



ANNUAL REPORT

2018/19

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ANNUAL REPORT 2018/19

FOREWORD

We are delighted to present Tactran's Annual Report for 2018/19.

Building on the foundations of the refresh of the statutory Regional Transport Strategy (RTS), which gained Ministerial approval in July 2015, and a refreshed RTS Delivery Plan approved in June 2016, the Partnership has made great strides in collating resources to support delivery in 2018/19. Accordingly, the major focus for the Partnership was to further the implementation of the refreshed RTS Delivery Plan.

In particular, the Partnership supported efforts to deliver sustainable and inclusive economic growth. In 2018/19 Tactran was proactive in support of the two City Region Deals covering the Tactran area: the Stirling/Clackmannanshire and Tay Cities Region Deals. Tactran led the Connected Tay theme 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 and the Partnership offered financial support for the evolution of projects up to 'Case for Change' stage. That support will continue into 2019/20 as both City Deals look to publish their Implementation Plans later in the year.

As an example of strategic coordination, Tactran has been the commissioning body for the Tay Cities Aviation Study and continues to work with HIAL and the Dundee Airport Consultative Committee to support improved air connectivity and facilities at Dundee Airport. The Study reported in June 2019, it provided an input into the development of the Outline Business Case for City Deal investment and the foundation for a response to the Aviation 2050 green paper.

The Partnership has supported Transport Scotland in the development of the Regional Transport Working Groups (RTWGs) that will provide the platform for consultation on the Strategic Transport Projects Review (STPR2) proposals to improve network connectivity both nationally and regionally. This support will continue into 2019/20 with stakeholder consultation events planned over the summer and an opportunity for Board members to review the proposed interventions and associated investment plans in the autumn.

Due to the success of the Partnership in drawing in external funding through successful funding bids amounting to c£500k, the resources available to support the implementation of the RTS Delivery Plan in 2018/19 was unprecedented. It is likely to be at a similar level in 2019/20 and work to support Active Travel; Health & Transport and Travel Planning will continue. In particular, we will retain our strategic alliance with Sustrans and continue to develop the strategic alliance with Cycling Scotland. With the heightened importance of Active Travel as a key component of sustainable transport, delivering on the programme of Active Travel Audits across 13 settlement locations and the Regional Walking and Cycling Network will be a priority.

Tactran also ventured into new areas to address the emergence of new technology and digital connectivity following the publication of our MaaS Playbook and consideration of a bid into the MaaS Investment Fund to further the integration of energy, technology and alternative modes of travel. The region is a leader in the adoption of electric and low emission vehicles and we will seek to consolidate this leadership with the development of our Regional EV Strategy.

With the anticipated implications of Brexit approaching, the pressing need of getting goods and labour to market has been to the fore in 2018/19 and will continue to be so. Tactran will closely monitor emerging arrangements via the Freight Quality Partnership and bring forward a Freight Mapping tool allowing for better routing across the region and improved public understanding of the compliant freight routes.

Tactran has continued to monitor progress on the Transport Bill, the Planning Bill, the Climate Change Plan and the National Transport Strategy (NTS) Review. Tactran recently responded to the additional proposals on the Workplace Parking Levy, an additional amendment to the Transport Bill, and will continue to advocate that strategic interventions of this type should be managed and monitored at a regional level. We have also played a part in addressing the role transport can play in improving air quality as a member of the Dundee Low Emission Zone (LEZ) Delivery Group and as a participating member of the Clean Air for Scotland Review Group.

Tactran will continue to be proactive in supporting both Community Planning and Development Planning. There is consensus at a locality level that 'connectivity' is a key theme and vital to the future prosperity and well-being of 'place'. We will continue to advocate for the integration of strategic transport along with planning and economic development as the primary contribution to the Place Principle. Our RTS priorities and delivery activity are fully aligned with supporting the achievement of economic, environmental, social, health and wellbeing outcomes.

The Partnership agreed that the Monitoring Framework should be kept under ongoing review and be updated to take account of further developments in relevant policy and delivery frameworks, including Community Planning as a result of the Community Empowerment (Scotland) Act 2015. This included ensuring alignment of RTS policies and delivery priorities with all relevant national, regional and local strategies, plans and action programmes, including those supporting Community Planning and Local Development Plans.

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.

We were sorry to lose our Chair with the sad passing of Councillor Brian Gordon in February, who provided steadfast leadership and a significant contribution to the Partnership since his election in June 2017 and this Annual Report is dedicated to him and the leadership he demonstrated on behalf of the Partnership throughout the 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**

**Dr Tom Flanagan
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 2018/19 was:-

Angus Council
Councillor Bill Duff (to March 2019)
Councillor Mark McDonald (from March 2019)
Councillor Ronnie Proctor

Dundee City Council
Councillor Lynne Short
Councillor Will Dawson
Councillor Brian Gordon (Chair)

Perth & Kinross Council
Councillor Alasdair Bailey
Councillor Bob Brawn (to June 2018)
Councillor David Illingworth (from June 2018)
Councillor Andrew Parrott

Stirling Council
Councillor Danny Gibson
Councillor Jim Thomson

Non-Councillor Members
Ms Trudi Craggs (Deputy Chair)
Mr Mark Craske
Mr Bob Benson
Mr David Scotney
Mr Gavin Roser (to September 2018)

N.B. The Partnership agreed to operate with four Non-Councillor Members from September 2018 and advertise the remaining vacancy in summer 2019.

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 Gavin Roser who retired from the position on 30 September 2018. Despite extensive advertising it was not possible to fill the vacancy and at the meeting on 25 September 2018 the Board agreed to operate with four non-Councillor Members and advertise again for the vacancy in summer 2019.

Partnership Business

The Partnership Board meets quarterly. During 2018/19 meetings were held on:-

- **26 June 2018 in Perth**
- **25 September 2018 in Stirling**
- **18 December 2018 in Forfar**
- **19 March 2019 in Dundee**

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 Gordon (Chair)
Councillor Proctor
Councillor Thomson
Councillor Parrott
Ms Trudi Craggs (Deputy Chair)

During 2018/19 business dealt with by the Executive Committee included:-

- approving two bids to the Local Rail Development Fund;
- approving the Partnership response to the Rural Conversation;
- approving the Partnership response to the consultation on New Cycling Offences;

- approving for publication the Partnership's Public Sector Equalities Duties reports by April 2019;

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 Partnership noted the implementation of the EU General Data Protection Regulation (GDPR), which came into effect on 25 May 2018. GDPR 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, the appointment of Donald Henderson, Data Protection Officer, Perth & Kinross Council as Tactran's own Data Protection Officer was approved.

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 2018/19 at its meeting on 18 June 2019, 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 an update to its Climate Change Adaptation Policy Statement at its meeting on 13 September 2016. Tactran’s Annual Public Sector Climate Change Report for 2018 was approved for submission at the meeting on 25 September 2018. These reports and related documentation can be viewed on the [website](#).

2. PARTNERSHIP RESOURCES

Executive Team

During 2017/18 following a review of its staffing establishment, the Partnership was able to recruit to the team and by the start of the 2018/19 financial year had a full complement of staff in place as detailed below. The Partnership Director took up post in June 2018.

Within the constraints of available funding the opportunity was taken to review and adapt the staffing structure to take account of earlier and further anticipated revisions to the transport and wider public sector policy and delivery landscape. This includes a comprehensive review of the National Transport Strategy and associated review of national, regional and local public sector and other transport agency roles and responsibilities, which is due for completion by December 2019; emerging City Deals and the potential for new models of regional governance to arise from these processes; the Planning Review; and the Enterprise & Skills Review, all of which have the potential to influence or impact upon the future delivery of regional transport planning and Tactran's other statutory duties and responsibilities.

The revised 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 2018/19 the Partnership retained its strategic alliance with sustainable transport charity Sustrans. Under this partnership Tactran appoints direct a Strategy Officer for Sustainable Transport and Sustrans pledged 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 2018/19 they were:-

- **Secretary – Gillian Taylor, 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**

At its meeting on 26 June 2018 the Partnership reaffirmed the appointment of these Proper Officers for the duration of the current Local Authority electoral term from 2017 – 2022.

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
fax – 01738 639705

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 2018/19 Core operating budget, covering the Partnership's day to day running costs, was £463,298.

Core funding contributions during the year were:-

Scottish Government Grant in Aid	358,048
Angus Council	23,595
Dundee City Council	29,265
Perth and Kinross Council	31,210
Stirling Council	18,950
Other Income	2,230
Total	463,298

A detailed breakdown of actual Core expenditure for 2018/19 is provided in Table 1 below. During the year a number of revisions were approved to the Core budget to reflect changed funding needs and projections, including an amount of £3,410 as deferred income, the revised Core Budget was approved as £466,708.

Table 1: Core Revenue Budget 2018/19

Expenditure	Approved Budget	Actual Expenditure	Variance
	£	£	£
<u>Staff Costs</u>			
Salaries	297,162	301,226	4,064
Superannuation	50,518	51,087	569
National Insurance	32,933	33,156	223
Training/Conferences	1,200	1,095	(105)
Subscriptions	330	200	(130)
	382,143	386,764	4,621
<u>Property Costs</u>			
Energy, Repairs etc.	4,800	3,708	(1,092)
Cleaning	1,600	2,219	619
Maintenance	500	(195)	(695)
Rent	13,400	13,490	90
Rates	-	-	-
	20,300	19,222	(1,078)
<u>Supplies & Services</u>			
Office Consumables	4,125	5,449	1,324
Communications	3,000	3,133	133
Insurance	6,140	5,782	(358)
Information Technology	200	439	239
Hospitality	700	782	82
Board Expenses – Misc.	1,000	415	(585)
	15,165	19,222	835
<u>Transport Costs</u>			
Travel and Subsistence	2,000	1,747	(253)
Public Transport	2,200	3,595	1,395
Expenses – Board Members	1,000	1,210	210
	5,200	6,552	1,352
<u>Third Party Payments</u>			

Audit Fees External	9,900	9,863	(37)
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	750	1,841	1,091
	43,900	44,954	1,054
Gross Expenditure	466,708	473,492	6,784

The £6,784 overspend was slightly reduced by £219 due to Interest Received for the year, resulting in a net overspend of £6,565, as reported in the 2018/19 Annual Accounts. Notable variances include an increase in staff cost projections due to a variation in salary increments and the pay settlement, and an increase in Transport Costs due to greater use of public transport as all posts in the staff structure have been filled.

Regional Transport Strategy Revenue Programme

The approved 2018/19 RTS Revenue Programme of £295,184 comprises Scottish Government Grant in Aid totalling £164,702 plus £130,482 Deferred Income. In addition, grant award income of up to £516,424 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 £251,694 expenditure was utilised in 2018/19 with up to £264,730 being utilised in 2019/20.

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 2018/19 Audited Annual Accounts Management Commentary, is shown in Table 2:-

Table 2: RTS Revenue Programme 2018/19

Expenditure on Projects	Budgeted	Actual Expenditure	Variance
RTS Delivery Plan	15,000	16,019	1,019
Strategic Connectivity	110,000	208,665	98,665
Health & Transport	18,000	25,113	7,113
Active Travel	60,000	126,865	66,865
Travel Planning	23,150	40,175	17,025
Buses Strategy	11,500	25,735	14,235
Rail	15,000	35,440	20,440
Freight	8,000	2,995	(5,005)
Travel Information	12,000	10,332	(1,668)
Climate Change	20,000	20,000	0
Contingency	2,534	0	(2,534)
Gross Expenditure	295,184	511,339	216,155

As detailed above, the grant awards made available during the year allowed the Partnership to supplement resources in respect of Active Travel, Travel Planning and Rail 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 small contingency of £2,534 remained from the original approved budget, contributing to the carry forward to the 2019/20 RTS Revenue Programme.

The net carry forward to the 2019/20 RTS Revenue Programme comprises under/overspend in the Core and RTS Revenue Programme Budgets. The carry forward to the 2019/20 RTS Revenue Programme is therefore £28,974, as reported in the 2018/19 Annual Accounts.

The detailed financial statements for the year are presented in the Partnership's 2018/19 Audited Accounts, these were approved at the meeting on 17 September 2019, 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.

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.

In total 33 Active Travel projects have been awarded funding through Tactran's ATG scheme since 2014. This total includes funding of 6 projects in 2018/19 committing a total grant award of £233,438 within the financial year, as follows:

Partner Organisation	Project	Amount Awarded
Perth and Kinross Council	Carse of Gowrie - Cycle and Ride	£20,000
Perth and Kinross Council	Expansion of Green Routes	£15,500
Perth and Kinross Council	Perth Cycle Network Digital Community Engagement Platform	£24,800
Perth and Kinross Countryside Trust	Auchterarder to Muthill Feasibility Study	£50,188
NHS Tayside	Ninewells Hospital Active Travel Infrastructure Feasibility and Design	£36,000
Dundee City Council	Arbroath Road at Dawson Park Cycleway	£86,950
Total		£233,438

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 2019/20 financial year. Revisions are proposed to the 2018/19 ATG guidance and criteria to reflect changes to the national Community Links criteria.

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 Sustran 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. Sustran contributed up to a maximum of £46,600 towards the cross-boundary project. 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.

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

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 current 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.

Following a comprehensive update of the RTS Delivery Plan in 2017/18 which identified 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. The RTS revenue allocation in 2018/19 further developed the delivery programme with a particular focus on Active Travel 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 emerging City Deals for the Tay Cities and Stirling & Clackmannanshire City Regions.

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 2018/19 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, anticipated further accessibility modelling in support of the RTS Monitoring Framework and a Graduate Placement on an equally shared basis with the Transport and Planning Team at Perth & Kinross Council.

Strategic Connectivity

The focus for strategic connectivity in 2018/19 was the support for emerging City Region Deal priorities for the Tay Cities and Stirling & Clackmannanshire city-regions, which the Partnership has a key role in supporting. Also, for inputting to and influencing the ongoing review of the National Transport Strategy (NTS2) and the related review and updating of the Strategic Transport Projects Review (STPR2). Sustran had provided Tactran with a £10,000 contribution allocated under this budget heading.

Tactran continues to support the development of the Tay Cities Region Deal through participation at Tay Cities Joint Committee, Management Group, providing the Connected Tay (Transport) theme advisor and development of Tay Cities Regional Transport Model.

The Partnership had previously agreed to contribute a total of £105,000 over financial years 2017/18 (£50,000) and 2018/19 (£55,000) towards the costs of developing the Tay Cities Regional Transport Model in partnership with the Tay Cities Deal Councils and Transport Scotland.

It was reported to the Partnership at its meeting on 25 September 2018, that SYSTRA had been appointed to develop the model. The contract is progressing well and is programmed for completion by end of 2019 when the Regional Transport Model will become available for use.

Transport Scotland and Tactran, on behalf of Tay Cities, have also signed a Memorandum of Understanding committing to a 50:50 funding basis for delivery of the Tay Cities Regional Transport Model. The Tay Cities contribution is estimated to be around £220,000, with Tactran anticipating providing approximately £130,000 and the Tay Cities Local Authorities combined providing £90,000.

Tactran provided £55,000 in 2018/19 (including the £10,000 Sustran contribution) with the £50,000 allocation in 2017/18 contributing to the data collection undertaken in spring 2018. Tay Cities Local Authorities combined are providing £82,250 in 2018/19. It is anticipated that a further Tactran budget allowance of approximately £25,000 will be required in 2019/20.

In order to develop the Outline Business Case (OBC) for Tay Cities Deal Dundee Airport Investment project, 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 being provided in 2019/20. The options appraisal work was undertaken by York Aviation and was completed in June 2019.

The Heads of Terms Agreement for the Stirling & Clackmannanshire City Region Deal was agreed with Scottish and UK Governments on 31 May 2018.

A provision of £55,000 for supporting the Stirling & Clackmannanshire City Deal during 2018/19 had been allowed within the RTS revenue budget and at its meeting on 18 December the partnership was informed that the intention was to provide this as a grant award to Stirling Council supporting the development of strategic connectivity and other relevant elements of the Stirling & Clackmannanshire City Deal.

Following discussions between Stirling and Tactran officers, discussion at the Stirling-Clackmannanshire Regional Transport Working Group and also discussions between Tactran and Transport Scotland regarding work that can inform the Strategic Transport Projects Review (STPR2), Tactran provided a grant of £55,000 to Stirling Council to undertake case for change work in line with Scottish Transport Appraisal Guidance (STAG) for:

- Identification of issues and opportunities in and around M9 Junction 10 (Craigforth)
- Identification of issues and opportunities in and around A91 between

Manor Powis and Pirnhall (M9 Junction 9) junctions

Subject to the cost estimates for the above work, it has been agreed that it would also be beneficial for Stirling Council to secure consultancy support to scope the transport modelling work which would be required to help take forward these and other strategic transport projects.

The ongoing review of the National Transport Strategy (NTS2) continued throughout 2018/19, with the draft document launched on 31 July 2019 with planned finalisation in late 2019. Review of the NTS2 will be accompanied by review and updating of the Strategic Transport Projects Review (STPR2), which commenced early in 2019 and is scheduled to be completed by the end of 2020. Tactran is participating in two Regional Transport Working Groups (RTWGs) that will influence and inform the STPR2, Stirling & Clackmannanshire and Tay Cities.

Health and Transport

The Regional Health & Transport strategy has been developed in collaboration with partner Councils, NHS Forth Valley, NHS Tayside and other Community Planning partners. 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.**

The budget allocation included 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, plus a further £6,000 to support review and development of locally relevant aspects of the Health & Transport Strategy in support of emerging Locality Action Plans through Community Planning Partnerships (CPPs).

This budget is also supplemented by further income of £8,800 from Paths for All towards provision of Liftshare and My PTP (Personalised Travel Plans) for 4,500 staff at NHS Forth Valley and updating the Liftshare and My PTP scope for 8,500 staff at NHS Tayside. The overall cost of this initiative was £17,580 with funding of £8,800 provided by Paths for All as part of the Smarter Choices Smarter Places (SCSP) initiative. This work has now been completed.

Tactran's Health & Transport Framework and associated Action Plans are also being reviewed with a view to further engagement with the NHS and Community Planning Partnerships, with continuing support from SYSTRA.

Active Travel

A budget of £60,000 was allocated to developing, promoting and encouraging Active Travel in 2018/19 helping to take forward this key element of the RTS. 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 Active Travel Audits.

In addition to the Active Travel Grants and Regional Active Travel Development Fund outlined above, the following work was undertaken in 2018/19.

Tactran was successful with an application the Smarter Choices Smarter Places Open Fund to carry out Modal Share Cordon Counts across the region. There are limited existing data sets that can be utilised to measure mode share within the region, therefore the aim of the cordon counts is to help to better understand the modal share across the Tactran region and inform future investment priorities.

The Smarter Choices Smarter Places Open Fund is managed by Paths for All and aims to encourage people to change their behaviours to walk or cycle as part of their everyday short journeys. Tactran was awarded £20,000 from the Fund with Tactran providing £10,000 and the four constituent Councils providing £10,000 as match funding.

The areas that have been identified to receive a cordon count are Cowie in Stirling, Dundee and Perth city centres with the area in Angus yet to be determined. These have been agreed in consultation with the constituent Councils officers.

Tactran has commissioned Systra Ltd to co-ordinate and manage the cordon counts and to source a suitably qualified and experienced contractor to carry out the counts.

The Sustainable Transport team within Transport Scotland approached the 7 RTPs in January 2019 seeking potential projects that could utilise some unallocated funding from their 2018/19 budget.

In consultation with the constituent Councils a list of potential projects was submitted to Transport Scotland in February 2019. The projects had to come with the assurances that they would be completed by the end of June 2019. Tactran received a grant offer letter for £233,300 on the 29 March 2019. The funding was identified to help take forward four projects in Dundee totalling £108,300 and for two projects in Perth and Kinross totalling £125,000.

A programme of developing Active Travel Audits commenced in March 2017 and was completed by end of June 2018, with 13 settlement locations in total having been audited.

Dundee City Council, in discussion with Tactran, identified those areas which will be developed further within the Lochee and Coldsides audit areas. The

programme of work developed outline design options and was completed by June 2019. An award of £59,774 was made to Dundee City Council, comprising £30,000 from Tactran RTS Revenue Budget and a £29,774 contribution from Sustrans.

Cycling Scotland Support Activity

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; and Practical Cycle Awareness Training for PCV/HGV drivers.

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. Each year over 37,000 children participate in the scheme across its three levels. Bikeability Co-ordinators continue to operate in Angus, Dundee, Perth & Kinross and Stirling supported by the Tactran Cycle Training and Development officer. Cycling Scotland are working to strengthen Bikeability Scotland and Tactran's Cycle Training and Development Officer has been assisting with the ongoing processes for the coordinator resources, case studies, Bikeability strategy, national standards focus group and recruitment of Bikeability Scotland tutors.

In support of the All Ability & Adult Cycling Opportunities, Dundee University Institute of Sport and Exercise (ISE) and Tactran Cycle Training and Development officer have been working together to collate all information and produce a project evaluation from the Adult Cycling Project. 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 pilot will involve retailers and outlets hosting a Cycling Scotland Instructor to deliver Essential Cycling Skills sessions, with two outlets per local authority having access to equipment, traditional bikes and e-bikes.

During 2018/19 an additional 2 companies were awarded Cycle Friendly Employer (CFE) status, bringing the total to 35 employers across the region. They are Police Scotland, Maryfield Police Station, Dundee and Dundee Rep & Scottish Dance Theatre Ltd. 23 more employers are registered and due to be assessed or are currently working towards achieving CFE status.

Cycle Friendly Employer Development Grants were provided to 7 employers throughout the Tactran region to the sum of £97,292 across the four local authorities to support cycling and active travel in the workplace. They are:

- Stirling Council, Teith House
- NHS Tayside, Ninewells Hospital
- Perth & Kinross Council, Pullar House
- Police Scotland, Maryfield Police Office, Dundee
- Dundee Rep and Scottish Dance Theatre Ltd

- Jute Properties Ltd
- Ceteris Scotland Ltd

Play on Pedals (PoP) continues to increase across the region with all 4 Local Authorities early years teams planning and organising training for staff during 2018/19. The PoP programme is well received in the region and continues to grow from strength to strength. There are now over 100 early years staff trained as instructors throughout the region. The table below gives details of the participation rates in the 4 Local Authority areas:

Local Authority	Total No. of LA nurseries	No. of participating nurseries	No. of pupils participating	% participation of funded 3 & 4 year olds
Angus	50	10	130	12.8%
Dundee	27	27	837	55.3%
Perth & Kinross	61	26	468	21.4%
Stirling	32	16	387	32.4%

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 online has 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. A user research study was carried out which helped identify a possible extension opportunity to the TravelKnowHow by developing a staff engagement app and social media platform.

For 2018/19, the budget allocation allowed for recurring costs of £8,550 for development and maintenance of regional and local Liftshare websites, plus an allowance of up to £12,000 to support and encourage the development and implementation of other Travel Planning and Sustainable Travel Grant Scheme initiatives and projects by public and private sector agencies.

Promotion of the www.tactranliftshare.com lift-sharing website continued, with almost 5,000 members now registered.

The Travel Planning budget of £23,150 included £3,150 deferred income contribution towards promotion of the Travelknowhow Scotland website.

This budget heading is supplemented by additional Scottish Government grant of up to £29,625 to support continued maintenance and promotion of the Travelknowhow Scotland travel planning online toolkit. This grant covered the period 1 September 2019 to 31 August 2020 and it was agreed that this should

be realigned to coincide with the 2018/19 financial year, meaning that the total grant claimed in this financial year will be reduced to £24,375 and an allowance provided for this within the grant for financial year 2019/20.

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 being £6,470 in 2018/19. The timescale for this project continues into next financial year with completion programmed for January 2020.

The Sustainable Travel Grant scheme offers match funding to encourage and support implementation of effective Travel Plans. During 2018/19 the scheme supported NHS Tayside in developing a Staff Travel Survey and the production of maps/flyers at Arbroath Infirmary and to Stirling University to support the proactive approach to the marketing and promotion of car sharing.

Buses Strategy

The allocation of funding within the RTS revenue budget provides for bus support initiatives, such as maintenance and potential development of the regional Thistle Assistance Card and development of enhancements to infrastructure and services.

The budget allocation in 2018/19 provided for maintenance and development of the regional Thistle Assistance Card; a contribution towards bi-annual surveys of bus passenger usage and satisfaction in partnership with Transport Focus, Transport Scotland, bus operators and the other RTPs; and development of enhancements to infrastructure and services.

In addition Tactran provided £8,000 funding contribution to Dundee City Council to provide specialist consultancy support and advice during the migration period in transitioning to a new contract for an updated real time information system covering Angus, Dundee and Perth & Kinross.

Park & Ride/Choose Strategy

The Park & Ride/Choose proposals and priorities around Dundee and Perth as identified in the RTS and Park & Ride Strategy, were included as part of the 'ask' of the Tay Cities Deal. Tactran in partnership with Stirling Council has been successful in being awarded funding from Transport Scotland's Local Rail Development Fund to take forward an appraisal of Strategic Park and Ride at Stirling. Consequently no further specific budgetary provision for Park & Ride was made in 2018/19.

The Tay Cities Region Deal Heads of Terms agreed on 22 November 2018 included a commitment to close partnership working to inform the development and delivery of the transport projects within the Deal and additionally support and contribute to the National Transport Strategy and second Strategic Transport Projects Review (STPR2).

A Tay Cities Regional Transport Working Group has been formed to take forward regional priorities within the NTS/STPR and regionally and locally significant projects. As Park & Ride at Dundee and Perth are considered to be a priority for the region, it is proposed that the Tay Cities Regional Transport Working Group will take forward these Park & Ride proposals, together with other nationally and regionally significant projects that were not included in the Tay Cities Deal Heads of Terms.

Rail Strategy

During 2018/19 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.

Rail passenger surveys were undertaken at all stations in the Tay Cities area as part of the Tay Cities Regional Transport Model data collection to complement similar surveys already undertaken at Stirling station and stations in the Strathallan area during 2017/18. These have been analysed and a report has been provided which can be used to inform future development of rail in the Tactran area. Sustran have contributed £1,420 funding to the reporting as it contains information relating stations in North East Fife.

At its meeting on 25 September 2018 the Partnership noted and welcomed the award of up to a maximum of £97,000 and £125,000 from Transport Scotland's Local Rail Development Fund over the two financial years 2018/19 and 2019/20 to take forward transport appraisals at Bridge of Earn/Oudenarde and Stirling South respectively. Both transport appraisal contracts have since been awarded to Systra, with tender values of £98,495 for Bridge of Earn and £103,455 for Stirling South. The appraisals will be taken forward in parallel on a staged process with potential savings of between £4,295 for stage 1 and £16,855 if both projects continue to be taken forward in parallel throughout.

£13,800 and £11,970 of the allocated budgets of for Bridge of Earn and Stirling South transport appraisals respectively were utilised in 2018/19, with the remainder proposed to be fully utilised by end of March 2020.

Freight Transport

The Regional Freight Quality Partnership (FQP) includes representation from the Road Haulage Association (RHA), Freight Transport Association (FTA), Scottish Enterprise, Port of Dundee, Montrose Port Authority, Perth Harbour, Stirling & Tayside Timber Transport Group, ConFor, Highland Spring and partner Councils. The FQP oversees the development and implementation of an annual Regional Freight Action Plan.

During 2018/19 the allocated budget provided support towards development and implementation of Regional Freight Quality Partnership initiatives and priorities, including a contribution of £2,000 towards supporting the appointment of Stirling & Tayside Timber Transport Group's Timber Transport Officer and a contribution to Extreme Weather Resilience Event held by the Scottish Business Resilience Centre in January 2019.

Travel Information

The Partnership maintained the www.GoToo.com multi-modal travel information website throughout 2018/19. GoToo is a lifestyle focussed travel information website portal, developed by Tactran in consultation with partner Councils and wider stakeholders interests including business, tourism, health, transport operators and information providers to provide travel information where and when it is needed. It operates across a range of platforms, including laptops, tablets and smartphones providing residents and visitors with tailored travel information to help them explore and get around the region and beyond, as well as providing a range of travel tools and options to ease and make the daily commute more sustainable.

In addition to GoToo website, Tactran continued to support the 'Get on the Go Tayside' initiative, providing information to residents and visitors to Tayside of 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.

With a view to a potential bid to the proposed Transport Scotland MaaS Investment Fund, preparations were made for a Tactran Mobility as a Service (MaaS) market engagement event and workshop that was held in late Spring 2019, and the Travel Information budget was utilised to undertake preparatory work for this.

In particular, Urban Foresight has been commissioned to provide a MaaS Playbook aimed at establishing the context for successful deployment of new MaaS solutions in the Tactran region. The Playbook will focus on identifying potential projects (or "plays") to help Tactran secure funding from the Scottish Government's announced £2 million MaaS investment fund. The playbook contains both rural and urban MaaS opportunities and referenced where regional integration may add particular value to new mobility services. The [MaaS Playbook](#) can be found on the Tactran web site.



MaaS Playbook

Putting users at the
heart of mobility in
Central Scotland

PREPARED FOR



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. A summary of the headlines from the Monitoring Progress Report is shown in Table 3 below.

Table 3 - RTS Monitoring Framework 2018 Progress

Table 3: Headlines from RTS Monitoring Framework 2018 Progress Report	
RTS Indicator	Progress / Summary
Ec1 Traffic on major and minor roads	There was a small dip in traffic growth between 2010 and 2013 in Perth and Stirling, with traffic growth in Angus & Dundee appearing to be on a slight increase
Ec2 Numbers entering/leaving the region's stations	Significant increases in usage across region between 2009/10 and 2015/16. Small decrease in 2016/17
Ec3 Proportion of congested journeys	Perceived decreases by residents in all areas except Dundee
Ec4 (i) Journey time and (ii) service frequency between key locations by (a) rail (b) coach (c) air (d) car	Number of rail services and direct routes continue to increase (inc to Aberdeen and Edinburgh airports)
	Rail journey times to key destinations tend to be faster than by car (except between Perth and Edinburgh)
	Number of passenger services from Dundee Airport have declined
A1 Proportion of working age population within 30/60mins of employment centres by public transport	Across the region, 11.3% of the working age population (approx.6527) without access to a car have access to a limited number of employment centres (1 or 2 centres) within 60mins by public transport. In addition, 6.6% (approx. 3,810) of working age residents without access to a car do not have access to any employment centre by public transport.
A2 Proportion of population and non-car owning households within 30mins of a primary health care facility	91% of the population are within 30mins by walk/bus from the nearest GP However, between 10% (Angus/Stirling) and 13% (Perth & Kinross) of the population have no access by public transport to a GP. This amounts to approximately 40,428 people across the region, of which 1,382 live in households without access to a car
A3 Proportion of population and non-car owning households within 30mins drive time of A&E	Over half (52.4%) of the Angus population (approx. 60,780 people) are over 30mins drive time from an A&E unit. This includes 56.6% of the over 65s that do not have access to a car (approx. 3636people)
A4 Proportion of 16-24 year olds and total population more than one hour from a Further Education college by public transport	Across the region, 8.3% (approx. 5,243) of 16-24 yr olds are not able to access further education by public transport. A further 4.9% (approx. 3,100) over 60mins away by public transport. In Perth & Kinross 15.1% (approx. 2,173) of 16-24yr olds cannot access further education by public transport.
A5 Proportion of all/non-car owning households more than 30/60mins	8.2% of the population (41,172) are not able to access a local shopping centre (containing a small

Table 3: Headlines from RTS Monitoring Framework 2018 Progress Report

RTS Indicator	Progress / Summary
from retail facilities by public transport	supermarket and a post office), whilst 90.4% of the population are within 30mins by public transport 67.9 % of the population are within 30minutes of a regional shopping centre by public transport, whilst 3.2% (15,836) are over 60mins by public transport.
A6 Proportion of all/non-car owning households more than 30/60mins from recreation and leisure facilities	Between 10% (Angus/Stirling) and 13% (Perth & Kinross) of the population have no access by public transport to a leisure centre. 1.4% of households without access to a car, have no access to a leisure centre by public transport (approximately 1395 people across the region)
A7 Share of lowest 5/10/15% SIMD access deprived data zones	With the exception of Dundee, there is a significant element of each of the 3 remaining council areas that are amongst the most access deprived areas in Scotland. For example, 17% of Stirling, 20% of Angus and 21% of Perth & Kinross datazones are within the 10% most access deprived areas across Scotland.
A8 Bus frequency on strategic routes	The RTS target for a minimum level of bus service between the main centres is being maintained
A9 Adults (16+) - use of local bus services, and train services in the previous month	A slight decline in people who used the bus at least once a month across the region, with, as would be expected more frequent use of buses by Dundee residents. Perhaps an increase in those who used rail at least once a month up to 2014, with a slight decline since
A10 Access facilities at stations	While the level of facilities are improving, only the major stations could be considered fully accessible for people with mobility difficulties
En1 Transport related CO2 emissions	Transport related CO2 emissions dipped between 2008-2016, but now appear to be on rise, except in Dundee
En2 Percentage of the Tactran resident population who travel as a car driver, car passenger, on public transport, on foot or cycle	SHS data suggests that modal share has remained reasonably static between 2006-2017
H1 Air quality – NO2 and PM10 measurements	While there appears to be a slight improvement at monitored sites, there remain incidences above air quality thresholds
H2 Electric vehicle registrations	Number of electric vehicles increasing
H3 Adults (16+) - frequency of walking in previous 7 days	The frequency of walking at least once a week as a mode of travel has declined across Tactran, compared to an increase across Scotland

Table 3: Headlines from RTS Monitoring Framework 2018 Progress Report

RTS Indicator	Progress / Summary
H4 Proportion of children taking active travel modes to school	Active travel to school is increasing if you include park and stride as 'active travel'
S1 Number of (a) persons (b) children killed or seriously injured in road accidents	Numbers killed or seriously injured continue to decline at a faster rate than the national milestone targets
S2 How safe adults feel when travelling by bus	Improved perception of safety in Dundee and Perth & Kinross and a deterioration in Angus and Stirling
S3 Perceptions of safety when walking alone in the neighbourhood	The majority of people feel safe walking in their neighbourhood, with the perception of safety appearing to be improving in most areas, except Stirling
I1 Transport hubs with integration facilities	The level of interchange facilities at interchange sites across the area is mixed
I2 Compatibility of SDP, LDPs and National Park Plans with RTS objectives	Good compatibility
I3 Compatibility of RTS objectives with relevant national, regional, local strategies and policies	Good compatibility

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;**
- **Tay Estuary Rail Strategy;**
- **Park & Ride/Choose Strategy;**
- **Travel Information 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 2018/19 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 2018/19 which contributed to LOIP outcomes included the following: -

- **supporting sustainable economic growth** – through proactive support of the two City Region Deals covering the Tactran area: the Stirling/Clackmannanshire and Tay Cities Region Deals. Tactran led the Connected Tay theme 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 and the Partnership offered financial support for the evolution of projects up to ‘Case for Change’ stage. 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 following on from the Tay Estuary Rail Study and strategy (TERS) and 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 will provide the medium for consultation on the Strategic Transport Projects Review (STPR2) proposals to improve strategic road and rail network connectivity nationally and regionally. Tactran has been the coordinating body for the Tay Cities Aviation Study and 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 Action 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 strategies; promoting the completed Active Travel Audits within key settlements to identify opportunities to develop walking and cycling networks and facilities; funding the development and delivery of infrastructure which promote and increase walking and cycling for commuter, leisure and other travel through the Tactran Community Links 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 regional travel information strategy and [‘Get on the Go’](#) social media campaign; funding the specification of an upgraded Real Time Passenger Information system covering Angus, Dundee City and Perth & Kinross; and developing regional strategies for emerging technologies such as the EV Strategy and MaaS (Mobility as a Service) Playbook.
- **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 Sustainable Travel Grant Scheme funding and other 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; 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.

Contributing to, supporting and influencing the TAYplan Strategic Development Plan (SDP) for the Dundee City, Angus, Perth & Kinross and North East Fife region, and 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, remained an area of activity and resource commitment during 2018/19. Work on the RTS Refresh was aligned with development of the second TAYplan SDP and the period covered by the approved RTS 2015 - 2036 Refresh was deliberately aligned to coincide with that for the updated SDP.

RTS and STPR delivery priorities are incorporated within the relevant SDP and LDP Action Programmes and this alignment of action programming, monitoring and delivery of complementary land use and transport policy planning has continued through the review and updating of the RTS Delivery Plan.

Development Planning consultations responded to during 2018/19 included:-

- **The Proposed Cairngorms National Park Local Development Plan 2020**
- **Stirling Council LDP Supplementary Guidance on ‘Developer Contributions’**
- **Perth and Kinross LDP Supplementary Guidance**
 - [Air Quality & Planning](#)
 - [Housing in the Countryside](#)
 - [Placemaking](#)
- **Dundee Western Gateway - Draft Development Framework**

Influencing Policy Nationally and Locally

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 2018/19 included:-

- **The National Council of Rural Advisors consultation on the Future of the Rural Economy in Scotland;**
- **The Department for Transport consultation on the next Cross Country Passenger Rail Franchise;**
- **The ‘Cycling and Walking Investment Strategy safety review: proposals for new cycling offences’;**
- **Transport Scotland’s Draft Noise Action Plan for Dundee;**
- **Transport Scotland’s overarching Transportation Noise Action Plan;**
- **Office of Road and Rail’s ‘Improving Assisted Travel – A**

consultation on changes to guidance for train and station operators on Disabled People's Protection Policy';

- **Scottish Government's consultation on 'Climate Ready Scotland: Scottish Climate Change Adaptation Programme 2019-2024';**
- **The Infrastructure Commission for Scotland consultation 'Initial Call for Evidence and Contributions';**
- **the Department for Transport's consultation 'Aviation 2050 – the future of UK aviation'; and**
- **Perth & Kinross Council's consultation on a draft 'Crieff Air Quality Action Plan'**

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)**
- **ACT Travelwise**

In publishing its Programme for Government in September 2018 the Scottish Government reaffirmed its commitment to reviewing the National Transport Strategy (NTS2) by December 2019 followed by a full review and updating of the Strategic Transport Projects Review (STPR2), and to bringing forward a Transport Bill which will include measures to improve bus services, better regulate road works, promote responsible parking and advance Low Emissions Zones.

The reviews of the NTS2 and STPR2 are being undertaken over a period extending into 2019/20 and are expected to be progressed in alignment with a new Planning Act and updating of the National Planning Framework (NPF4).

As outlined earlier in this report, the NTS2 review includes a 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 during 2019/20 and beyond.

6. GLOSSARY

ATCO	Association of Transport Co-ordinating Officers
CoSLA	Convention of Scottish Local Authorities
CPP	Community Planning Partnership
CPT	Confederation of Passenger Transport
CRP	Community Rail Partnership
CTLR	Cross Tay Link Road
DfT	Department for Transport
DRT	Demand Responsive Transport
FCC	Freight Consolidation Centre
FQP	Freight Quality Partnership
LDP	Local Development Plan
LOIP	Local Outcomes Improvement Plan
NCN	National Cycle Network
PI	Performance Indicator
QBC	Quality Bus Corridor
RPP2	Report on Policies and Proposals
RTP	Regional Transport Partnership
RTS	Regional Transport 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
SULP	Sustainable Urban Logistics Plan

TERS

Tay Estuary Rail Strategy/Study