

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

10 DECEMBER 2024

DIRECTOR'S REPORT

Purpose

This report asks the Partnership to note updates on RTS Delivery Plan, Tactran Bus Plan and MaaS and seeks a decision regarding the future of Tactran Liftshare.

Summary

This report notes that a published version of the RTS is now available on the Tactran website and that a Senior Officer Group Delivery Group has now been established to take forward the RTS Delivery Plan. Updates are also provided on the Tactran Bus Plan and MaaS progress in partnership with Sestran. The report also requests the Partnership to decide on a preferred option for Tactran Liftshare.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes updates on RTS Delivery Plan, Tactran Bus Plan and MaaS; and
- (ii) approves Option A for Tactran Liftshare as described within this report as the preferred option.

2 DISCUSSION**RTS Update**

- 2.1 The Partnership adopted the Tayside and Central Scotland Regional Transport Strategy (RTS) on 11 June 2024 (report RTP/24/12 refers). Officers have subsequently been progressing (i) a 'glossy' version of the RTS for publication and (ii) the RTS Delivery Plan process.
- 2.2 'Glossy' versions of the RTS, an Executive Summary and an Easy Read Summary are now available on the Tactran RTS [webpage](#). A limited number of printed versions of all three documents will be made available.
- 2.3 The Partnership endorsed the established of an RTS Senior Officer Delivery Group at its September 2024 meeting (Report RTP/24/22 refers). This Group has been established, and have agreed the role of the Group and terms of reference. The Group is currently considering:
 - Gaps in delivery
 - What risks these gaps in delivery pose to the adopted targets
 - What actions are required to address these risks
 - The resource implications of these actions

- 2.4 This work will be reported back to the March meeting of the Partnership as requested by the Partnership meeting in September 2024. Members will remember that the adopted RTS notes that to achieve the national and local aspirations a step change in delivery is required, itself requiring a step change in how we do things.

Bus Plan Update

- 2.5 The Tactran Bus Development plan, as reported to the Partnership at its meeting on 10 Sept 2024 (RTP/24/23 refers), has been circulated via the Bus Alliance to local authorities transport officers as a part of a detailed consultation and development process, and to bus companies operating within the Tactran region. Authority and operator responses have been, and are continuing to be, received supporting the development of the plan and its potential implementation. Further meetings of the bus alliance and individual meetings with Local Authority officers will support the development of an implementation plan reflecting the individual contexts of each of the authorities.

MaaS Update

- 2.6 Tactran commenced a Mobility as a Service (MaaS) programme in 2021 following an award from Transport Scotland's MaaS Investment Fund (MIF). Since 2022, the programme has been progressed jointly with SEStrans under the umbrella of the Integrated Mobility Partnership (IMPs).
- 2.7 The Partnership has considered the continuation of the programme based on:
- The success of the programme as reported in the Tactran MaaS Monitoring and Evaluation report
 - Transport Scotland's evaluation of the MaaS Investment Fund programme
- 2.8 Publication of Transport Scotland's evaluation of the MIF programme is still awaited.
- 2.9 Given the timescales involved to get a MaaS programme up and running; and the positive outcomes of, and potential identified through, the pilot programmes, the Partnership agreed to continue to support the programme (report RTP/24/17 refers). The programme currently has funding up to the end of 2024/5 financial year.
- 2.10 The contracts for the supply of the Tactran and SEStran programmes were initially designed for the pilot period of the programme and have been extended as the MIF evaluation was waited upon. Given the respective Partnerships' continued support for the programme, Tactran and SEStran officers have been undertaking a procurement process to ensure that a supplier is in place to continue the programme post 2024/25 should finances become available.

- 2.11 The procurement process has been undertaken with assistance from Innovate UK. The opportunity to provide the MaaS service to the Tactran and SEStran regions was advertised across the UK by Innovate UK. 14 expressions of interest were received. Officers interviewed 7 potential suppliers and subsequently sought detailed information from 3 of these 7. Through this process a preferred supplier has been identified.
- 2.12 Officers are subsequently preparing contractual details. A report will be sent to the respective Tactran or SEStran Members meeting seeking approval for contract award and potential value of the contract. The Partnership have previously agreed to delegate authority to the Executive Committee to approve any new MaaS supplier contracts (Report RTP/24/17 refers).
- 2.13 Officers have previously reported joint work with MaaS Scotland, SEStran and HITRANs to prepare a Route Map to inform the medium-term advancement of MaaS in Scotland. This work was expected by December 2024 but is now most likely to be completed in early 2025.

Liftshare

- 2.14 Tactran has had a branded Liftshare site for well over 10 years, providing for car share journey opportunities in the Tactran region.
- 2.15 At one time all four of Tactran's constituent Councils and most of the RTPs also offered a branded Liftshare (or equivalent). However, currently only Perth & Kinross and Stirling Councils of our constituent Councils and one other RTP continue to offer a branded Liftshare. Most offer a link on their website to the general Liftshare site, which Liftshare provides for free.
- 2.16 Tactran Liftshare currently has 3810 members. This has grown over time with around 200 to 300 members joining per year from 2007 until 2019. Since Covid lockdowns in 2020 membership has slowed and although there are new members joining at around 50 per year there are more members leaving. In addition, only a small fraction of the membership is making current journeys.
- 2.17 There could be 2 main reasons for the reduction in membership:
1. Liftshare is predominantly aimed at commuter and regular trips. Since Covid lockdown, there has been significantly more flexible working, with both the need and opportunity for travel to work car sharing reduced as a result.
 2. The annual fee for the branded Tactran Liftshare in 2024 was £8,500. This has been paid from the RTS Revenue Budget. However, there has been limited promotion of the Tactran Liftshare brand, due to funding constraints.
- 2.18 Therefore, there are 2 options for Tactran Liftshare during the next financial year 2025/26.
- Option A: Continue with the branded Tactran Liftshare, but also assign a reasonable budget to promote it. Car sharing, including Liftshare, is now

one of the sustainable transport options within scope of the 2025/26 People and Place fund, and could be funded and promoted as an integrated part of sustainable journeys.

- Option B: Cease to have a Tactran Liftshare brand and promote the general Liftshare website, similar to other RTPs and Councils.

2.19 Option A, the branded Tactran Liftshare, has the advantage that promotion can be bespoke to Tactran and its residents and workplaces and also allows tracking of membership and use. The advantage of Option B, ceasing to have a branded Tactran Liftshare, is that it provides a cost saving, with all current Tactran Liftshare members transferred to the general Liftshare website with promotion of the general Liftshare website undertaken. On the balance of consideration, Option A is the preferred option

2.20 The Partnership is asked to approve Option A as the preferred option.

3 CONSULTATIONS

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

4 RESOURCE IMPLICATIONS

4.1 This report has implications for 2025/26 People and Place funding but has no other 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

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:

Reports to Partnership RTP/24/12, Tayside and Central Scotland Regional Transport Strategy: Adoption and RTP/24/17, MaaS Update, 11 June 2024

Reports to Partnership RTP/24/22 Regional Transport Strategy: Delivery Plan and RTP/24/23, Bus Plan Progress, 10 September 2024