerships aware of the intended submission.
- 2.22 Tactran's response in Appendix A refers to the areas in which RTPs can support delivery and play a key role across all areas in the consultation. Particular reference is made to the RTP Officers' group which has been formed to discuss Transport Scotland's Active Travel Transformational Project as well as consultations related to active travel. This group is being led by Tactran.
- 2.23 The Partnership is asked to consider and approve the proposed Tactran response, as detailed in Appendix A.

Strathclyde Partnership for Transport (SPT) draft Regional Transport Strategy

- 2.24 The Partnership agreed to delegate authority to the Executive Committee to consider and approve a response to Strathclyde Partnership for Transport's consultation on their draft Regional Transport Strategy to 2037. The Executive Committee subsequently approved the Tactran response and it was submitted by 28 October 2022.
- 2.25 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 were sought on the draft RTS and a consultation survey was available, accessed via the webpage.
- 2.26 The Partnership is asked to note Tactran's response to SPT's consultation on their draft RTS, as shown in Appendix B.

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

- 2.27 The Partnership agreed to delegate authority to the Executive Committee to consider and approve a response to Stirling Council's consultation on Stirling LDP [draft Supplementary Guidance on Developer Contributions](#). The Executive Committee subsequently approved the Tactran response and it was submitted by 21 November 2022.
- 2.28 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.
- 2.29 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.
- 2.30 The Partnership is asked to note Tactran's response to Stirling Council's consultation on Stirling LDP draft Supplementary Guidance on Developer Contributions, as shown in Appendix C.

Partnership Board Meetings during 2023

- 2.31 Prior to the Covid pandemic, Tactran Partnership Board meetings were held in person and rotated on a quarterly basis, with one meeting per year held in each of the constituent Council areas. Since the beginning of the pandemic all meetings were held virtually via Microsoft Teams, with online access made available to the public, until the first meeting on the new Tactran Partnership Board on 14 June 2022, which was a hybrid of virtual and in-person meeting in Perth.

- 2.32 At its meeting in June 2022, the Partnership agreed that meetings scheduled to be held during 2022, should continue to be a hybrid of virtual and in-person at Perth.
- 2.33 The Partnership is asked to consider whether to continue with the hybrid meetings, but to rotate these via each Council. This would require each Council to take ownership and operate the hybrid system, including live streaming, as Tactran would not have access to each Council's IT system.
- 2.34 The Partnership is asked to consider and agree the format of Partnership meetings during 2023.

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.

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Director

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NOTE

No 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.

Cycling Framework and Delivery Plan for Active Travel in Scotland 2022- 2030

Tactran Draft Consultation Response

Framework and Delivery Plan Purpose

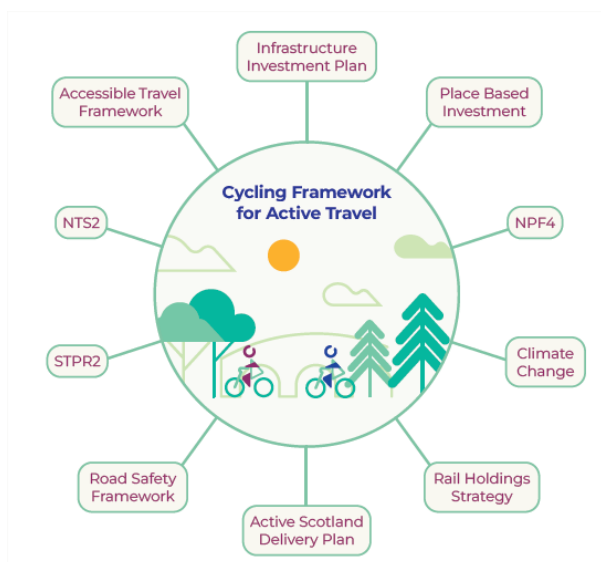
The Cycling Framework for Active Travel sets out our strategic priorities and shared actions to maximise cycling’s contribution in realising the Scottish Government’s long term [Vision for Active Travel in Scotland](#): That Scotland’s communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys.

The top priority for the achievement of our vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured and uptake is supported with training and education.

Question 1 Do you agree with the above statement of strategic priorities for driving the development of cycling for transport in Scotland?

Response: Agree. However, promotion should be included within these strategic priorities.

Strategic Policy Links



Question 2 The diagram above sets out how the Cycling Framework is aligned to the wider policy context. Do you agree that this captures the key policy linkages and/or should any policy areas be added or removed?

Response: Agree. However, if cycling is to significantly contribute to meeting the 20% reduction in car km by 2030, there needs to be greater emphasis on how it can integrate with other modes of transport for longer journeys and greater

consideration on how road space between bus and cycling is prioritised and integrated.

Delivery Plan – Strategic Themes

<p>Safe Cycling Infrastructure</p> <p>Deliver dedicated, high quality cycling infrastructure suitable for all. Embed cycling in the design and maintenance of our places and communities and prioritise user comfort and safety</p>	<p>Effective Resourcing</p> <p>Provide long-term funding and resourcing for the delivery of infrastructure and supporting behaviour change programmes, informed by local transport strategies.</p> <p>Promote and support innovation across the sector</p>
<p>Fair Access</p> <p>Increase equity of access to cycles and cycling opportunities</p> <p>Ensure modal integration across the transport network including adapted and non-standard cycles, e-cycles, cargo cycles and cycleshare</p>	<p>Training & Education</p> <p>Ensure new infrastructure is supported by inclusive promotional programmes, cycling training and other complementary initiatives</p> <p>Provide opportunities for all to learn to cycle from an early age into adulthood</p>
<p>Network Planning</p> <p>Prioritise investment based on local transport strategies.</p> <p>Map existing and planned networks to identify gaps and improve consistency of quality and implementation</p>	<p>Monitoring</p> <p>Expand monitoring networks and align monitoring at local and national levels</p> <p>Embed learning in future investment decisions</p>

Question 3: Six strategic themes have been identified based on stakeholder feedback, as above. These themes illustrate the overarching approach for cycling for transport in Scotland. Do you agree with these strategic themes as priority areas for action in this framework?

Response: Agree with these themes. However, there is no mention of Regional Transport Partnerships under “Effective Resourcing” and no mention of regional strategies or the regional active travel network under “Network Planning”. Regional Transport Partnerships are well placed to play a significant role in planning and delivery of locally and regionally connected cycling networks. Also as noted in response to previous question there needs to be greater emphasis on integration with other modes.

RTPs work in partnership with their constituent Local Authorities across the full range of transport policy, implementation and delivery. Therefore as a general rule when assigning leads and partners, where Local Authorities are assigned, RTPs should be included.

Delivery Plan – Safe Cycling Infrastructure

The Delivery Plan has been developed using the information gathered through the evidence base review, from stakeholder engagement and the Cycling Action Plan Scotland (CAPS) review.

The result is a series of actions for each of the strategic themes that have been identified in the Framework. The Delivery Plan outlines the actions that will be delivered during the timeframe of the Framework and identifies the stakeholders responsible for delivery, acknowledging that partnership working is essential to achieve our vision. The Delivery Plan distinguishes between short term actions that can be delivered quickly or where substantial work is already underway, medium term actions that will be delivered within the life of the framework and aspirational actions for the longer-term.

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Work with local authorities on creating active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling infrastructure in every town and city that is segregated from traffic and integrated with public transport	Local Authorities	Transport Scotland, Sustrans, Regional Transport Partnerships (RTPs), ScotRail, Network Rail	Medium
Remove barriers to the fast implementation of cycling infrastructure, including through changes to the Traffic Regulation Order (TRO) process, and support the use of temporary and trial schemes	Transport Scotland	Society of Chief Officers of Transportation in Scotland (SCOTS), Local Authorities	Short
Make it safer to walk, cycle and wheel across and along the trunk road network, both where it passes through towns and villages and where it links two or more settlements	Transport Scotland, Operating Companies	Local Authorities	Short
Use the Scottish Government's compulsory purchase reform programme to consider whether powers to acquire land for the purposes of cycling infrastructure are fit for purpose	Transport Scotland, Scottish Government		Medium

Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles	Transport Scotland	SCOTS, Sustrans	Short
Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised	Transport Scotland	RTPs, Local Authorities, Sustrans	Medium
Update design and asset management guidance to enable national, consistent principles of infrastructure	Transport Scotland	SCOTS, Sustrans	Long
Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries	Sustrans, Local Authorities	Local Authorities, Freight Transport Association (FTA)	Short
Support communities to close roads to allow for community events such as Play Streets and Car Free Days and to transition successful schemes to more permanent arrangements	Local Authorities	Transport Scotland, Sustrans, Living Streets	Medium

Question 4 Do you have any comments on the substance of the delivery plan actions in this section?

Response: There is reference to working with local authorities on creating active travel strategies, and yet no mention of Regional Transport Partnerships and their strategies, which are statutory documents for the area they cover. Regional Transport Strategies and their delivery plans set out existing, planned and aspirational Active Travel Networks within each region. Monitoring should also be undertaken at local, regional and national levels.

Question 5 Do you have any comments on the agencies identified to lead and support these actions?

Response: There is limited mention of Regional Transport Partnerships. RTPs have a larger role than is currently shown with regional active travel networks and have a role to play in a number of the actions e.g. linking settlements, freight and communities.

Question 6 Do you have any other comments on this section of the delivery plan?

Response: No

Delivery Plan - Effective Resourcing

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Review options for multi-year, long-term funding for infrastructure and behaviour change programmes where appropriate	Transport Scotland	RoadSafety Scotland	Medium
Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	Transport Scotland		Medium
Ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately	Local Authorities	Sustrans, Regional Transport Partnerships (RTPs), Transport Scotland	Medium

Question 7 Do you have any comments on the substance of the delivery plan actions in this section?

Response: There is no mention of RTPs to be supported by appropriate resources. It is considered that effective resourcing is key to delivery. However, providing greater funding is one aspect of this, but this needs to be matched with revenue resourcing so that people with appropriate skills can be recruited to Local and Regional government to implement the Delivery Plan. The mechanism for providing funding also needs to be overhauled to provide multi-year funding and provide it directly to Local and Regional government rather than a bidding process.

Question 8 Do you have any comments on the agencies identified to lead and support these actions?

Response: Regional Transport Partnerships should be included as a lead delivery partner to ensure the appropriate level of resource is in place.

Question 9 Do you have any other comments on this section of the delivery plan?

Response: It seems obtuse to be recommending delivery partners when the outcome of the ATTP is not yet known. A more regional approach to delivery with direct funding has the potential to assist in the rapid increase in delivery of infrastructure projects. The role of RTP's is not properly represented here.

Delivery Plan - Fair Access

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Expand access to cycles, including adaptive cycles, e-cycles and cycle share	Local Authorities, Transport Scotland	Active Travel Delivery Partners	Short
Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority	Transport Scotland and Sustrans	Local Authorities	Medium
Improve quality and level of service of carriage of bikes on trains and require rural and island bus services to carry cycles, where appropriate	Transport Scotland	RTPs, Local Authorities, ScotRail, Bus Operators	Medium
Support cycling journeys to and from public transport hubs as part of a multi-modal journey	Sustrans, Local Authorities	ScotRail, Network Rail	Medium
Provide a free bike to all children of school age who cannot afford one	Transport Scotland	?	Short

Question 10 Do you have any comments on the substance of the delivery plan action and in this section?

Response: Integration of cycling with other modes is crucial. Supporting cycling journeys to/from public transport hubs as part of a multi-modal journey is welcome. However, it is questioned why supporting delivery partners are limited to rail. This needs to be expanded to include other modes and RTPs would be well placed to support this action.

Question 11 Do you have any comments on the agencies identified to lead and support these actions?

Response: RTPs are mentioned only in one delivery plan action. It is considered that the role of RTP's is not properly represented here.

Question 12 Do you have any comments on this section of the delivery plan?

Response: No

Delivery Plan - Training and Education

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training	Transport Scotland, Cycling Scotland	Education Scotland, Local Authorities, Sustrans	Short
Use the Cycling World Championships (CWC23) to inspire people, especially young people to cycle	CWC23		Short
Promote the new Highway Code and implement requirements for cycle training	Transport Scotland	Local Authorities, Cycling Scotland, Road Safety Scotland	Short
Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Transport Scotland	Sustrans, Cycling Scotland, Local Authorities	Short
Develop a long-term communication plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	Transport Scotland	Scottish Government, Active Travel Delivery Partners	Medium

Question 13 Do you have any comments on the substance of the delivery plan actions in this section?

Response: RTPs have supported bikeability and other cycle training through embedded Officers in recent years. Again, it is considered that the role of RTP's is not properly represented here.

Question 14 Do you have any comments on the agencies identified to lead and support these actions?

Response: RTPs should be included to provide support of these actions.

Question 15 Do you have any other comments on this section of the delivery plan?

Response: No

Delivery Plan - Network Planning

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030 Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning	Local Authorities	SCOTS, RTPs, Sustrans, ScotRail	Medium
Produce digital active travel mapping ('a network blueprint') for Scotland, which is informed by local authority transport strategies	Transport Scotland	RTPs, Local Authorities, Active Travel Delivery Partners (ATDPs), ScotRail	Medium
Work with other policy areas to introduce localised active travel networks as part of a larger package - e.g. local development plans - to create efficiencies	Local Authorities	ScotRail, Network Rail	Medium
Support the travel demand management measures aligned with the national 20% car km reduction route map	Transport Scotland	Local Authorities	Short
Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits	Transport Scotland		Medium

Question 16 Do you have any comments on the substance of the delivery plan actions in this section?

Response: If cycling is to significantly contribute to meeting the 20% reduction in car km by 2030, there needs to be greater emphasis on how it can integrate with other modes of transport for longer journeys and greater consideration on how road space between bus and cycling is prioritised and integrated.

Question 17 Do you have any comments on the agencies identified to lead and support these actions?

Response: The inclusion of RTPs in the first two actions is welcomed. However, RTPs are also well placed to lead and support actions 3 and 4. Again, it is considered that the role of RTP's is not properly represented here.

Question 18 Do you have any other comments on this section of the delivery plan?

Response: No

Delivery Plan – Monitoring

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	Transport Scotland	Local Authorities, RTPs, Cycling Scotland, Sustrans,	Short
Continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions	Local Authorities	ATDPs, RTPs	Short
Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic recovery and climate change impacts	Sustrans		Medium

Question 19 Do you have any comment on the substance of the delivery plan actions in this section?

Response: No

Question 20 Do you have any comments on the agencies identified to lead and support the actions in this section?

Response: RTPs are well placed to support social, environmental and economic factors influencing network planning and should be included as lead or support partners for this action.

Question 21 Do you have any other comments on this section of the delivery plan?

Response: No

Active Travel Transformation Project

In the 'Bute House Agreement' between the Scottish National Party and the Scottish Green Party in 2021, it was agreed that at least £320m or 10% of the total transport budget will be allocated to Active Travel (AT) by 2024/25. There is consensus that existing AT delivery models will not be scalable, nor in many cases suitable to meet the ambition of this new budget.

An Active Travel Transformation Project (ATTP) has been set up to assess the current delivery model and inform and implement a new delivery model for the future of AT.

The primary objective of the ATTP is to maximise the opportunities in AT delivery in the short-term (2022/23) and medium term (2023/24-2024/25), to deliver the most effective and efficient achievement of AT outcomes.

Working closely with AT delivery partners, the ATTP is being delivered in two phases. Phase one focuses on evaluation and evidence gathering. This phase aims to assess the existing active travel delivery model by identifying constraints and opportunities. Phase two will use this evidence to develop and prioritise proposals for changing the delivery model.

The ATTP will culminate in December 2022 with a report to the Minister for Active Travel which will provide evidenced proposals for holistic changes to AT delivery in Scotland.

As part of the ATTP we are considering different models of incentivisation, evaluation and monitoring for local authorities.

To what extent do you agree with the following statements:

Question 22 For large infrastructure projects, conditions of funding should be delivered on agreed targets for: timescales; expenditure and meeting project objectives.

Response: **Strongly Agree: No Comment**

Question 23 In order to ensure maximum value for money and impact, active travel funding in the short term should be prioritised for those local authorities with the greatest capacity to delivery, with capacity building support offered to those with least.

Response: Strongly Disagree: Active travel funding should be considered in an equitable way across Scotland. Those with current existing resource to deliver projects should not be prioritised under this premise. In order to deliver long term projects strategically, additional financial support should be offered by way of resource in order to allow under resourced organisations to be ready. This would ensure an equitable approach to project delivery, which include urban/rural contexts and a strategic regional approach.

Question 24 Future funding for active travel infrastructure should include a mechanism for redistributing investment from local authorities unable to delivery to agreed standards and timescales

Response: Agree: Should any public sector organisation be unable to deliver to standards and timescales, funding should be re-offered in an equitable way to those organisations who can deliver. This would include Regional Transport Partnerships, who can support their local authority partners to resource and deliver projects.

Impact Assessments

As part of the development of this policy framework, and to comply with our statutory obligations, a number of impact assessments have been carried out. These impact assessments are currently in the draft - or pre-screening - stage and are available to read alongside the framework and delivery plan.

The impact assessments that have been carried out are: Social and Equalities Impact Assessment (SEQIA), Business Regulatory Impact Assessment (BRIA), and Island Communities Impact Assessment (ICIA).

In order to inform the next phase of the development of the framework and delivery plan we welcome your comments on the draft impact assessments.

Question 25 Do you have any comments on the draft social and equalities impact assessment?

Response: No

Question 26 Do you have any comments on the draft business regulatory impact assessment?

Response: No

Question 27 Do you have any comments on the draft island communities impact assessment?

Response: No

TACTRAN Response to SPT draft Regional Transport Strategy

The Tayside and Central Scotland Regional Transport Partnership (Tactran) welcomes the opportunity to respond to the consultation on the Strathclyde Partnership for Transport's Draft Regional Transport Strategy.

Tactran support the Draft Regional Transport Strategy for the West of Scotland and will work with SPT and its constituent Councils to progress issues in relation to shared interests. These include:

- Strategic corridors linking the Tactran region, as well as the Nestrans and HiTrans regions, to Strathclyde and beyond (ie A82/West Highland Line and M80 corridors)
- Local connections between the Strathclyde region and the Stirling City and south-west Stirling areas
- Sustainable access to the Loch Lomond and the Trossachs National Park by working with LLTNPA and constituent councils on an appropriate package of measures to ensure sustainable and equitable access

Please find below comments from Tactran.

- i. P.R6 (p34) Support the development of Workplace Parking Levy scheme in Glasgow and other towns as appropriate.

When assessing for a WPL scheme the current commuting options should be considered for the workplaces involved to ensure that there are safe, alternative travel options available for workers. Tactran welcomes the consideration of a WPL scheme with the revenue collected being used to fund sustainable transport improvements. While the focus of improvements will sit within the SPT region, Tactran would encourage SPT to work in partnership to ensure improvements to interregional transport along the main corridors defined by the prevalent Travel to Work Areas are considered and implemented.

- ii. Section 7.4 (p36) Enabling walking, wheeling and cycling: [...] However, it is recognised by local, regional and national partners that a step-change in infrastructure and accelerated delivery of this is crucial if we are to achieve the level of change required in our transport system to meet climate targets and help tackle poor health [...]

Tactran agrees that active travel should be a cornerstone of urban strategies to meet net zero carbon targets, while also improving public health and quality of urban life.

Active travel is considered the most sustainable form of personal transport. Yet its net effects on mobility-related CO₂ emissions are complex. A recent study into the climate change mitigation effects of daily active travel within urban found that life cycle CO₂ emissions decreased by 14% per additional cycling trip and decreased by 62% for each avoided car trip. An average person who shifted travel modes from car to bike decreased the subsequent life cycle CO₂ emissions by 3.2 kg CO₂/day.

What is less clear, however, is the role of active travel with regards to reducing net CO₂ emissions in inter-urban and rural contexts. Further evidence is required here. It is recommended that the RTS reflect this.

iii. P.AT1/AT2 (p37) Regional Active Travel Network

The indicative Regional Active Travel Network (Figure 7.1 refers) includes four corridors into the Stirling Council area. While Tactran supports the development of a Regional Network, it will be key for SPT and its constituent Local Authorities to work with the neighbouring Local Authorities and Regional Transport Partnership to ensure alignment of plans and proposals across boundaries.

(NB The scale of Figure 7.1 does not allow the details contained within the respective map keys to be read).

iv. P.PT3 Mobility as a Service (MaaS)(p40): Ensure MaaS platforms are interoperable with cross-regional and national MaaS solutions where appropriate.

Tactran welcomes the recognition that MaaS solutions are an important part of the package of measures required to promote and enable multi-modal trips, and that MaaS products need to be interoperable. Tactran would emphasise that interoperability is particularly important with neighbouring areas where there are cross boundary movements. Tactran would welcome supporting SPT on the development of MaaS products that could support cross boundary trips.

v. P.PT5 Rail quality and integration: Given the two rail corridors that pass through the Tactran region and serve the Strathclyde region, Tactran support P.PT5 and in particular will work with SPT to “ensure the multi-faceted role of rail in the region is recognised by investment decision makers.”

vi. P.PT10 Park and Ride (p41): To help reduce car trips into the Glasgow area and beyond from southwest Stirling, Tactran recommend that consideration is given to any opportunities to improve access between Milngavie Station and the (commuter) communities in southwest Stirling.

vii. P.GF1 (p44) [...] Support and encourage innovation and investment in alternative fuels and fuelling infrastructure including Green Hydrogen particularly to support the decarbonisation of larger vehicles including buses and public sector fleets.

Tactran works with partners to advance hydrogen opportunities within the Tactran region and, indeed, Scotland. Discussions focus on the critical issue of demand. Tactran believes that RTPs in Scotland have an important role to play in facilitating and enabling the advance of hydrogen technology across Scotland and would welcome further collaboration with SPT.

Tactran further recommends including reference to grid capacity and balancing the grid. This is likely to become an increasing challenge with the rise in electric vehicles. Reference should be made to technologies such as Vehicle-to-Grid (V2G) systems should be mentioned.

viii. P.GF2 (p44) Support and facilitate decarbonisation of rail services in the region. Ensure investment in decarbonisation of rail services provides opportunities for improved and more resilient rail services and infrastructure in the region.

Tactran suggests reference could also be made to the Scottish Governments / Transport Scotland's commitment for hydrogen to be use on the Scottish trains and ferries.

ix. Section 7.8 Moving Goods More Sustainably: This policy theme is focused on the sustainable movement of goods in the region. The region has a large number of strategic freight generators and around two-fifths of Scotland's freight journeys originate in the region.

Given that approximately 14% of goods leaving or entering Strathclyde come via the Tactran region, Tactran would welcome working alongside SPT and other RTPs to identify and progress initiatives to move goods more sustainably.

x. Section 7.9 [...] Overall, around 600km of the roads network in the SPT region is at risk of surface water flooding and around 50km is at risk of coastal flooding, while 166km of railways are at risk of surface waterflooding and around 3km are at risk of coastal flooding.

Tactran recommends that this section also recognises the risks for strategic inter-regional routes, recognising the fact that there is likely to be a significant number of goods, service and business movements between the Glasgow City Region to and through the Tactran region.

xi. P.CP1 International Connectivity: Connections to road and rail freight facilities – Mossend, Eurocentral, and connections to Grangemouth.

The draft RTS makes little reference to Grangemouth. Given the implications of the designation of the Falkirk and Grangemouth Investment Zone, Tactran believes that the implications both in terms of interregional freight movements as well as commuting patterns out with the SPT area should be addressed more clearly within SPT's emerging RTS.

xii. P.CP2 Inter-regional Connectivity: Improve, increase and enhance sustainable inter-regional connectivity of the region for passenger and freight transport and ensure the transport system enables a sustainable, competitive, resilient and productive regional economy. The region's inter-regional routes to be maintained, improved or enhanced include: [...] Connectivity to Loch Lomond and the Trossachs National Park and Connectivity to Falkirk, Stirling and the North/Northeast.

Tactran welcomes that the identified regional corridors were developed on evidence that took into account interregional origin-destination data. The latter data clearly highlights interregional movements between Southwest Stirling and North Glasgow. Tactran further welcomes that the policies also consider connectivity to regional hospitals and tertiary education facilities as the same pattern identified above applies to residents within the region wanting to access such services.

xiii. Section 8.2 Transport Governance: [...] A National Transport Strategy Governance and Collaboration working group has been established [...] SPT will hold discussions with our local authority partners to consider optimal transport governance arrangements that support the region's environmental, societal, economic and health goals. Upon conclusion of those discussions, SPT will seek dialogue with [...] the Regional Transport Partnerships of Scotland [...] in regard to delivering any changes required.

Tactran supports discussions with Local Authority partners to consider transport governance arrangements and inform the ongoing National Transport Strategy Roles and Responsibilities review.

I trust this information to be helpful. If you have any further questions or require further information, please do not hesitate to get in touch.

We are looking forward to further working with SPT on the inter-regional transport aspects in developing and implementing both SPT's and Tactran's Regional Transport Strategies, and reflecting any such shared projects/programmes in our respective Delivery Plans.

Tactran Response to Stirling Council's LDP – draft Supplementary Guidance, Developer Contributions

Tactran support the transport developer contributions approach adopted by Stirling Council to mitigate against the transport consequences of new development. The proposed Tactran response to the requirements for transport developer contributions are:

- The Transport (Scotland) Act 2005 places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy. As such, Tactran will continue to seek to work with the development planning function in Stirling Council to ensure the policies of the Tayside and Central Scotland RTS and the policies of Stirling's Local Development Plan (and the Forth Valley Regional Spatial Strategy) align. This response is part of that process.
- Policy context (paras 5.2-5.4): In referencing the policy context for the transport developer contributions, the principle policy in the LDP which sets the context and requirement for developer contributions Policy 3.1: Addressing the Travel Demands of New Development is omitted. It is recommended that this policy be referenced.
- Strategic Network Improvements – City Transport Area (para 5.13): recommend amend text to *“Within each sector there are interventions to mitigate the cumulative impact of development identified within the Local Transport Strategy (LTS). The LTS was informed by a Transport Appraisal undertaken in accord with Transport Scotland's Development Planning and Management Transport Assessment Guidance (DPMTAG) produced in support of the LDP”*. Please note the Transport Appraisal only advised on the traffic implications of different packages of interventions. The recommendation of which measures to adopt, and the programme(s) the developer contributions contribute to are contained within the LTS.
- Strategic Network Improvements – City Transport Area (Table5): (1) Table 5 suggests that contributions will only be directed to interventions in that part of the City. Is that the case? Earlier iterations of the Transport Developer Contributions have been based on the cumulative impact of new development across the City. If the cumulative impact approach is not being followed, it would be worthwhile checking that those measures required to support development sites are contained within the same sector as the development. (2) Different rates of contribution around the City can be used to encourage development in certain areas, and to discourage it in other areas. It is recommended that the differential rates are reviewed alongside the LDPs spatial aspirations for growth across the City.
- Active Travel (para 5.22): It is recommended that reference is also made to the Council's Active Travel Plan as the main reference to an active travel network in addition to the Green Network Plan.

- Public Transport: It may be useful providing a link to the Council's Demand responsive webpage [Rural Public Transport and DRT](#). This would allow developers to understand which areas DRT services operate in, and hence which developments may be required to contribute to a DRT service.