

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

The report provides asks the Partnership to note the resignation of Heather Anderson; provides the Partnership with updates on the Bus Alliances, MaaS ENABLE project, ScotRail timetable consultation and Strategic Transport Projects Review. The Partnership is also asked consider responses to various ongoing consultations.

1 RECOMMENDATIONS**1.1 That the Partnership:**

- (i) notes resignation of Heather Anderson, agrees to appoint another non-elected member to the Executive Committee and considers when to advertise for a new non-elected member;
- (ii) notes updates on the Bus Alliances, MaaS ENABLE project, ScotRail timetable consultation and Strategic Transport Projects Review;
- (iii) considers and approves a proposed response to NHS Scotland draft climate emergency and sustainability strategy consultation, as outlined in Appendix A;
- (iv) delegates authority to the Executive Committee to consider and approve a response to Transport Scotland's consultation on Aviation Strategy;
- (v) delegates authority to Director to respond to Transport Scotland's NTS2 Delivery Plan Impact Assessment consultation and Sustran's RTS consultation; and
- (vi) notes the publication of the Draft NPF4 and agrees to consider and approve a proposed response at the next Partnership meeting in March 2022.

2 DISCUSSION**Non-Councillor Member**

- 2.1 Heather Anderson has resigned from the Tactran Board as of 1 December 2021. The Director would like to thank Heather for her positive input and engagement throughout her time on the Tactran Board.

- 2.2 Heather was also the non-elected member representative on the Executive Committee of the Tactran Partnership. It is recommended that the Board consider and agree a replacement to undertake the non-elected member role on the Executive Committee.
- 2.3 The Board is also asked to consider whether to advertise and appoint a replacement non-elected member now or to wait until the Board meets after the Local Government elections in May 2022. It should be noted that the Board can operate with 4 or 5 non-elected members and with Heather's resignation there will still be 4 individuals undertaking this role.

Bus Alliances Update

- 2.4 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. As noted at the Partnership meeting in September 2021 both Tayside and Forth Valley bus alliances were awarded BPF funding.
- 2.5 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. An additional £90,000 funding for the provision of a Project Manager was subsequently awarded.
- 2.6 The lead administrative authority in the Tayside Bus Partnership Fund award is Dundee City Council. A project brief was agreed by all Tayside Bus Alliance partners and used as the basis for an Invitation to Tender being promoted by Dundee City Council, with the aim of having a consultant procured and in place to commence work in January 2021.
- 2.7 Preparation for the Project Manager post has been made with a job description and person specification agreed by Alliance partners. Following a job sizing exercise, the post will be advertised shortly with the intention that the appointment would sit within Tactran.
- 2.8 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.
- 2.9 The lead administrative authority in the Forth Valley Bus Partnership Fund award is Falkirk Council. A project brief was agreed and used as the basis for an Invitation to Tender being promoted Work is on-going by the FVBA to ensure that both a consultant and Programme Manager are in place for early next year, so that we remain on target for achieving the deadlines as set out within the BPF. Additional work has also been undertaken which incorporates close

partnership working with both the Tayside Bus Alliance and the Fife Bus Partnership. The aim of which will maximise the benefits to bus passengers in relation to bus priority throughout these three regions by Falkirk Council, with the aim of having a consultant procured and in place to commence work in early 2021.

MaaS ENABLE projects update

- 2.10 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.
- 2.11 The intended launch date for the pilots going live was September 2020. However, as a consequence of the covid-19 pandemic, the project was delayed. With the easing of restrictions, the pilots were launched 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 \(website and app\)](#)
- 2.12 The pilots will remain live until August 2022. The objective of the work is for the MaaS Platform to become financially sustainable in order for it to be a tool to support access to services and promote sustainable travel. During the live pilots, the project will 'experiment' with promotions / features / incentives to understand what works best in attracting and retaining users.
- 2.13 If the Tactran ENABLE pilots 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.
- 2.14 If they have become financially sustainable by August 2022, or additional funding has been found, the project will continue. Reports on the progress of the pilot will be brought to future Partnership meetings.

ScotRail Consultation Update

- 2.15 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. Tactran members considered and approved a response that was submitted to ScotRail in advance of the deadline.
- 2.16 ScotRail have noted that they are delighted at the level of dialogue generated by their 'Fit for the Future' timetable consultation and thank all of those who have engaged in the process, in particular those who took the time to submit responses. This is the first time a national consultation has been held in Scotland on detailed rail service timetables. ScotRail received more than 3,500 submissions from members of the public and 100 responses from stakeholders.
- 2.17 ScotRail have now reviewed all the submissions and are developing options to improve their proposals so that rail services continue to meet the needs of as many customers as possible, within the resource constraints that all are collectively facing as a result of the COVID-19 pandemic. These will be reviewed with Transport Scotland and further assessments undertaken if required. Once agreed, ScotRail will publish a report which summarises the consultation feedback and their response to it. Due to the large volume of responses received, this process will take a few months.

Strategic Transport Projects Review 2 Update

- 2.18 The second Strategic Transport Projects Review (STPR2) will create the evidence basis for future transport investment decisions by the Scottish Government for the next 20 years. It will also set out how the recommended investments will contribute to Net Zero, Inclusive Growth and our second National Transport Strategy vision is for a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.
- 2.19 STPR2 is now nearing completion and has considered the performance of options against the transport outcomes sought, the Transport Planning Objectives, which are aligned to our National Transport Strategy priorities and outcomes. It has also considered Value for Money based on performance against these objectives and the five Scottish Transport Appraisal Guidance Criteria. This also takes into account risks, uncertainties and other factors such as affordability, deliverability and the wider acceptability of options. Elements of the emerging draft recommendations were presented to the Tay Cities and Forth Valley - Regional Transport Working Groups in mid-November. Full details, including the supporting appraisal will be published alongside the draft recommendations.
- 2.20 Also underpinning STPR2 is the Sustainable Investment Hierarchy which aims first to reduce the need to travel unsustainably, make better use of and enhance existing infrastructure, before investing in new capacity. This hierarchy is also central to Infrastructure Investment Plan. STPR2 will conclude this winter, with

publication of the draft recommendations for investment and be followed by an appropriate statutory consultation period.

Consultations

NHS Scotland Draft Climate Emergency and Sustainability Strategy (2022-2026)

- 2.21 The Scottish Government and NHS Scotland Assure have developed a [draft Climate Emergency and Sustainability Strategy 2022 to 2026 for NHS Scotland](#), which was published on 10 November 2021 and is open for consultation until 10 February 2022.
- 2.22 The Draft Strategy sets out how NHS Scotland should respond to the Climate Emergency. Accordingly, it covers all aspects of NHS operations which could impact on greenhouse gas emissions. As would be expected, it sets out what it should do to:
- reduce the need to travel
 - promote active travel
 - promote public and community transport
 - decarbonise fleet and business travel
 - respond to the impact of climate change on the ability to access
- 2.23 All the activities identified in the Draft Strategy are supported. Given that the scale of change to meet the Government's targets on reducing greenhouse gas emissions is challenging, and that NHS Boards are the biggest public sector agencies across all areas of Scotland, there is no doubt that the scale of change required for the NHS needs to be significant.
- 2.24 It is proposed that Tactran respond to the consultation:
- welcoming the Strategy and its proposed transport and travel actions
 - highlighting that the Transport (Scotland) Act 2005 requires NHS Boards to perform their functions in line with respective RTS's. Hence Tactran would welcome the opportunity to support NHS Tayside and NHS Forth Valley in identifying, delivering and monitoring transport and access interventions
 - emphasising that the targets to reduce the number of journeys taken by car (staff, patients and visitors) required by the draft strategy are critical to the process, and if not met, must trigger a 'ramping up' of activity.
- 2.25 A proposed response has been prepared and is included at Appendix A, which the Partnership is asked to consider and approve for submission by the deadline. The approved response will also be forwarded to NHS Tayside and NHS Forth Valley.

Aviation Strategy

2.26 On 18 October 2021 Transport Scotland published a discussion document to inform the development of an [Aviation Strategy](#), with all responses to be returned by 21 January 2022.

2.27 This consultation seeks views on how to realise the vision for aviation:

"For Scotland to have national and international connectivity that allows us to enjoy all the economic and social benefits of air travel while reducing our environmental impact."

2.28 It covers the transition to low and zero emission aviation, Scotland's international connectivity, Scotland's domestic connectivity and air freight.

2.29 The Partnership is asked to delegate authority to the Executive Committee to consider and approve a response to Transport Scotland's consultation on Aviation Strategy.

NTS2 Delivery Plan – Impact Assessment Consultation

2.30 On 3 November 2021 published [NTS2 Delivery Plan Impact Assessments](#) for consultation, with a deadline for responses of 5 January 2022.

2.31 Scotland's National Transport Strategy 2 (NTS2) sets out the vision for Scotland's transport system to the year 2040. The NTS2 outlines the four priorities for the transport system:

- Reduces inequalities
- Takes climate action
- Helps deliver inclusive economic growth
- Improves our health and wellbeing.

2.32 The first NTS2 Delivery Plan sets out strategic policies and the broad actions the Scottish Government is taking to deliver on its vision and priorities to the end of March 2022, taking account of the impact of the COVID-19 pandemic.

2.33 Impact assessments are being undertaken on 37 strategic policies within the NTS2 Delivery Plan and we would like to get your views on the initial screening of impacts through this consultation survey. The impact assessments are:

- Social and Equality Impact Assessment (SEQIA (incorporating an Equality Impact Assessment (EqIA), Children's Rights and Wellbeing Impact Assessment (CRWIA), Fairer Scotland Duty Assessment (FSDA).
- Island Communities Impact Assessment (ICIA)
- Health Inequality Impact Assessment (HIIA)
- Business Regulatory Impact Assessment (BRIA)

- 2.34 Due to the technical nature of these assessments the Partnership is asked to delegate authority to the Director to respond to Transport Scotland's NTS2 Delivery Plan Impact Assessment consultation

Sustran Draft Regional Transport Strategy to 2035

- 2.35 On 5 November 2021 Sustran commenced consultation on their draft Regional Transport Strategy to 2035, with the consultation period ending on 11 February 2022.
- 2.36 A [Virtual Engagement Hub](#) has been created and gives access to the draft RTS and all supporting documentation including the Strategic Environmental Assessment (SEA) and the Equalities Impact Assessment (EqIA). Views on the draft RTS are welcome and a short survey accessed via the Hub can be completed to make it easy to give your views and comments on the draft RTS.
- 2.37 The Partnership is asked to delegate authority to the Director to engage with Sustran and respond to Sustran's Regional Transport Strategy consultation.

Draft Fourth National Planning Framework (Draft NPF4)

- 2.38 On 10 November 2021, the Scottish Government laid the draft Fourth National Planning Framework ([Draft NPF4](#)) in the Scottish Parliament. Alongside Parliamentary scrutiny of the draft, a public consultation to invite comments on the content of the draft is being undertaken. The consultation on Draft NPF4 closes on 31 March 2022.
- 2.39 The National Planning Framework (NPF) is a long-term plan for Scotland that sets out where development and infrastructure is needed. Scotland's fourth National Planning Framework (NPF4) will be a long-term plan looking to 2045 that will guide spatial development, set out national planning policies, designate national developments and highlight regional spatial priorities.
- 2.40 Following the consultation and the end of the Parliamentary scrutiny process, the responses will be analysed and a final NPF4 produced. The final adoption date will depend on the approval of NPF4 by the Scottish Parliament, but the aim is to lay a finalised version for approval by summer 2022.
- 2.41 The Partnership is asked to note the publication of the Draft NPF4 and agree to consider and approve a proposed response at the next Partnership meeting in March 2022.

Regional Cycle Training & Development Officer

- 2.42 In July 2021, Marianne Scott (Regional Cycle Training & Development Officer) was recognised with the [100 Women in Cycling 2021](#) awards as a cycle influencer for the work she had done during lockdown in her own time providing the local community in my hometown with free bike servicing from my house. Repairing and replacing parts for free to ensure that individuals could cycle

freely without having to fork out money in an area that is rural, remote and in a high area of deprivation.

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@tactran.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

Guidance Publication Consultation draft of:

Title - NHS SCOTLAND CLIMATE EMERGENCY AND SUSTAINABILITY - DRAFT STRATEGY 2022 TO 2026

Consultation period expires: 10th February 2022

Comments to be sent to: nss.sustainabilityscotland@nhs.scot

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Date: 14th December 2021

Paragraph No.	Page	Comment	Suggested amendment/text
	p29- p37	Tactran welcome the Strategy and its proposed transport and travel actions.	
	p36- p37	The Transport (Scotland) Act 2005 requires NHS Boards to perform their functions in line with respective RTS's. Hence Tactran would welcome the opportunity to support NHS Tayside and NHS Forth Valley in identifying, delivering and monitoring transport and access interventions	References to "local authorities" should be amended to "local authorities and regional transport partnerships"
8	p30	The targets to reduce the number of journeys taken by car (staff, patients and visitors) required by the draft strategy are critical to the process, and if not met, must trigger a 'ramping up' of activity. Progress against outcome targets (e.g. mode share) may take a few years to see. Tracking the delivery of interventions will be particularly important in the early years of this work.	Suggest a more specific reference between targets, annual surveys and a need to review annually progress against both outputs (the interventions), and outcomes (e.g. the modal share targets). Also suggest a reference to the need in the early years to set targets for delivery of the outputs.

13	p32	<p>The strategy seeks to encourage patients to travel by public transport, but only makes reference to improving transport services. Where an appointment time does not sync well with public transport options, this can encourage patients to travel by car rather than public transport. No reference has been made to considering the ability of people to access a location by public transport when appointment setting. Tools exist to quickly identify whether an appointment time can be conveniently made by public transport. Transport Scotland’s investment hierarchy encourages, in the first instance, to make the most of existing resources. Whilst more public transport is a desirable aim, we must also consider how we deliver our services to make the most of existing resources, including enabling existing public transport to be used where it could be a realistic option.</p>	<p>Include (para 16, page 32) as an action “using journey planning tools to help patients access appointments by public transport”</p>
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[Insert additional rows as required]

[draft Climate Emergency and Sustainability Strategy 2022 to 2026 for NHS Scotland,](#)