

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****11 JUNE 2024****MAAS UPDATE****REPORT BY STRATEGY OFFICER (SUSTAINABLE TRANSPORT)****Purpose**

The purpose of the paper is to provide an update on the Tactran ENABLE Mobility as a Service (MaaS) programme and collaborative working with SEStran.

**Summary**

A MaaS platform and a model for successful dissemination of MaaS journey planning applications has been developed and tested across the Tactran region, funded by Transport Scotland's MaaS Investment Fund, Smarter Choices, Smarter Places fund and Tactran. MaaS journey planning tools support the achievement of climate change, air quality and social inclusion objectives by promoting awareness of, and enabling use of, sustainable transport opportunities for those with and without access to car. This report provides an update on Transport Scotland's review of MaaS Investment Fund and asks the Partnership to endorse the continuation of the ENABLE MaaS programme and delegate authority to the Executive Committee regarding procurement of required contract.

**1 RECOMMENDATIONS****1.1 That the Partnership:**

- (i) notes that Transport Scotland's review of the MaaS Investment Fund programme has yet to be completed;
- (ii) endorses the continuation of the Tactran ENABLE Mobility as a Service Programme as set out in paragraphs 3.4 to 3.9; and
- (iii) delegates authority to the Executive Committee for decisions on procurement and the immediate contract.

**2 BACKGROUND**

- 2.1 To support climate change, air quality and social inclusion objectives, not only must sustainable transport opportunities be improved, there must also be effective mechanisms for making people fully aware and informed of their choices. It is also recognised that planning and booking transport services can be a barrier for people, hence journey planning must be made as convenient and easy for users as possible.
- 2.2 On 23 December 2019, Transport Scotland announced an award of £550,112 from its MaaS Investment Fund (MIF) to Tactran to permit the ENABLE Mobility as a Service (MaaS) Pilot to be developed and trialled across the region. In addition to securing Smarter Choices, Smarter Places funding of £90,000, the

Partnership allocated a total of £137,000 over 2019-2022. In addition, an additional £12,000 has been provided by Transport Scotland and £9,000 by Loch Lomond and the Trossachs National Park Authority. This provided a total budget of £798,112 between 2019 and March 2023.

- 2.3 The project involves developing a MaaS platform (the 'back office' enabling the planning, booking and paying of transport services) and associated touchpoints (apps and websites) to assist users access NHS Tayside facilities, Loch Lomond and the Trossachs National Park and Dundee & Angus College.
- 2.4 At its meeting on 12 December 2023, the Partnership was presented with a Tactran ENABLE MaaS Programme report (RTP/23/34 refers) where they were asked to note an update and agree to consider options for funding at a future meeting, once Transport Scotland's programme evaluation has been published.
- 2.5 In 2021 SEStran were also awarded funding from Transport Scotland to develop MaaS tools. Since this time Tactran and SEStran have been increasingly working together on this project. This allowed the Tactran ENABLE pilot programme to be extended an additional 9 months until March 2023, when Transport Scotland funding for the Tactran and SEStran projects ended.
- 2.6 In April 2023, £100,00 SCSP was awarded to Sestran to allow the joint MaaS project to continue until March 2024. Funding from April 2024 is discussed below.

### 3 DISCUSSION AND NEXT STEPS

- 3.1 **A collaborative approach:** The work of the two RTPs on piloting and delivering MaaS solutions, has led to the recognition that a collaborative approach can help ensure that MaaS solutions are provided in a way which helps ensure best value for the public purse. This has led to Tactran and SEStran jointly progressing the work under the banner of the Integrated Mobility Partnership Scotland (IMPs) (see <https://www.integratedmobilitypartnership.co.uk/>). The principle of IMPs is to develop a collective MaaS programme which is open to other public sector organisations to learn from and join should they determine a need for their own MaaS tools. This approach to MaaS in Scotland would ultimately reduce the costs to those organisations and bring benefits for all involved.
- 3.2 **Evaluation of MaaS Investment Fund Programme:** Transport Scotland's intention to review the MaaS Investment Fund programme to inform their thinking on the future of MaaS was previously reported to the Partnership at its meeting in December 2023 (Report RTP/23/34 refers). Unfortunately, we are still waiting on this work. However, to ensure that the ENABLE and the GoSEStran projects are not terminated before the findings of this review, Transport Scotland have allocated £40,000 to ensure the joint IMPs programme can continue to September 2024.

- 3.3 Notwithstanding Transport Scotland's MIF programme analysis and following discussions between those organisations involved in the MIF programme, Tactran (on behalf of the three RTPs involved in the MIF programme i.e. HITRANS, SEStran and Tactran) submitted a bid to SCSP to fund a MaaS Scotland roadmap which will inform the medium-term advancement of MaaS in Scotland. This work is being delivered by MaaS Scotland and is expected to be complete by December 2024.
- 3.4 **Continuation of the IMPs Programme:** The Tactran and SEStran pilots have shown considerable potential and success to date. In addition, at least two of the Councils in the Tactran region retain MaaS aspirations. As a result, it is proposed to continue to run, promote, test and evaluate the programme over the next three years, subject to funding. In addition to the Transport Scotland allocation referred to in paragraph 3.2, £100,000 has been secured by SEStran from the Smarter Choices, Smarter Places programme to support the IMPs programme over 2024/25.
- 3.5 Tactran and SEStran officers, will continue to work with Transport Scotland and the other agencies within IMPs to explore funding to continue the projects.
- 3.6 **IMPs Project Officer:** To enable this progress, the intention is to create a post of IMPs Project Officer to lead on both Tactran and SEStran projects. This is being proposed as a shared funded resource between the two Regional Transport Partnerships until September 2026/27. Through this approach we intend to continue trialling the two models and expand and determine long term sustainability.
- 3.7 The IMPs Project Officer will manage, deliver and grow the IMPs programme. Specifically, the post holder will act as the client representative and:
- manage all aspects of the Integrated Mobility Partnership work, including managing suppliers and contractors;
  - work with existing partners on the promotion, development and monitoring of their MaaS tools;
  - promote the IMPs programme to potential partners;
  - develop and grow the IMPs MaaS tools for the benefit of existing and potential partners;
  - monitor and evaluate the project to inform future direction;
  - Sharing the learnings of the Tactran and SEStran programmes nationally.
- 3.8 **Procurement of suppliers:** The contract used, initially by Tactran, and latterly by SEStran to run the MaaS programme, is expected to come to an end in September 2024. Consequently, the continuation of the programme is subject to a procurement exercise being led by Tactran on behalf of both RTPs. This exercise will look to continue the existing technology behind the functioning platforms and also ensure programme support and advice by way of consultancy.

3.9 To enable continuation of the programme, a new supplier contract is desired before September 2024. The Partnership is therefore asked to delegate authority to the Executive Committee to approve the appropriate contracts.

#### **4 CONSULTATIONS**

4.1 The report has been prepared in consultation with the Local Authority transport officers as well as officers of the Loch Lomond and the Trossachs National Park Authority, Dundee and Angus College, NHS Tayside, Perth and Kinross Council and SEStran.

#### **5 RESOURCE IMPLICATIONS**

5.1 The current post of Strategy Officer (Sustainable Transport) will take on the post of IMPs Project Officer for the duration of the project. This post will undertake this project in its entirety, in conjunction with Sustran. 50% funding for the post will be provided to Tactran in the form of an SLA with Sustran.

#### **6 EQUALITIES IMPLICATIONS**

6.1 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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#### **NOTE**

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

Report to Partnership RTP/23/34, Tactran ENABLE MaaS report, 12 December 2023.