

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**15 DECEMBER 2020****TACTRAN ANNUAL REPORT 2019/20****REPORT BY DIRECTOR**

This report introduces the Tactran Annual Report for 2019/20.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) Considers and approves for publication and submission to Scottish Ministers the Tactran Annual Report for 2019/20.

2 REQUIREMENT FOR AN ANNUAL REPORT

2.1 By virtue of the Guidance for Regional Transport Partnerships in preparing Regional Transport Strategies 2006, there is a requirement for each RTP to produce an Annual Report as set out in paragraph 133:

133. Schedule 1, paragraph 14(a) of the Act requires each RTP to provide the Scottish Ministers with an annual report. This should cover the operational and financial year to 31 March. This report should include a report of performance against the objectives, targets and performance indicators set out in the RTS and should also be sent to constituent councils and others who have provided funding.

2.2 The Annual Report includes summary financial information and progress updates on delivering the Regional Transport Strategy and other activity. The presentation of information in Section 3 on progress on Regional Transport Strategy Development and Delivery reflects the structure of the refreshed Regional Transport Strategy 2015–2036 and RTS Delivery Plan 2016–2021. Adopting the approach introduced for the previous Annual Reports since 2016/17 and in the interests of resource efficiency, it is proposed not to include as Appendices the full Public Services Reform Act (PSRA); Equalities reporting; Climate Change reporting, and other statutory reports that have separately been approved by the Partnership and are already in the public domain.

3 CONCLUDING REMARKS

- 3.1 Good progress was made towards delivering the strategic objectives of the Regional Transport Strategy and Delivery Plan in 2019/20. The Partnership was led throughout that year by Tom Flanagan as Partnership Director and this has been acknowledged in the foreword to the report. The Annual Report is therefore commended to the Partnership Board for approval.

4 CONSULTATIONS

- 4.1 Development of the Regional Transport Strategy (RTS) and implementation of the RTS Delivery Plan have been the subject of ongoing consultation with stakeholders throughout 2019/20.
- 4.2 The Annual Report has been shared with the Tactran Regional Transport Liaison Group for comment.

5 RESOURCE IMPLICATIONS

- 5.1 This report has no direct or additional financial or other resource implications.

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.

Mark Speed
Director

For further information email markspeed@tactran.gov.uk or tel. 07919 698611

NOTE

The following 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.

Transport (Scotland Act) 2005

Guidance for Regional Transport Partnerships in preparing Regional Transport Strategies, 2006 - ISBN 0 7559 2977

Report to Partnership RTP/19/44, Tactran Annual Report 2018/19, 17 December 2019

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ANNUAL REPORT 2019/20

FOREWORD

As the Former Director, Tom Flanagan, was in post for the whole of the period we acknowledge his leadership and contribution to the work of the Partnership throughout the year.

During 2019/20 the Partnership continued to work with partners and stakeholders to advance the delivery and implementation of the statutory Regional Transport Strategy 2015-2036 (RTS) and its associated Delivery Plan.

In particular, the Partnership continued to be proactive in support of the two City Region Deals covering the Tactran area: the Stirling/Clackmannanshire and Tay Cities Region Deals. Tactran provided the secretariat for the Transport Board of the Tay Cities Deal, including leading on the development of the Tay Cities Regional Transport Model. Similarly, officers have been supporting project development in the Stirling/Clacks City Deal.

The Partnership has also worked well with Transport Scotland and other partners in the Tay Cities and Forth Valley Regional Transport Working Groups (RTWGs) to develop Strategic Transport Projects Review (STPR2) proposals to improve connectivity both nationally and regionally.

Future forms of transportation have been a significant focus for the Partnership in 2019/20, with the Regional Electric Vehicle Strategy published and a Mobility as a Service (MaaS) project successfully awarded over £0.5m from Scottish Government to take forward three mobility pilots in the region. These initiatives will remain a focus in 2020/21.

The Partnership has again been successful in attracting external funding to complement its own revenue funding. In addition to being awarded funding for MaaS, other external funding has been secured, including through the Local Rail Development Fund and for Active Travel through our ongoing partnership with Sustrans and also directly from Transport Scotland. As a result, our RTS programme totalling £433,422 supported progress on the Strategic Connectivity; Health & Transport; Active Travel; Travel Planning; Rail; Freight; Travel Information; and Climate Change.

Tactran continued to be proactive in supporting both Community Planning and Development Planning. Our RTS priorities and delivery activity are fully aligned with supporting achievement of economic, environmental, social and health and wellbeing outcomes locally, regionally and nationally, Tactran has continued to monitor progress on the Transport Act and the Planning Act, both of which were enacted in 2019, and the National Transport Strategy (NTS2) which was published in February 2020. These will be considered in 2020/21 when cognisance will be given to developing a new RTS for the Tactran region.

The final two weeks of the financial year 2019/20 saw the country move into lockdown due to the Covid-19 pandemic. The full implications of this and the

impact on transport and society is expected to be a major influence in the forthcoming year.

We wish to acknowledge and offer our sincere thanks and appreciation for the commitment and contribution made by the Partnership's Board Members, staff, Proper Officers, partner Council staff and the many public and private sector stakeholders who have contributed to supporting the work of Tactran and will continue to do so during the coming year.

More information on Tactran, our Regional Transport Strategy and related activity can be found at www.tactran.gov.uk.

Councillor Richard McCready
Chair of Tactran

Mark Speed
Tactran Director

1. PARTNERSHIP BOARD AND GOVERNANCE

Tactran is the statutory Regional Transport Partnership covering the Angus, Dundee City, Perth & Kinross and Stirling Council areas.

The Partnership's principal statutory duties are to:

- create, maintain and oversee delivery of the statutory Regional Transport Strategy;
- engage proactively as a statutory Community Planning partner and support the achievement of Community Planning outcomes;
- engage as a Key Agency in the Development Planning process at a regional and local level;
- support the achievement of statutory Climate Change objectives as set out in the Climate Change (Scotland) Act 2009 and associated Guidance; and
- to meet the requirements of the Equality Act 2010 and the Equality Act (Specific Duties) (Scotland) Regulations 2012.

The Partnership Board consists of 10 Councillor Members appointed by our 4 partner Councils plus up to 5 non-Councillor Members who are appointed by the Partnership with endorsement by Scottish Ministers.

Board Membership during 2019/20 was:-

Angus Council
Councillor Mark McDonald
Councillor Ronnie Proctor

Dundee City Council
Councillor Lynne Short (Until June 2019)
Councillor Will Dawson (Until June 2019)
Councillor Richard McCready (From June 2019)
Councillor Mark Flynn (From June 2019)
Councillor Alan Ross (From June 2019)

Perth & Kinross Council
Councillor Alasdair Bailey
Councillor David Illingworth
Councillor Andrew Parrott (Deputy Chair from December 2019)

Stirling Council
Councillor Danny Gibson
Councillor Jim Thomson

Non-Councillor Members
Ms Heather Anderson (From December 2019)
Ms Trudi Craggs (Deputy Chair Until September 2019)
Mr Mark Craske
Mr Paul Cronin (From December 2019)
Mr Bob Benson (Until December 2019)
Mr David Scotney

Councillor Members of the Partnership were appointed in June 2017 following the Local Government elections in May of that year, with these appointments ordinarily extending until the next Local Government elections.

Non-Councillor member appointments are made by the Partnership subject to endorsement of appointment by Scottish Ministers. These appointments are generally made for two-yearly terms of office with extension subject to review and agreement by the Partnership. During the year the Partnership accepted the resignation of Trudi Craggs from 17 September 2019, Bob Benson from 31 December 2019 and David Scotney from 10 March 2020. Following advertisements successful interviews were held and Heather Anderson and Paul Cronin were appointed from 17 December 2019 and Bryan Doyle was appointed at the Partnership Board held on 17 March 2020.

Partnership Business

The Partnership Board meets quarterly. During 2019/20 meetings were held on:

- **18 June 2019 in Perth**
- **17 September 2019 in Stirling**
- **17 December 2019 in Forfar**

Due to Coronavirus Pandemic the meeting scheduled for 17 March 2020 was not held and reports were circulated to members with decisions approved via e-mail.

An Executive Committee, consisting of one member from each partner Council and one non-Councillor member, deals with any matters of urgency or requiring decision or approval between the quarterly Partnership meetings. The Executive Committee members were:

Councillor McCready (Chair)
Councillor Proctor
Councillor Thomson
Councillor Parrott (Deputy Chair)
Ms Trudi Craggs (until September 2019)
Ms Heather Anderson (from December 2019)

During 2019/20 business dealt with by the Executive Committee included:

- approving the Partnership response to consultation on a workplace parking levy amendment to the Transport (Scotland) Bill;
- approving the Partnership response to consultation on Implementation of the Gender Representation on Public Boards (Scotland) Act 2018;
- approving the Partnership response to consultation on the role of Public Sector Bodies in tackling climate change;
- endorsing Enable Mobility as a Service procurement;
- Approving the Partnership response to consultation on Scotland's Low Emission Zones;

Information on the Partnership Board, its meetings, Agendas and related business can be accessed at www.tactran.gov.uk.

Governance

The Partnership has an approved suite of corporate Governance policies and procedures which are periodically reviewed and updated to take account of new duties, legislation and statutory guidance.

A comprehensive review and updating of all the Partnership's core governance has previously been undertaken in 2016 and this was supplemented by the publication of a revised Code of Conduct for Councillors in July 2018 to take account of declarations of interest and incorporating new legislation and guidance on succession planning and gender balance on public boards.

The EU General Data Protection Regulation (GDPR), which came into effect on 25 May 2018, introduced a new requirement for organisations to appoint a Data Protection Officer, who will act as a 'critical friend' and will advise senior management and the Partnership on matters of compliance. In line with existing support service arrangements Tactran's Data Protection Officer is Donald Henderson, Data Protection Officer at Perth & Kinross Council.

In accordance with good practice the Partnership actively reviews and updates its Risk Register annually.

Further information on the Partnership's governance policies and procedures can be found on the [website](#).

Equalities Duties and Reporting

The Equalities Act 2010 requires the Partnership to periodically publish a Mainstreaming Report, setting out how it is using employee information to better inform its equality duties and responsibilities, and an Equality Outcomes Report, setting out how it is taking steps to involve people who share a protected characteristic, as defined under the Act and related guidance.

The Partnership published its initial Mainstreaming Report and Equality Outcomes Report in April 2013 and was required to publish updated progress reports by 27 April 2015, 30 April 2017 and 30 April 2019 - having regard to any further statutory or non-statutory guidance issued during the interim. The

updated reports, as approved by the Executive Committee for submission by 30 April 2019 can be viewed on the [website](#).

Public Services Reform Reporting

The Public Services Reform (Scotland) Act 2010 requires Regional Transport Partnerships to publish specified financial and other information annually. Separate statements must be published as soon as practicable after the end of each Financial Year on:

- certain categories of financial information, including expenditure on public relations; external consultancy; all payments in excess of £25,000; overseas travel and hospitality and entertainment;
- steps taken to promote and increase sustainable economic growth through exercise of the Partnership's functions; and
- steps taken to improve efficiency, effectiveness and economy in the exercise of the Partnership's functions.

The Partnership approved the relevant statements for 2019/20 via e-mail during June 2020, which can be viewed on the [website](#).

Public Sector Climate Change Duties

The Climate Change (Scotland) Act 2009 places specific duties on public bodies in relation to Climate Change. In exercising their statutory functions listed public bodies must act in a way:

- best calculated to contribute to delivery of emissions reduction targets;
- best calculated to support delivery of any statutory adaptation programme; and
- they consider to be most sustainable.

RTPs are defined as “major players” in supporting Government’s climate change objectives and, as such, are required to report on compliance with climate change duties under the 2009 Act. The first mandatory reports were due for submission by 30 November 2016, with “major players” invited to submit a trial report for 2014/15 by 30 November 2015.

A Public Sector Climate Change Reporting Template has been developed by the Sustainable Scotland Network (SSN) covering 56 reportable activities and associated carbon emissions. As agreed in consultation between SSN and all RTPs, Tactran reports annually on 20 of these activities.

Tactran submitted a trial report for 2014/15 in November 2015. Feedback provided by SSN on this indicated that the reporting was generally satisfactory but requested more information on Adaptation. In response to this advice the Partnership approved a Climate Change Adaptation Policy Statement at its meeting on 13 September 2016. Tactran’s Annual Public Sector Climate Change Report for 2019 was submitted in November 2019. These reports and related documentation can be accessed via the Tactran [website](#).

2. PARTNERSHIP RESOURCES

Executive Team

During 2019/20 the Partnership had a full complement of staff in place. The structure and staff in post at 31 March 2019 was:

- **Partnership Director –Tom Flanagan**
- **Senior Partnership Manager – Niall Gardiner**
- **Senior Strategy Officer – Jonathan Padmore**
- **Strategy Officer Strategic Connectivity – Niall Moran**
- **Strategy Officer Sustainable Transport – Graeme Brown**
- **Embedded Regional Cycle Training & Development Officer – Marianne Scott**
- **Office Manager/PA to Director – Ashley Roger**
- **Administrative Assistant – Muriel Muirhead**

In 2019/20 the Partnership retained its strategic alliance with sustainable transport charity Sustrans. Under this partnership Tactran employs a Strategy Officer for Sustainable Transport and Sustrans pledge to provide project funding to develop strategies and facilities to encourage increased walking and cycling in support of national, regional and local active travel strategies, including the Cycle Action Plan for Scotland (CAPS), the Regional Active Travel Strategy and local Active Travel Strategies approved by our partner Councils. Through this alliance Sustrans allocates Capital funding of at least £100,000/annum from the national Community Links budget to support Active Travel infrastructure development and delivery.

At its meeting on 8 March 2016 the Partnership approved a further strategic Active Travel alliance with Cycling Scotland. This includes joint funding appointment of a regional Cycle Training & Development Officer to support promotion and development of national and local cycle training programmes for young people in schools and early stages nurseries and adult cycle training, with a view to encouraging more people of all ages to cycle more regularly for everyday journeys in support of RTS and CAPS aims and objectives. At its meeting on 27 March 2018 the Partnership agreed to fund the post on a permanent basis in partnership with Cycling Scotland, subject to ongoing budgetary availability.

Proper Officers

The Partnership Board and Executive Team are supported and advised by 3 Proper Officers who provide Administration and Governance, Financial and Legal support under a Service Level Agreement with Perth & Kinross Council. For the year 2019/20 they were:

- **Secretary – Scott Hendry, Head of Democratic Services, Perth & Kinross Council**
- **Treasurer – Scott Walker, Chief Accountant, Perth & Kinross Council**

- **Legal Officer – Lisa Simpson, Head of Legal Services, Perth & Kinross Council**

Headquarters

Tactran’s operational and administrative headquarters is located centrally within the region in Perth at:

Bordeaux House
31 Kinnoull Street
Perth
PH1 5EN

telephone – 01738 475775
 e-Mail – info@tactran.gov.uk

Revenue Funding

Tactran’s operational and delivery funding is provided by Scottish Government Grant in Aid supplemented by partner Council contributions towards Core operating costs. Individual Council funding contributions are determined in accordance with an agreed formula.

Core Budget

The initially approved 2019/20 Core operating budget, covering the Partnership’s day to day running costs, was £489,397.

Core funding contributions during the year were:

Scottish Government Grant in Aid	384,147
Angus Council	23,595
Dundee City Council	29,265
Perth and Kinross Council	31,210
Stirling Council	18,950
Other Income	2,230
Total	<u>489,397</u>

A detailed breakdown of actual Core expenditure for 2019/20 is provided in Table 1 below.

Table 1: Core Revenue Budget 2019/20

Expenditure	Approved Budget	Actual Expenditure	Variance
	£	£	£
<u>Staff Costs</u>			
Salaries	313,869	308,953	(4,916)
Superannuation	53,358	50,314	(3,044)
National Insurance	34,975	33,659	(1,316)
Training/Conferences	1,200	764	(436)
Subscriptions	330	485	155
	403,732	394,175	(9,557)
<u>Property Costs</u>			
Energy, Repairs etc.	4,290	4,943	653
Cleaning	2,000	2,101	101
Maintenance	500	545	45
Rent	13,400	13,490	90
Rates	-	-	-
	20,190	21,079	889
<u>Supplies & Services</u>			
Office Consumables	4,125	3,476	(649)
Communications	3,000	3,777	777
Insurance	5,800	5,666	(134)
Information Technology	200	2,113	1,913
Hospitality	700	1,168	468
Board Expenses – Misc.	1,000	0	(1,000)
	14,825	16,200	1,375
<u>Transport Costs</u>			
Travel and Subsistence	1,800	1,535	(265)
Public Transport	3,500	2,775	(725)
Expenses – Board Members	1,000	566	(434)
	6,300	4,876	(1,424)
<u>Third Party Payments</u>			
Audit Fees External	9,900	11,647	1,747
PKC Finance Service	14,000	14,000	-
PKC Secretariat Service	8,000	8,000	-
PKC Legal Services	3,000	3,000	-
PKC IT Services	8,250	8,250	-
Other Third Party Payments	1,200	11,641	10,441
	44,350	56,538	12,188
Gross Expenditure	489,397	492,868	3,471

The £3,471 overspend was slightly reduced by £134 due to Interest Received for the year, resulting in a net overspend of £3,337, as reported in the 2019/20 Annual Accounts. Notable variances include a decrease in staff cost projections due to a combination of staff retirement and paternity leave. There was a subsequent increase in Third Party Payments due to external cover being provided during paternity leave and also additional pension report costs. There

was also an increase in Supplies & Services due to an overspend in Information Technology as a result of an increase of £1,200 for Office 365 licences.

Regional Transport Strategy Revenue Programme

The approved 2019/20 RTS Revenue Programme of £167,577 comprises Scottish Government Grant in Aid totalling £138,603 plus £28,974 Deferred Income. In addition, grant award income of up to £1,272,822 was secured to supplement the RTS Revenue budget. A number of these grant awards were for projects that will continue into next financial year and £287,769 expenditure was utilised in 2019/20 with up to £985,053 being utilised in 2020/21.

At each quarterly Board meeting the Partnership Board monitored progress and expenditure and authorised revisions to the programme, as necessary, to take account of and manage delays with, or opportunities to advance, individual projects.

The budgeted and final cash expenditure during the year, as reported in the 2019/20 Audited Annual Accounts Management Commentary, is shown in Table 2:

Table 2: RTS Revenue Programme 2018/19

Expenditure on Projects	Budget (£)	Other Income (£)	Actual Expenditure (£)	Variance (£)
RTS Delivery Plan	9,500	0	11,861	2,361
Strategic Connectivity	53,000	24,283	68,124	(9,159)
Health & Transport	12,000	0	12,000	0
Active Travel	21,500	20,000	37,678	(3,822)
Travel Planning	16,500	182,967	198,413	(1,054)
Buses Strategy	1,000	1,730	2,600	(130)
Park & Ride	8,000	0	0	(8,000)
Rail	3,000	48,289	51,289	0
Freight	10,000	0	6,488	(3,512)
Travel Information	15,500	10,500	34,969	8,969
Climate Change	10,000	0	10,000	0
Contingency	7,577	0	0	(7,577)
Gross Expenditure	167,577	287,769	433,422	(21,924)

As detailed above, the grant awards made available during the year allowed the Partnership to supplement resources in respect of Strategic Connectivity, Active Travel, Travel Planning, Buses Strategy, Rail and Travel Information to accommodate other emerging revenue costs and priorities including further potential support to RTS Delivery projects and to emerging City Deals proposals. In the final analysis, a contingency of £21,924 remained from the original approved budget, contributing to the carry forward to the 2020/21 RTS Revenue Programme.

The net carry forward to the 2020/21 RTS Revenue Programme comprises overspend in the Core Budget and underspend in the RTS Revenue Programme Budget. The carry forward to the 2020/21 RTS Revenue Programme is therefore £20,225 as reported in the 2019/20 Annual Accounts.

The detailed financial statements for the year are presented in the Partnership's 2019/20 Audited Accounts, these were approved at the meeting on 15 September 2020, and which are available for inspection on the website or at the Partnership Headquarters. Further information on progress on individual RTS priority strands and projects is given in section 3 of this Report.

Tactran Active Travel Grant Scheme and Budget

Under the strategic alliance with Sustrans Tactran receives a Capital grant of at least £100,000/annum from the national Community Links programme. The aims and objectives of the Tactran Active Travel Grant (ATG) continues to be for projects that connect communities by providing high quality cycle and walking infrastructure and support the implementation of the Regional Transport Strategy.

The ATG scheme will continue to be open to all statutory bodies in the Tactran region, including constituent Councils, National Park Authorities, Health Boards and higher and further educational establishments. Community organisations can also apply but are required to work in partnership with their relevant Council to develop and create infrastructure that enables more people to cycle and walk for every-day journeys throughout the region.

Eligible projects include identification, development and construction of new cycling and walking routes; enhancements and extensions to existing cycling and walking networks; and improving cycle and pedestrian facilities at key destinations, with a focus on accessing educational or health facilities.

In total 37 Active Travel projects have been awarded funding through Tactran's ATG scheme since 2014. This total includes funding of 4 projects in 2019/20 committing a total grant award of £85,000 within the financial year, as follows:

Partner Organisation	Project	Amount Awarded
Angus Council	All ability access routes to Angus Health centres	£42,000
Dundee City Council	Secure cycle parking for Students as part of a wider cycle parking strategy for Dundee city	£16,000
Dundee City Council / NHS Tayside	Signage and wayfinding at Ninewells Hospital	£7,000
Perth & Kinross Council	Green Route connecting health facilities in Dunning and Glenfarg	£20,000
Total		£85,000

A further award of £15,000 was made to Dundee City Council to support electric bike hire scheme at NHS facilities. However, due to delays in the wider electric bike hire project in Dundee this award was not taken up during 2019/20. It is intended that this project will be implemented in 2020/21.

Building on the successful partnership with Sustrans, Tactran has once again secured a minimum allocation of £100,000 for the ATG scheme from Sustrans during the 2020/21 financial year.

Regional Active Travel Development Fund

Following a proposal submitted by the RTPs to the Minister for Transport and the Islands, seeking establishment of a Regional Active Travel Development Fund, the RTPs individually and collectively submitted proposals to Transport Scotland for capital bids totalling £1m and £2m across the 7 RTPs. Tactran were successful in the award of £133,400 in November 2018 to take forward the agreed Regional Walking and Cycling network priorities.

In consultation with the constituent Councils, three sections of the Regional Walking and Cycling Network were identified as a priority for feasibility and design: Brechin to Montrose; Dunkeld to Blairgowrie and Stirling to Plean. Agreement has been made with Sustrans over the continuation of the Stirling to Plean route to Forth Valley Royal Hospital and Larbert.

Following on from a tender exercise carried out through Public Contract Scotland, Tactran awarded the contract to consultants '2020' to take forward the Regional Walking and Cycling Network feasibility and design programme at a cost of £119,285. The contract commenced in March 2019 and was completed by the end of June 2019, progress being reported to the Board at its meeting on 19 June 2019.

All RTPs submitted proposals to Transport Scotland regarding a further additional Regional Active Travel Development Fund Capital allocation in 2019/20, with Tactran being allocated a further £133,400. This funding was used either to take forward sections of Tactran Regional Walking & Cycling Network or to further develop Tactran Active Travel Audits, with 4 projects being implemented, namely:

- Aberargie Path NCN Bridge of Earn to Newburgh (£40,000)
- Stirling to Plean Active Travel Route study (£40,000).
- Arbroath to Friockheim Active Travel Feasibility study (£15,000)
- North West Dundee Active Travel Design study (£38,400)

The intention is to build a pipeline of regionally significant active travel infrastructure projects that will be implemented in partnership with our Constituent Councils.

Additional Transport Scotland Active Travel Grant

Transport Scotland awarded Tactran additional Active Travel Grant of £233,300 to take forward 6 projects in Dundee City and Perth & Kinross. These projects were taken forward in partnership with the Local Authorities and were completed by the end of June 2019, as follows:

- Active Travel Audit Work in Dundee City (£5,300)
- DCC - North East Campus, Dundee (£30,000)
- Ninewells Hospital, Dundee - Footway Upgrade (£30,000)
- Wayfinding Information Signage, Dundee (£43,000)
- Auchterarder Community School (£35,000)
- Aberargie Path phase 1 (£90,000)

3. DEVELOPING & DELIVERING THE REGIONAL TRANSPORT STRATEGY

Tactran's principal statutory role and duty is to develop and oversee delivery of the Regional Transport Strategy (RTS). The original RTS 2008 - 2023 received Ministerial approval in June 2008 with the RTS 2015 – 2036 Refresh gaining Ministerial approval in July 2015. These documents can be viewed on the Partnership's [website](#) along with an Easy Read version of the RTS Refresh.

The RTS Vision is to deliver and maintain:

“a transport system shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and wellbeing of all”.

The RTS and associated Delivery Plan are designed to provide a balanced and integrated package of objectives, policies and proposed supporting actions and interventions, which aim to support and promote the 3 key strategic aims of supporting:

- **regional economic prosperity;**
- **connected communities and social inclusion;**
- **environmental sustainability, health and wellbeing.**

At its meeting on 14 June 2016 the Partnership approved the finalised [RTS Delivery Plan 2016 – 2021](#). This captures all capital and revenue interventions which will be priorities for Tactran, our partner Councils and other delivery stakeholders over the 5 years to 2021. It identifies a range of transportation infrastructure, systems and service enhancements which are aimed at supporting delivery of the RTS Refresh, Local Outcome Improvement Plans (LOIPs), Strategic and Local Development Plans, the National Transport Strategy and National Planning Framework, and all other relevant local, regional and national plans and strategies.

The Delivery Plan is not a costed programme but takes the form of a framework for determining and agreeing Revenue and Capital programmes and priorities which may be implemented by the Partnership, its partner Councils, Scottish Government, Transport Scotland and/or other relevant delivery partners/agencies. Moving forward it is intended that progress on delivery of the RTS will be reported on annually.

During 2018/19 the Partnership completed a comprehensive update of the RTS Delivery Plan. The [RTS Delivery Plan 2018 Progress Report](#) identifies the key transportation infrastructure, systems and service enhancements which are required to support fulfilment of the RTS Vision and Objectives, and contribute towards promoting sustainable, inclusive economic growth locally, regionally and nationally. A further light touch summary update of the Delivery Plan was provided to the Partnership in June 2019. The RTS revenue allocation in 2019/20 further developed the delivery programme with a particular focus on

Travel Planning, Rail and Climate Change and the emerging priorities from the Tay Cities and Stirling/Clacks City Regional Deals.

In conjunction with the development of the RTS Delivery Plan a review and update of the RTS Monitoring Framework was also completed in 2018/19. In reviewing the Framework consideration was given to:

- Monitoring RTS objectives and sub-objectives
- Aligning the framework with, and therefore its ability to inform, relevant partner plans, in particular the recently adopted Local Outcomes Improvement Plans (LOIPs)
- Availability of existing sources of data
- Identification of gaps in the existing framework

The confirmed result is a suite of indicators and supporting information which enables an understanding of trends, influences and risks against which progress on achievement of RTS objectives by all relevant stakeholders and partners can be measured, and which can also better support and inform relevant aspects of other strategies and plans, including LOIPs.

The RTS Refresh and updated Delivery Plan have directly informed the identification of physical transport infrastructure, strategic connectivity, accessibility and related social inclusion needs and priorities within City Deals for the Tay Cities and Stirling & Clackmannanshire City Regions.

Transport Scotland, in February 2020, published the National Transport Strategy 2 setting out a vision and strategy for Scotland's transport system for the next 20 years. Although this new strategy aligns well with Tactran's current RTS refresh and Delivery Plan, consideration will be given to commencing development a new RTS for Tactran in 2020/21.

Development and implementation of the Strategy and supporting interventions is inevitably subject to resource availability. The City Deals represent a significant new focus and opportunity to bring forward delivery of a number of the key strategic priorities identified in the RTS and Delivery Plan. Progress on developing the RTS priorities during 2019/20 is outlined below.

Development of RTS and Delivery Plan

This provision allowed for annually recurring costs associated with statutory monitoring and reporting on the Regional Transport Strategy, HR support and promotion of Tactran through the Digital Marketing Strategy.

Strategic Connectivity

The focus for strategic connectivity in 2019/20 was to support the Regional Transport Working Groups and City Deals for the Tay Cities and Stirling & Clackmannanshire city-regions, which the Partnership has a key role in supporting. This includes contributing to and influencing the review of the National Transport Strategy (NTS2), which was published in February 2020 and

the related ongoing review and updating of the Strategic Transport Projects Review (STPR2).

Tactran continues to support the development of the Tay Cities Region Deal through participation at Tay Cities Joint Committee, Management Group, Regional Transport Working Group and development of Tay Cities Regional Transport Model.

Transport Scotland and Tactran, on behalf of Tay Cities, signed a Memorandum of Understanding in 2018 committing to a 50:50 funding basis for delivery of the Tay Cities Regional Transport Model. Subsequently consultants Systra were appointed to develop the model. The contract has progressed well during 2019/20 and was programmed to be completed early in 2020/21. However, it has been delayed and it is now anticipated the Regional Transport Model will become available for use at the commencement of 2021.

The Partnership contributed a total of £105,000 over financial years 2017/18 and 2018/19 towards the costs of developing the Tay Cities Regional Transport Model in partnership with the Tay Cities Deal Councils and Transport Scotland and provided a further £36,616 in 2019/20. It is anticipated the total contribution from Tactran and Tay Cities Councils will be around £255,000, with Tactran contributing approximately £150,000.

In order to develop the Outline Business Case (OBC) for Tay Cities Deal Dundee Airport Investment project, during 2018/19 Tactran procured a high-level options appraisal with a budget of £28,000, comprising £7,000 each from Dundee City and Fife Councils, Scottish Enterprise and Tactran, with Tactran's funding provided in 2019/20. The options appraisal work was undertaken by York Aviation and was completed in June 2019.

The ongoing review of the National Transport Strategy (NTS2) continued throughout 2019/20, with the final NTS2 document published on 5 February 2020. Review and updating of the Strategic Transport Projects Review (STPR2), which commenced early in 2019 was scheduled to be completed by the end of 2020, but has been delayed due to Transport Scotland's resources being diverted elsewhere during Covid-19 pandemic. Tactran is participating in two Regional Transport Working Groups (RTWGs) that will influence and inform the STPR2, with the TayCities RTWG also informing the work of the Tay Cities City Region Deal.

Health and Transport

The Regional Health & Transport Framework (H&TF) was developed in collaboration with partner Councils, NHS Forth Valley, NHS Tayside and Community Planning Partnership Single Outcome Agreements (SOAs). This seeks to address the key relationships between transport and health:

- **promoting active travel to improve health and wellbeing;**
- **addressing the impacts transport has upon public health; and**
- **improving access to healthcare.**

With the replacement of the SOAs with Locality Outcome Improvement Plans (LOIPs) a 'light touch' review of the success of the H&TF was undertaken and its relevance with the new LOIPs. This 'light touch' review identified three streams of work to be taken forward with NHS Tayside and two themes emerged for NHS Forth Valley, to assist in reducing inequalities.

The three NHS Tayside work streams are:

- Transforming Tayside Transport Appraisal and Transport and Access Strategy
- Review of NHS Tayside Public Health Strategy
- Promoting of sustainable travel options to Ninewells

The two themes for NHS Forth Valley are:

- Better co-ordination and targeting of partner active travel in Stirling's poorest health neighbourhoods
- Recognising the impact poor access in rural areas (to services/facilities/jobs etc.) has on poverty/social exclusion and therefore health

Work has progressed on most of these workstreams (with the exception of the NHS Tayside Public Health Strategy, and better co-ordination of partner activity in Stirling) during 2019/20

In addition, the budget allocation provided for a recurring allocation of £12,000/annum towards the annual Safe Drive/Stay Alive road safety campaign in all four partner Council areas in support of Community Safety Plans.

Active Travel

A budget of £21,500 includes provision for continued full year costs towards appointment of the embedded Regional Cycle Training & Development Officer in partnership with Cycling Scotland. This was supplemented by £20,000 grant award from Smarter Choices Smarter Places Open Fund to carry out Modal Share Cordon Counts across the region.

The multi modal monitoring project commenced in 2018/19 with Tactran providing £10,000 in 2018/19 and partner Councils also contributing a combined £10,000 through their monitoring budgets. Consultants were procured to arrange, manage and supervise the mode share surveys with the programme completed by the end of August 2019.

A doubling of the national Active Travel budget for 2018/19 and 2019/20 by Transport Scotland allowed for increased investment into the region through the Active Travel Grant and the Regional Active Travel Development Fund, as outlined above.

The Cycle Training & Development Officer continued to progress the uptake of and encouraged increased participation in a range of cycle training and development programmes, including Bikeability within schools; Nursery Play on

Pedals; All Ability & Adult Cycling; Cycle Friendly Schools, Cycle Friendly Campus, Cycle Friendly Employer and Cycle Friendly Communities.

Bikeability Scotland is the national cycle training programme for children in Scotland. More than a quarter-of-a-million children have received Bikeability Scotland training since its launch in 2010. All four Tactran Local Authorities are engaged in the Bikeability programme with a reported increase during 2019/2020. There are 194 primary schools across Tactran, with 107 primary schools engaged during 19/20, providing 2166 pupils with training. It is anticipated the number of schools and pupils engaged will increase substantially during the next few months. In addition there are 32 active Cycling Friendly Schools across Tactran, with a further 8 schools anticipated to work towards the award during 2020.

Play on Pedals continues to increase throughout Tactran with all four Local Authorities engaged in the programme. There are 170 Local Authority nurseries across Tactran with 114 nurseries participating in Play on Pedals and 2,826 early years pupils receiving training. In addition, there are 12 independent nurseries participating resulting in a further 216 early years pupils receiving training.

In support of the All Ability & Adult Cycling Opportunities, project plans were submitted for an adult cycling scheme to utilise Essential Cycling Skills outlets and enhance adult cycling opportunities to participate in sessions across the Tactran area. The Retailer Host Pilot Project seeks to provide adult cycle training via cycle shops by providing support with access to equipment, traditional bikes and electric bikes and utilising Essential Cycling Skills. Phase 1 of the Project started in April 2019 and ended in June 2019 with two outlets per local authority taking part in Phase 1. Phase 2 is due to commence in April 2020.

There are two active Cycling Friendly Campuses across Tactran at Dundee University and Forth Valley College. In addition, campus cycling officers for 2019/20 academic year were based at Dundee and Angus College, Perth College UHI, University of Stirling student union, Forth Valley College.

There are 40 active Cycling Friendly Employers across Tactran, with a further 20 employers expected to work towards the award during 2020. This work has included extending the Cycling Friendly service centre network to include Perth Bike Station and increase employer engagement across the locality and developing relationships with Maryfield Community Police in Dundee to develop a case study demonstrating the benefits of using bikes to carry out duties.

There were 5 active Cycling Friendly Communities (CFC) across Tactran in 2019/20 with 3 achieving Gold certification and 2 achieving Silver certification. The Gold CFCs are Coupar Angus Cycling Hub; Mallick Yusuf Youth Initiative and P&K Live Active All Ability Cycling and Silver CFCs are Angus Cycle Hub and FABB Scotland.

Travel Planning

Work continued on engaging with and supporting a wide range of public and private sector organisations on supporting the promotion, development and implementation of corporate and workplace Travel Plans.

Continued development and promotion of the online Travel Plan implementation toolkit www.travelknowhowscotland.co.uk as seen an increase in registered users. The Travelknowhow toolkit is managed and funded in partnership with all 7 RTPs and Transport Scotland. The site offers public and private sector organisations throughout Scotland easily accessible and adaptable web-based support and materials, to enable them to develop, implement and maintain Travel Plans.

The Travel Planning budget of £16,500 was supplemented by additional Scottish Government grant of up to £64,435 to support continued maintenance and promotion of the Travelknowhow Scotland travel planning online toolkit.

Tactran, in partnership with the other RTPs, was awarded £48,500 by Paths for All from Smarter Choices Smarter Places Open Fund to develop a Travelknowhow staff engagement app. The RTPs are jointly providing £48,500, with Tactran's share of £6,470 in 2019/20. The app was developed and a pilot carried out. However, in March 2020, it was concluded not to continue with the app and pilots. Any potential future role for the RightTrack app will be reviewed with a review of the Travelknowhow service in 2020/21.

For 2019/20, the budget allocation allowed for recurring costs of approximately £9,000 for development and maintenance of regional and local Liftshare websites. Tactran was also awarded £28,000 by Paths for All Smarter Choices Smarter Places Open Fund utilising the Liftshare licence fee investment within the region as match funding to create a promotional budget in order to raise awareness of the Liftshare platform across the region. Tactran commissioned Liftshare to take forward this project, and this included staff engagement campaigns taking place at each local authority as well as myPTP (personalised travel plan) software. Additionally, scoping exercises were conducted for Perth and Kinross Council staff, providing reports on potential travel modes for staff working at Kinnoull Street, High Street and Friarton depot. This was completed by March 2020. The promotion of the www.tactranliftshare.com lift-sharing website, has resulted in approximately 5,000 members now being registered.

Buses Strategy

The budget allocation provided for maintenance, promotion and development of the regional Thistle Assistance Card. The budget has been supplemented by contributions from Hitrans and Sustran totalling £1,730 as part of a joint promotion exercise, with a total of £2,600 expenditure incurred in 2019/20.

As part of a Sustran-led project, a dedicated Thistle Assistance [website](#) and App was developed and launched in 2019/20. This has included a new branding and new Thistle Assistance Cards being ordered.

Park & Ride/Choose Strategy

Tactran in partnership with Stirling Council was successful in being awarded funding from round 1 of Transport Scotland's Local Rail Development Fund to take forward an appraisal of Strategic Park & Ride at Stirling. In addition, Tactran has been successful in being awarded further funding from round 2 of the Local Rail Development Fund to consider strategic Park & Ride on the Montrose to Perth corridor including Dundee and Perth. Consequently the allocated budget for Park & Ride was not required or utilised in 2019/20.

In addition, Fife Council, supported by Dundee City Council, Tactran and Tay Road Bridge Joint Board, was awarded grant of up to £235,000 by Transport Scotland to take forward the Tay Bridgehead Park & Choose business case development and design from funding available in 2019/20 for LEZ related sustainable travel measures. However, due to the award being late in the 2019/20 financial year, work on the business case and design was not able to be completed in 2019/20. Therefore, further work is required to complete project, however Transport Scotland has confirmed that the above award was for 2019/20 only and there is no LEZ funding available for this project in 2020/21.

Rail Strategy

During 2019/20 resources were allocated for further development and promotion of Rail Strategy priorities working with the rail industry, Transport Scotland, partner Councils and neighbouring RTPs, including supporting and informing implementation of the Revolution in Rail proposals, plus provision for ongoing membership of the East Coast Mainline Authorities (ECMA) consortium.

In addition, Scottish Government is providing Local Rail Development Fund grants for Bridge of Earn/South Perth Transport Appraisal and Stirling Strategic Park & Ride Study with up to £83,200 and £113,030 available respectively to complete the two appraisals. These projects are being taken through the STAG process in 3 stages, the Case for Change, Initial Appraisal and Detailed Appraisal.

In early February 2020, the Case for Change report for the Stirling Strategic Park & Ride Study received approval from Transport Scotland to move onto the Initial Appraisal phase. The Bridge of Earn/South Perth Transport Appraisal Case for Change was also submitted to Transport Scotland at the end of 2019/20 for their consideration and approval. £23,889 expenditure was incurred on Stirling Strategic Park & Ride Study and £24,400 on Bridge of Earn/South Perth Transport Appraisal during 2019/20, It is anticipated that both these projects will be further developed, and the remainder of the grant being utilised during 2020/21.

Tactran was also successful in being awarded up to £147,000 from round 2 of the Local Rail Development Fund to consider park & ride opportunities along the Perth-Montrose rail corridor that would complement a broader Tay Cities

Park & Ride strategy and hence inform both the work of the Tay Cities Regional Transport Working Group as well as any submissions to Transport Scotland's second Strategic Transport Projects Review. Work commenced late December 2019.

Freight Transport

This allocation provides for continuing support for Stirling and Tayside Timber Transport Group and other freight initiatives such as HGV mapping in consultation with the Regional Freight Quality Partnership.

The Regional Freight Quality Partnership (FQP) includes representation from the Road Haulage Association (RHA), Logistics UK (formerly Freight Transport Association), Scottish Enterprise, Port of Dundee, Montrose Port Authority, Perth Harbour, Stirling & Tayside Timber Transport Group, ConFor, Highland Spring and partner Councils.

In 2019/20 Tactran, through a Memorandum of Understanding agreement with Lorry Route, provided HGV/LGV mapping to make compliant routing information for commercial vehicles available to haulage companies and businesses with HGV/LGV fleet throughout the Tactran region and also provided a portal to report non-compliance. Lorry Route and Lorry Watch are live on the Tactran.gov website, making this facility available throughout the Tactran region.

Tactran also made a financial contribution to Extreme Weather Resilience Event held by the Scottish Business Resilience Centre in January 2020.

Travel Information

Early in 2019/20 the Partnership decided to discontinue the GoToo multi-modal travel information website, as usage was low, the platform required renewal and elements, such as journey planning, could be better provided to the customer on other apps and websites, such as Traveline. This was replaced by a comprehensive Digital Marketing Strategy, that as well as using social media to promote Tactran, also saw Tactran take on the co-ordinating role for Get on the Go regional social media campaign.

The 'Get on the Go Tayside' initiative, provides information to residents and visitors to Tayside on sustainable travel choices in the area. The campaign is aimed at encouraging more sustainable transport choices and is promoted through a mixture of traditional radio advertising and social media with a dedicated [Facebook](#) page. The campaign is jointly funded by Tactran and Angus, Dundee City and Perth & Kinross Councils.

In addition, expenditure was incurred in the development of Mobility as a Service (MaaS) proposals for the region, in preparation of a bid to the Scottish Government's MaaS Investment Fund. The Tactran bid for funding was successful and work on progressing the project has commenced.

The Tactran ENABLE MaaS proposal has been awarded up to £550,112 from the MaaS Investment fund for a total project cost of £842,689. The £550,112 is supplemented by £260,000 match funding from Tactran and partners and also a predicted revenue income from the project of £32,577. Tactran's financial commitment is £10,000 in 2019/20, with further proposed provision of £55,000 in 2020/21 and £55,000 in 2021/22.

The ENABLE project will:

- Develop a Tactran region wide MaaS platform which brings together real time journey planning data, booking/ticketing and the payment systems of public, active and shared mode transport operators
- Extend and integrate the existing Mi-Rewards system into the ENABLE MaaS platform
- Co-tailor and pilot three apps powered by the MaaS infrastructure platform with three 'service lead' organisations: NHS Tayside, Loch Lomond and the Trossachs National Park Authority (LLTNPA) and Dundee and Angus College.

All of this allows (and incentivises through rewards) a user to confidently and more easily plan, book and pay for sustainable travel options within the Tactran region. The specific target users and scope for the three (nine month) pilots are:

- Perth Royal Infirmary: Improving awareness and booking of access options for patients, visitors and staff to NHS Tayside sites. This pilot will focus on the new regional centre for urology at Perth Royal Infirmary attracting travel from across the Tactran region and NE Fife
- Loch Lomond and Trossachs National Park (LLTNP) – Promoting and enabling sustainable travel options in the south east of the Park - a heavily used tourist area – for both visitors and residents
- Dundee & Angus College – Improving access opportunities to further education for students as well as promoting sustainable inter-campus movement for staff.

It is anticipated that the three 9 month pilot projects will launch at different times throughout 2020.

Climate Change

The Regional Electric Vehicle Strategy work that had commenced during 2018/19 was completed in 2019/20, in partnership with all 4 constituent Councils.

Specialist consultants Urban Foresight were procured to develop a Regional Electric Vehicle Strategy for the region. Work commenced in February 2019 with the Regional EV Strategy being approved at the Partnership meeting in September 2019. The Tactran EV Strategy outlines a vision 'to be Scotland's exemplar region for enabling the electrification of transport in the context of a smart, integrated, sustainable mobility system' and aims to pursue a strategy

that supports vehicle uptake, develops infrastructure and promotes electric mobility.

The inaugural Tactran Regional EV Delivery Forum was held on 6 February 2020 at Michelin Scotland Innovation Parc (MSIP), involving over 30 participants from a range of organisations, including Local Authorities, Transport Scotland, Infrastructure Providers, Car Club Operators, MSIP, Distribution Network Operators, Bus Operators and NHS Tayside. The Forum was focussed on developing a Delivery Plan for the Tactran EV Strategy, with work continuing in 2020 to develop the Delivery Plan and to implement its actions.

4. REGIONAL TRANSPORT STRATEGY MONITORING

The RTS Monitoring Framework defines a range of Performance Indicators (PIs) which aim to monitor and measure progress towards achieving our RTS Objectives. These incorporate Scottish Government priority indicators for contribution towards relevant national transport outcomes, including:

- **reducing traffic congestion;**
- **increasing the proportion of journeys made by public or active transport;**
- **increasing the proportion of cycling and walking journeys to school; and**
- **reducing numbers killed and seriously injured in road accidents.**

A number of key data sources used, such as the Scottish Household Survey (SHS), are published bi-annually. In addition, a number of Indicators are intended to measure trends over the longer term, with improvements likely to take place gradually over the period of the RTS and beyond, and thus are not expected to change significantly year on year.

The RTS Monitoring Framework was reviewed and updated during 2016/17 following earlier review and approval of the RTS 2015 -2036 Refresh and completion of the RTS Delivery Plan review in June 2016.

The purpose of the RTS Monitoring Framework is to identify and track outcome indicators which help inform:

- **the extent to which the RTS objectives are being achieved;**
- **the extent to which the RTS Delivery Plan, and other programmes, are achieving their intended outcomes; and**
- **whether the assumptions behind the RTS objectives remain relevant.**

In doing so, the RTS Monitoring Framework provides an evidence base for the Partnership and its partners to make informed policy and investment decisions.

This framework was further reviewed during 2017/18 and 2018/19 in light of emerging Community Planning LOIP and related delivery priorities and action plans. The monitoring framework was approved by the Tactran Board in June 2018 with a [RTS Monitoring Framework 2018 Progress Report](#) presented to the board in September 2018.

The Tactran Regional Transport Strategy (RTS) was first adopted in 2008. A refresh of the Strategy was approved in July 2015 to cover the period 2015-2036. The Partnership has agreed to delay a review of the strategy until following the review of the National Transport Strategy. As noted earlier in this document, the second National Transport Strategy (NTS2) was adopted in February 2020 and consideration will now be given to commencing a new Regional Transport Strategy for the Tactran region in 2020/21 and the RTS

Monitoring Framework 2018 Progress Report will feed into the new RTS development.

5. CONTRIBUTING AND INFLUENCING LOCALLY, REGIONALLY AND NATIONALLY

Community Planning

RTPs are statutory Community Planning agencies with a duty to contribute positively and directly to supporting economic growth, equality, environmental and sustainability outcomes in each CPP area. This duty has been reinforced by the designation of RTPs as statutory Community Planning Partners (CPP), Public Service Authorities and Relevant Authorities in Schedules 1, 2, and 3 respectively of the Community Empowerment (Scotland) Act 2015.

As outlined earlier in this report, the RTS Refresh policies and objectives and RTS Delivery Plan proposals and interventions have been designed and comprehensively mapped and aligned with supporting the Scottish Government's Strategic Objectives and National Outcomes and with local priorities identified in SOAs.

Tactran remains fully committed to actively supporting Community Planning across the region and is a formal signatory to the earlier SOAs for the Angus, Dundee City, Perth & Kinross and Stirling areas. Partnership officers sit on and contribute actively to each of the Community Planning Partnerships and their relevant thematic/delivery groups.

Specific Community Planning priorities and outcomes which the Partnership and its RTS delivery activity and priorities contribute directly and indirectly to locally and nationally include our work on:

- **enhancing strategic infrastructure and connectivity;**
- **promoting Active Travel and Travel Planning;**
- **Health & Transport and related Action Planning under the auspices of CPPs;**
- **Regional EV Strategy**
- **Park & Ride/Choose Strategy;**
- **Freight Quality Partnership;**
- **supporting road accident reduction and road safety education campaigns; and**
- **promoting more sustainable movement of passengers and freight generally in support of public sector Climate Change duties and transport carbon abatement.**

During 2019/20 Tactran contributed to the delivery of agreed CPP priorities across the region via Council area-wide Local Outcomes Improvement Plans (LOIPs) that replaced Single Outcome Agreements under the Community Empowerment (Scotland) Act 2015. This included contributing to and supporting Locality Action Plans developed by local communities. At both a

strategic level in LOIPs and in nearly all Locality Actions Plan, connectivity and access to services was a priority.

Contribution to Local Outcomes Improvement Plans (LOIPs)

Tactran activity and priorities during 2019/20 which contributed to LOIP outcomes included the following: -

- **supporting inclusive economic growth** – through proactive support of the two City Region Deals covering the Tactran area: the Stirling/Clackmannanshire and Tay Cities Region Deals. Tactran participated in and provided the secretariat for Tay Cities Transport Theme Board and supported the development of strategic outline business cases. It also provided technical and financial support for the Tay Cities Regional Transport Model. Similarly, officers have been supporting project development in the Stirling/Clacks City Deal. Additionally, through promoting and supporting enhancements to transport infrastructure and internal and external road, rail and air connectivity; ongoing work on the development of proposals for improved rail services through Revolution in Rail proposals in consultation with the rail industry. Also via membership of the East Coast Mainline Authorities (ECMA) consortium and the High Speed Rail Scotland group. Tactran has further supported Transport Scotland in the development of the Regional Transport Working Groups (RTWGs) that provide the medium for consultation on the Strategic Transport Projects Review (STPR2) proposals to improve strategic transport network connectivity nationally and regionally. Tactran continues to work with HIAL and the Dundee Airport Consultative Committee to support improved air connectivity and facilities at Dundee Airport.
- **supporting improvements in health and wellbeing, increased physical activity and reducing health inequalities** - through continued development of the RTS Delivery Plan projects supporting the Health & Transport strategies, working with and through CPPs on development of locally relevant Health & Transport Plans; drawing down funds from the Regional Active Travel Development Fund to support these measures; working with Councils, Health Boards, Sustrans, Cycling Scotland and Paths for All on the development of regional and local Active Travel initiatives; promoting opportunities to develop walking and cycling networks and facilities; funding the development and delivery of infrastructure which promote and increase walking and cycling access to health and education facilities through the Tactran Active Travel Grant scheme; and supporting the delivery of cycle training programmes to encourage increased cycling by people of all ages;
- **contributing to community and road safety** - through continued partnering on and financially supporting the delivery of road safety education campaigns such as Safe Dive/Stay Alive in all 4 partner Council areas; contributing towards the development of national cycle monitoring capacity and capability regionally; contributing, as appropriate, to delivery of local infrastructure improvements, promoting active travel and other

initiatives; and partnering with Cycling Scotland, Councils, education establishments, local communities and other partners to promote safe cycle training for early years, primary and secondary schoolchildren and adults;

- **supporting the provision of high quality and accessible local services** - through ongoing maintenance and development of the Thistle Card assistance card and associated “app” to assist disabled bus users across the region; maintenance and development of the digital marketing strategy and [‘Get on the Go’](#) social media campaign; and developing regional strategies for emerging technologies such as MaaS (Mobility as a Service) pilot projects.
- **supporting improvements in environmental quality and reduction in transport related carbon emissions** - through supporting public and private sector organisations to develop and implement Workplace and Active Travel Plans and supporting measures and infrastructure; working in partnership with Transport Scotland and all other RTPs to develop the Travelknowhow web-based travel planning toolkit as a nationally available resource; promoting the Liftshare platform to reduce the costs and environmental impact of travel; providing support to a range of public and private sector organisations to aid their development and implementation of workplace Travel Plans in support of Climate Change Act objectives; developing a Regional Electric Vehicle Strategy; promoting and delivering more sustainable travel choices through the regional Buses; Rail; Park & Ride; Travel Information and Active Travel strategies; and progressing Freight Quality Partnership initiatives aimed at more sustainable transport of goods including timber transport.

Continuing to engage proactively in and supporting the process of developing and implementing LOIPs, participatory budgeting and associated Locality Action Plans/Programmes will continue to be a key focus for the Partnership.

Land Use and Transport Planning

Reflecting the importance of ensuring that strategic Land Use and Transportation policy and planning are properly aligned and integrated in a manner which supports sustainable economic growth, the Regional Transport Partnerships are designated as statutory ‘key agencies’ in Development Planning.

The RTS strongly promotes the principle that development should be directed to the most economically and environmentally sustainable locations, supported by sustainable transport systems and solutions, and that new and existing development should adopt and promote increasingly sustainable approaches to addressing and meeting transport demands.

Tactran has previously contributed to, supporting and influencing the TAYplan Strategic Development Plan (SDP) for the Dundee City, Angus, Perth & Kinross and North East Fife region. The Planning (Scotland) Act 2019 passed by the

Scottish Parliament in June 2019, among other reforms, has reformed Strategic Planning and replaced the previous SDPs with a requirement for constituent planning authorities to work together to deliver Regional Spatial Strategies. Tactran will continue to contribute to these RSSs, as well as the Local Development Plans (LDPs) covering each of our 4 partner Council areas plus the Cairngorms National Park and the Loch Lomond and The Trossachs National Park.

Development Planning consultations responded to during 2019/20 included:

- **Stirling Council LDP Supplementary Guidance on ‘Transport and Access’**
- **Perth and Kinross LDP Supplementary Guidance on ‘Green and Blue Infrastructure’**
- **Perth & Kinross Council Local Development Plan 2: Draft Delivery Programme 2017-2029**
- **Loch Lomond and the Trossachs National Park Authority (LLTNPA) Outdoor Recreation Strategy**

Influencing Policy Nationally and Locally

The Scottish Government reaffirmed its commitment to reviewing the National Transport Strategy (NTS2) during 2019/20. Tactran officers engaged with Transport Scotland during its development and the Partnership submitted formal comments on the draft NTS2 in September 2019. This has assisted in Transport Scotland shaping the final NTS2 which was published in February 2020.

Transport Scotland also commenced on a full review and updating of the Strategic Transport Projects Review (STPR2), assisted by the formation of Regional Transport Working Groups (RTWG) covering the whole of Scotland. Tactran is involved with two of these RTWGs; namely Tay Cities and Forth Valley, with Tactran providing the Secretariat for the former. The Partnership in Spring 2020 responded to consultation on the National Case for Change report and Case for Change reports for both Tay Cities and Forth Valley regions.

The Transport (Scotland) Act 2019 received royal ascent in November 2019 and includes measures to improve bus services, better regulate road works, promote responsible parking and advance Low Emissions Zones. The regulations required for these will be developed during 2020/21 and Tactran will look to assist in shaping these.

The reviews of the NTS2 and STPR2 are being progressed in alignment with a new Planning Act and updating of the National Planning Framework (NPF4).

The NTS2 review includes a commitment to review of future transport governance roles, responsibilities and arrangements. Inputting to and influencing these major policy developments over the next few years will be a key priority for the Partnership.

The Partnership and its officers continued to engage proactively in the development of transport and other related policy nationally, regionally and locally. Consultations and publications responded to and commented on during 2019/20 included:

- **Infrastructure Commission for Scotland ‘Initial Call for Evidence and Contributions’**
- **Williams Rail Review**
- **Scottish Government’s Rural Economy and Connectivity Committee consultation on the proposed workplace parking levy amendments to the Transport (Scotland) Bill**
- **Department for Transport’s consultation ‘Aviation 2050 – the future of UK aviation’**
- **Scottish Government consultation on National Transport Strategy (NTS2)**
- **Scottish Government’s ‘Scotland’s Low Emission Zones: Consultation on Regulations and Guidance’**

Tactran continues to collaborate and coordinate with the other RTPs on strategic policy development and delivery at a regional and national level through participation in the RTP Chairs Forum and the RTP Lead Officers Group.

The Partnership’s officers continued to contribute to national policy and professional development through active engagement in the following professional bodies and associations:

- **Society of Chief Officers of Transportation in Scotland (SCOTS)**
- **Association of Transport Coordinating Officers (ATCO)**

6. GLOSSARY

ATCO	Association of Transport Co-ordinating Officers
CPP	Community Planning Partnership
CRP	Community Rail Partnership
FQP	Freight Quality Partnership
LDP	Local Development Plan
LOIP	Local Outcomes Improvement Plan
NCN	National Cycle Network
NTS	National Transport Strategy
PI	Performance Indicator
RTP	Regional Transport Partnership
RTS	Regional Transport Strategy
RSS	Regional Spatial Strategy
SCOTS	Society of Chief Officers of Transportation in Scotland
SDP	Strategic Development Plan
SHS	Scottish Household Survey
SOA	Single Outcome Agreement
STPR	Strategic Transport Projects Review