



## Tactran Annual Report 2021/22



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## **ANNUAL REPORT 2021/22**

### **FOREWORD**

We are pleased to present Tactran's Annual Report for 2021/22

A major focus for 2021/22 has been the development of a new Regional Transport Strategy (RTS) for the Tactran region. Stakeholder and public consultation on the problems, opportunities and issues for transport and travelling in the region was undertaken and fed into a Main Issues Report and assisted in developing a draft set of objectives and outcomes for the new RTS. Significant challenges include meeting climate change requirements, decarbonisation of transport, a national target of 20% reduction in car km by 2030 and transport poverty. The work on developing the RTS has continued into 2022/23 including the considerations of options to meet these challenges, aiming for a draft RTS to be ready for consultation in Summer/Autumn 2023.

The Covid-19 pandemic continued to impact on travel to, from and within the region and Tactran continued to provide a pivotal role between national, regional and local organisations ensuring a coherent and co-ordinated approach to planning the necessary transport initiatives. In addition, recognising the negative effect of the pandemic on bus services, the two Bus Alliances that Tactran is involved with, Tayside Bus Alliance and Forth Valley Bus Alliance, were both successful in being awarded funding through Transport Scotland's Bus Partnership Fund, aimed at improving journey times and reliability and encouraging people to travel by bus.

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, which assisted in progressing business cases for Dundee Airport and Broxden Low Carbon Transport and Active Travel Hubs. Similarly, officers have been supporting project development in the Stirling/Clackmannanshire City Deal.

Tactran has continued to assist Transport Scotland to develop the Strategic Transport Projects Review (STPR2) to improve connectivity both nationally and regionally, playing a significant role in both Tay Cities and Forth Valley Regional Transport Working Groups (RTWGs). This resulted in Transport Scotland publishing a draft STPR2, containing national and regional recommendations, for consultation in January 2022. It is anticipated that a finalised STPR2 and an accompanying delivery plan will be published during 2022/23.

The Partnership continues to attract external funding to complement its own revenue funding. Significant external funding was utilised for MaaS, Local Rail Development Fund and Spaces for People, with three MaaS pilot projects launched in Autumn 2021. Overall, our RTS revenue budget included £421,180 Third Party Funding to support progress on programmes for Strategic Connectivity; Active Travel; Travel Planning;

Bus; Rail; Freight and Travel Information. Further Active Travel funding of £458,400 was acquired and utilised through our ongoing partnership with Sustrans and also directly from Transport Scotland.

Tactran has continued to influence transport policy nationally and locally through participation in various national and local steering groups and has responded to a range of consultations including National Strategy for Economic Transformation, Draft National Planning Framework 4, Draft Strategic Transport Projects Review 2, Route Map to Achieve 20% Reduction in Car km, the East Coast Main Line and ScotRail May 2022 timetables and Dundee LEZ proposal.

Tactran continued to be proactive in supporting both Community Planning and Development Planning and our new RTS will continue to prioritise delivery activity that is fully aligned with supporting achievement of economic, environmental, social and health and wellbeing outcomes locally, regionally and nationally.

As the former Chair, Cllr Richard McCready, and a number of elected members who are no longer Board members were in position for the whole of the period we acknowledge their leadership and contribution to the work of the Partnership throughout the year. We also wish to acknowledge and offer our sincere thanks and appreciation for the commitment and contribution made by all 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](http://www.tactran.gov.uk).

**Councillor Andrew Parrott**  
**Chair of Tactran**

**Mark Speed**  
**Tactran Director**

## **1. COVID-19 PANDEMIC**

In the early stages of the Covid-19 pandemic Tactran employees were asked to work from home and a strategy to engage our forum members, partners and governance groups online was implemented. A review of our work programme was undertaken to ensure that workstreams to help manage the crisis throughout its various phases were progressed. Tactran staff continued to work from home throughout most of 2021/22, beginning to return to the office on an ad hoc basis in March 2022. It is anticipated that staff will continue to work a hybrid mixture of office and home working in the coming year.

Tactran continued to engage and advise on Covid-19 transport measures throughout 2021/22 and continued to liaise with Transport Scotland, other RTPs, our constituent Councils, NHS and public transport operators and organisations such as Sustrans, Freight Transport Association and ScotRail to assist in providing a coherent and co-ordinated approach to planning the necessary transport initiatives to aid the route map out of lockdown and to support economic recovery. At the end of 2021/22 the move from covid-19 restrictions, such as mask wearing on public transport, being a legal requirement to government advice was announced to take affect from mid-April 2022 and Tactran will continue to liaise with the appropriate partners and stakeholders to ensure a smooth transition into the new normal.

## 2. 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 2021/22 was:

<b>Angus Council</b>
Councillor Mark McDonald
Provost Ronnie Proctor

<b>Dundee City Council</b>
Councillor Richard McCready (Chair)
Councillor Mark Flynn
Councillor Steven Rome

<b>Perth &amp; Kinross Council</b>
Councillor Alasdair Bailey
Councillor David Illingworth
Councillor Andrew Parrott

<b>Stirling Council</b>
Councillor Danny Gibson
Councillor Jim Thomson

<b>Non-Councillor Members</b>
Heather Anderson (Until December 2021)
Dr Jonathan Berg
Paul Cronin
Bryan Doyle
Amy McDonald

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 Heather Anderson from December 2021.

### ***Partnership Business***

The Partnership Board meets quarterly. During 2021/22 meetings were held on:

- **15 June 2021**
- **14 September 2021**
- **14 December 2021**
- **15 March 2022**

Due to the continuing Corona Virus Pandemic all meetings were held virtually via Microsoft Teams and were accessible to the public via a live broadcast.

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)**  
**Heather Anderson (Until December 2021)**  
**Amy McDonald (From December 2021)**

During 2021/22 business dealt with by the Executive Committee included:

- approving reports which require to be published under the Equality Act 2010 and Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012;
- approving the Partnership response to Dundee City Council's proposal to make a Low Emission Zone Scheme;
- approving the Partnership responses to LNER and CrossCountry consultations on East Coast Main Line May 2022 timetable;
- approving the allocation of projects for Regional Active Travel Development

- Fund and Tactran Active Travel Grant 2021/22;
- approving the Partnership response to consultation on Transport Scotland's discussion document to inform the development of an Aviation Strategy;
  - approving additional spend to allow maximisation of the budget available to develop and promote the Tactran ENABLE MaaS Project; and
  - approving the Partnership response to the Scottish Government's consultation on a review of the operation of the Public Sector Equality Duty in Scotland.

Information on the Partnership Board, its meetings, Agendas and related business can be accessed at [www.tactran.gov.uk](http://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 March 2022.

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 the Data Protection Officer at Perth & Kinross Council. Until his retirement at the end of July 2021 this was Donald Henderson. Thereafter, the Partnership agreed to appoint his successor Jill Walker, Data Protection Officer for Perth & Kinross Council as Data Protection Officer for Tactran.

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, 30 April 2019 and 31 April 2021 - 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 2021 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 2021/22 at its Board meeting on 14 June 2022, 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. 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 2021 was submitted to SSN in November 2021. These reports and related documentation can be accessed via the Sustainable Scotland Network [website](#).

### 3. PARTNERSHIP RESOURCES

#### *Executive Team*

During 2021/22 the Partnership had a one staff member change for the Strategy Officer (Strategic Connectivity). A new fixed term post of Project Manager for the Tayside Bus Alliance was created and sits within Tactran. The structure and staff in post between 1 April 2021 and 31 March 2022 was:

- **Partnership Director – Mark Speed**
- **Senior Partnership Manager – Niall Gardiner**
- **Senior Strategy Officer – Jonathan Padmore**
- **Strategy Officer Strategic Connectivity – Claudia Stuerck (From October 2021)**
- **Strategy Officer Sustainable Transport – Merry Smith**
- **Embedded Regional Cycle Training & Development Officer – Marianne Scott**
- **Tayside Bus Alliance, Project Manager – James Cooper (From March 2022)**
- **Office Manager/PA to Director – Ashley Roger**

In 2021/22 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 Places for Everyone 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.

A Tayside Bus Alliance Project Manager was appointed in March 2022 on a fixed term to end of March 2023 to manage all aspect of the Tayside Bus Alliance for the Bus Partnership Fund STAG appraisal and associated initiatives. The post is funded by Transport Scotland through the Bus Partnership Fund and sits within Tactran.

## ***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 2020/21 they were:

- **Secretary – Scott Hendry, Acting Democratic Services Manager, Legal and Governance Services, Perth & Kinross Council**
- **Treasurer – Scott Walker, Chief Accountant, Perth & Kinross Council**
- **Legal Officer – Lisa Simpson, Head of Legal and Governance 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](mailto: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 2021/22 Core operating budget (Report RTP/20/42 refers), which covers the Partnership's day to day running costs, was £495,108.

Core funding contributions during the year were:

Scottish Government Grant in Aid	382,858
Angus Council	23,595
Dundee City Council	29,265
Perth and Kinross Council	31,210
Stirling Council	18,950
Other Income	2,230
Use of Reserves	7,000
<b>Total</b>	<b><u>495,108</u></b>

Further adjustments to the Core budget were reported to the Partnership at the meetings on 16 March 2021 (Report RTP/21/05), and 14 September 2021 (Report RTP/21/22).

A detailed breakdown of the final Core budget and actual expenditure for 2021/22 is provided in Table 1 below.

**Table 1: Core Revenue Budget 2021/22**

<b>Expenditure</b>	<b>Approved Budget</b>	<b>Actual Expenditure</b>	<b>Variance</b>
	<b>£</b>	<b>£</b>	<b>£</b>
<u>Staff Costs</u>			
Salaries	300,201	282,654	(17,547)
Superannuation	48,655	48,265	(390)
National Insurance	32,829	32,261	(568)
Training/Conferences	1,200	135	(1,065)
Subscriptions	330	300	(30)
	<b>383,215</b>	<b>363,315</b>	<b>(19,600)</b>
<u>Property Costs</u>			
Energy, Repairs etc.	4,290	1,458	(2,832)
Cleaning	2,000	2,973	973
Maintenance	500	0	(500)
Rent	13,490	13,490	0
	<b>25,280</b>	<b>17,921</b>	<b>(2,359)</b>
<u>Supplies &amp; Services</u>			
Office Consumables	4,125	1,493	(2,632)
Communications	2,500	1,589	(911)
Insurance	7,100	6,848	(252)
Information Technology	2,200	2,170	(30)
Hospitality	700	0	(700)
Board Expenses – Misc.	500	0	(500)
	<b>23,925</b>	<b>12,100</b>	<b>(5,025)</b>
<u>Transport Costs</u>			
Travel and Subsistence	1,500	140	(1,360)
Public Transport	2,800	0	(2,800)
Expenses – Board Members	500	0	(500)
	<b>4,800</b>	<b>140</b>	<b>(4,660)</b>
<u>Third Party Payments</u>			
Audit Fees External	16,340	16,630	290
PKC Finance Service	14,000	14,000	0
PKC Secretariat Service	8,000	8,000	0
PKC Legal Services	3,000	3,000	0
PKC IT Services	8,250	8,250	0
Other Third Party Payments	1,800	1,776	(24)
	<b>51,390</b>	<b>51,656</b>	<b>266</b>
<b>Gross Expenditure</b>	<b>476,810</b>	<b>445,432</b>	<b>(31,378)</b>

The £31,378 underspend was slightly increased by £331 due to Interest Received for the year, resulting in a net underspend of £31,709, as reported in the 2021/22 Annual Accounts. Notable variances include the underspend in staff costs which is due to relocation expenses (£12,661) being rephased to 2022/23, and salary savings (£5,844) arising from the acceptance of the Local Government pay offer. There were further savings arising from the consequences of the Covid-19 pandemic, and the continuation of home working and virtual Board meetings resulted in underspends in Property (£2,359), Supplies & Services (£5,025), and Transport Costs (£4,660).

### **Regional Transport Strategy Revenue Programme**

The approved 2021/22 RTS Revenue Programme of £234,230 comprises Scottish Government Grant in Aid totalling £153,360 plus £80,870 from Reserves. In addition, other income of up to £671,539 was secured to supplement the RTS Revenue budget. A number of the grant awards were for projects that will continue into next financial year and £421,180 expenditure was utilised in 2021/22 with up to £250,359 being utilised in 2022/23.

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 2021/22 Audited Annual Accounts Management Commentary, is shown in Table 2:

**Table 2: RTS Revenue Programme 2021/22**

<b>Expenditure on Projects</b>	<b>Budget (£)</b>	<b>Other Income (£)</b>	<b>Gross Budget (£)</b>	<b>Actual Expenditure (£)</b>	<b>Variance (£)</b>
RTS Delivery Plan	73,000	0	73,000	39,436	(33,564)
Strategic Connectivity	4,500	3,238	7,738	7,707	(31)
Health & Transport	12,000	0	12,000	0	(12,000)
Active Travel	19,000	200,624	219,624	219,847	223
Travel Planning	9,500	55,575	65,075	64,691	(384)
Buses Strategy	2,750	0	2,750	2,274	(476)
Park & Ride	0	0	0	0	0
Rail	3,000	82,475	85,475	85,475	0
Freight	5,000	0	5,000	2,350	(2,650)
Travel Information	94,500	79,268	173,768	182,721	8,953
Climate Change	5,000	0	5,000	0	(5,000)
Contingency	5,980	0	5,980	0	(5,980)
<b>Gross Expenditure</b>	<b>234,230</b>	<b>421,180</b>	<b>655,410</b>	<b>604,501</b>	<b>(50,909)</b>

As detailed above, the other income made available during the year allowed the Partnership to supplement resources in respect of Strategic Connectivity, Active Travel, Travel Planning, Rail and Travel Information to accommodate other emerging revenue costs and priorities including further potential support to RTS Delivery projects. In the final analysis a reserve of £50,909 remained from the original

approved budget, providing a £50,909 reserve to carry forward to the 2022/23 RTS Revenue Programme as reported in the 2021/22 Annual Accounts.

The detailed financial statements for the year are presented in the Partnership's 2021/22 Audited Accounts, these were approved at the meeting on 20 September 2022, 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 Regional Active Travel Development Fund***

Tactran and Sustrans have been working in partnership to promote and deliver active travel projects in the Tactran region through the Active Travel Grant (ATG) scheme since 2014/15. The ATG has been designed to reflect and support Sustrans' Places for Everyone scheme. Under the alliance with Sustrans Tactran receives a Capital grant of at least £100,000/annum from the national Community Links programme.

Since 2018/19 Transport Scotland have made available a Regional Active Travel Development Fund (RATDF) to the RTPs to progress regional walking and cycling networks, with Tactran being allocated £133,400 in each financial year. However, during 2021/22 Transport Scotland made further £225,000 available to Tactran, bringing the total available through the RATDF to £358,400 in 2021/22.

The ATG and RATDF schemes are open to all statutory bodies in the Tactran region, including constituent Councils, National Park Authorities, Health Boards and higher and further educational establishments. The intention is to build a pipeline of regionally significant active travel infrastructure projects that will be implemented in partnership with our Constituent Councils and other relevant statutory bodies.

The 2021/22 approved criteria for identifying suitable ATG and RATDF projects, was that the funding be utilised to either:

- A: Take forward the recommendations of the 13 active travel audits previously undertaken at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas;
- B: Develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN);
- C: Develop and implement access to key services within the Tactran Region.

In total the ATG and RATDF delivered 11 projects with an overall budget of £458,400, as follows:

<b>Partner Organisation</b>	<b>Project</b>	<b>Amount Awarded</b>
Angus Council	cycle/walking counters in Active Travel Audit areas	£35,000
Angus Council	Sidlaw Path Network community engagement/design	£30,000
Dundee City Council	Coupar Angus Road community engagement/design	£40,000
Perth & Kinross Council	Fairies Road, Perth path design and construction	£32,500
Perth & Kinross Council	Broich Road, Crieff path design and construction	£30,900
Stirling Council	Dunblane to Bridge of Allan and Alloa to Stirling Business Case development	£40,000
Stirling Council	Strategic Cycle GIS tool	£25,000
Angus Council	extension of cycle/counters in Active Travel Audit areas	£35,000
Angus Council	Access to health centres, building on previous work which installed drop kerbs	£40,000
Perth & Kinross Council	Primrose Crescent, Perth: Construction of 2.5m path linking lady's cycle path, Gillespie crescent and Tulloch primary school.	£30,000
Dundee City Council	Fithie Burn Cycle / Foot Bridge Replacement on Dundee Green Circular Cycle Route, next to Michelin Scotland Innovation Parc (MSIP).	£120,000
<b>Total</b>		<b>£458,400</b>

Building on the successful partnership with Sustrans, Tactran has once again secured a minimum allocation of £100,000 for the ATG scheme from Sustrans and an increased RATDF allocation of £500,000 from Transport Scotland during the 2022/23 financial year.

#### 4. 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. An accompanying RTS Delivery Plan was published in June 2016. These documents can be viewed on the Partnership's [website](#).

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.**

The Delivery Plan captures all capital and revenue interventions which will be priorities for Tactran, our partner Councils and other delivery stakeholders. 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.

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 2021/22 further developed the delivery programme with a particular focus on a new RTS for the region, Active Travel, Travel Planning, Bus, Rail and Travel Information.



An [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.

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, at its meeting on 15 September 2020 the Partnership agreed to commence work on producing a new Regional Transport Strategy for the Tactran region, and this work continued throughout 2021/22, with the RTS Refresh, updated Delivery Plan and Monitoring Framework having directly informed development of the new RTS.

Development and implementation of the Strategy and supporting interventions is inevitably subject to resource availability. The Tay City and Stirling & Clackmannanshire City Region Deals continue to represent a significant 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 2021/22 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, promotion of Tactran through the Digital Marketing Strategy and updating the Tactran website.

Work commenced on producing a new Regional Transport Strategy for the Tactran region in September 2020 and continued throughout 2021/22. The RTS is a partnership plan. To ensure that it performs its role in delivering the necessary transport interventions to support the economic, environmental and social objectives of its partners it is essential that ownership is achieved by maximising key partners involvement in shaping the plan.

The process for reviewing the strategy follows the principles of the Scottish Transport Appraisal Guidance (STAG), namely scoping challenges and opportunities; setting objectives; option identification and appraisal. During 2021/22 scoping of the challenges and opportunities, including public consultation on a Main Issues Report was completed and a draft set of objectives and outcomes were approved by the Partnership, with work commencing on identifying options and consideration of some

big issues such as climate change, decarbonisation of transport, 20% reduction in car kilometres and child poverty. Work also commenced on supporting Strategic Environmental Assessment and Impact Assessment frameworks. However, due to Transport Scotland's consultation on the Strategic Transport Projects Review in early 2022 and the Scottish Elections in May 2022, the partnership agreed to delay consultation on the options until Autumn 2022.

Although the majority of work on this was undertaken in house, external support was provided for the production of supporting documentation and consultation materials.

### ***Strategic Connectivity***

The focus for strategic connectivity in 2021/22 was to continue 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 Strategic Transport Projects Review (STPR2), which was published for consultation by Transport Scotland in early 2022.

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 and through active involvement in the Forth Valley Regional Transport Working Group.

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 and was completed in 2020/21 and audited in 2021/22.

The Partnership contributed a total of £155,565 over financial years 2017/18 to 2021/22 towards the costs of developing the Tay Cities Regional Transport Model in partnership with the Tay Cities Deal Councils and Transport Scotland. The total contribution from Tactran and Tay Cities Councils was approximately £268,000. There will also be ongoing maintenance costs in future years.

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 was delayed due to Transport Scotland's resources being diverted elsewhere during Covid-19 pandemic. A draft STPR2 was published by Transport Scotland for consultation in early 2022 and it is now anticipated that a final version will be published by end of 2022. Tactran continued to participate in two Regional Transport Working Groups (RTWGs) that have influenced and informed the STPR2, with the Tay Cities 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 was progressing on most of these workstreams during 2019/20. However, during 2020/21 and 2021/22 NHS resources and focus has been on the Covid-19 pandemic. It is intended that these workstreams will be picked up again at an appropriate time. However, Tactran has been working with NHS Tayside through the MaaS ENABLE project to improve accessibility to health facilities (see Travel Information Section below).

In addition, due to Covid-19 restrictions, it was not possible to run the annual Safe Drive/Stay Alive road safety campaign in any of the four partner Council areas in support of Community Safety Plans.

### **Active Travel**

An allocation of £19,223 included 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 £250,000 grant award in 2020/21 from Sustrans Spaces for People fund to monitor the impact of Covid-19 pandemic on travel in the Tactran region. £165, 000 of the initial Spaces for People grant award was carried forward into 2021/22 and supplemented by a further £52,000 which permitted the monitoring period to be extended to September 2021.

Spaces for People was a temporary infrastructure programme in Scotland which offered funding and support to make it safer for people who chose to walk, cycle or wheel for essential trips and exercise during Covid-19. All of Tactran's constituent Councils were awarded funding from Spaces for People to implement infrastructure to support these aims.

Consultants Systra were appointed to manage the survey companies and design, collate and report on surveys undertaken. The monitoring has had three main purposes:

- to assist in assessing the impact of Spaces for People infrastructure implemented by Tactran's constituent Councils;
- assessing trends in our towns/cities; and
- undertaking behaviour and attitude monitoring.

Monitoring surveys were undertaken over 4 periods October/November 2020, February/March 2021, May 2021 and September 2021 and attitudinal surveys were undertaken in approximately 12 monthly 'waves'.

These attitudinal surveys have been used to inform STAG appraisals within the region and also work being undertaken by the Tayside Bus Alliance.

The monthly 'wave' attitudinal survey reports, reports on the Spaces for People survey monitoring for each constituent Council area and a combined Wave 1 to 12 Attitudinal Survey report are available on the Active Travel page of the Tactran [website](#).

Investment in Active Travel continued 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 were engaged in the Bikeability programme during 2021/2022.

### ***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](http://www.travelknowhowscotland.co.uk) included travel advice to businesses during and transitioning from Covid-19. 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 development and maintenance of regional and local Liftshare websites was compromised in 2021/22 due to the impact of Covid-19, but efforts were made to begin re-building confidence in car sharing.

### **Buses Strategy**

The budget allocation provided for maintenance, promotion and development of the Thistle Assistance Card and development of funding bids to Transport Scotland's Bus Partnership Fund.

The Thistle Assistance website and app was developed and launched last financial year with Sustran leading on this joint RTP initiative. The website was subsequently updated in 2020/21 to provide safe social distancing travel advice and to provide additional assistance for those unable to wear face masks. Work has continued in 2021/22 to develop the website.

The Transport (Scotland) Act 2019 sets out a framework of options for different governance arrangements for bus services including: direct operation of bus services by local transport; franchising; and Bus Service Improvement Partnerships (BSIP). In recognition of this, Local Authorities and Regional Transport Partnerships formed Bus Alliances with Bus Operators, with a Bus Alliance having been formed for both the Forth Valley area and Tayside area.

In addition to this the Scottish Government on 9 November 2020 issued Bus Partnership Fund (BPF) guidance and a call for applications. The BPF is intended to support local authorities, in partnership with bus operators, to tackle the negative impact of congestion on bus services so that bus journeys are quicker and more reliable – encouraging more people to travel by bus.

The BPF will complement the new powers in the Transport (Scotland) Act 2019 and enable local authorities and RTPs, in partnership with bus operators, to work together to develop and deliver ambitious schemes that incorporate bus priority measures to tackle the negative impacts of congestion.

Both Tayside and Forth Valley Bus Alliances submitted BPF funding bids in April 2021 and were successful in being awarded BPF funding.

The Tayside Bus Alliance was awarded funding support from the Transport Scotland Bus Partnership Fund of £497,000 to undertake a STAG appraisal of 20 bus priority corridors, and an additional £90,000 for the provision of a Project Manager. The lead administrative authority in the Tayside Bus Partnership Fund award is Dundee City Council. Consultants Systra have been procured to undertake the appraisal and a Project Manager has been appointed aiming for the STAG appraisal work to be completed by January 2023.

Progress during 2021/22 includes the delivery of an inception report, the completion of a draft Case for Change and the commencement of consultation activities.

The award to Forth Valley Bus Alliance by Transport Scotland was £500,000 to undertake the STAG appraisal of 5 corridors included in the bid and to focus on evidence of how the proposals on these corridors will encourage modal shift and reduce emissions. The lead administrative authority in the Forth Valley Bus Partnership Fund award is Falkirk Council

Following a procurement process the Forth Valley Bus Alliance has appointed Atkins to undertake the STAG appraisal. Forth Valley Bus Alliance have also been successful in securing additional funding from Transport Scotland for project management and a project manager is in place.

Work during 2021/22 includes obtaining further data from the operators/local authorities. A project plan has also been developed in keeping with the timelines set out by Transport Scotland. Project governance arrangements have also been discussed in more detail.

### ***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.

In addition, Tactran is involved with two Bus Alliances covering the Forth Valley and Tayside areas and both have been awarded funding from the Bus Partnership Fund, with consideration of Park and Ride proposals forming part of these projects.

Consequently, the allocated budget for Park & Ride was not required or utilised in 2021/22.

### ***Rail Strategy***

During 2021/22 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 May 2022 timetable proposals, plus provision for ongoing membership of the East Coast Mainline Authorities (ECMA) consortium. Tactran officers continued to be engaged with the rail industry throughout the various stages of covid lockdown providing information and co-ordinating role for rail provision in the Tactran area.

In addition, work continued on the Scottish Government funded Local Rail Development Fund STAG appraisals for Stirling Strategic Park & Ride Study; Bridge of Earn Transport Appraisal and Tay Cities Park & Choose Strategy. These projects are being taken through the STAG process in 3 stages, the Case for Change, Initial Appraisal and Detailed Appraisal.

Stirling Strategic Park & Ride Study has completed the Case for Change and Initial Appraisal and a draft Detailed Appraisal was submitted to Transport Scotland in March 2022. The Bridge of Earn Transport Appraisal has also completed the Case for Change and Initial Appraisal and work is continuing on the Detailed Appraisal aiming for a draft to be submitted to Transport Scotland in June 2022. The Tay Cities Park & Choose Strategy, which commenced later than the other two STAG appraisals, has completed the Case for Change and is working through the Preliminary Appraisal aiming for a draft to be submitted to Transport Scotland during summer 2022 and for the Detailed appraisal to be completed by March 2023.

Tactran has also continued to be involved in the £200 million Aberdeen to Central Belt rail project announced alongside Aberdeen City Region Deal as part of the Key Stakeholders meetings. The project aims to provide infrastructure improvements on the rail line between Aberdeen and the Central Belt to enable improved journey times and increased capacity. The project has continued through the rail industry processes during 2021/22 and it is anticipated that a single package of options and the Option Selection Report will be completed in Autumn 2022.

### ***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.

### ***Travel Information***

Tactran co-ordinates the 'Get on the Go Tayside' social media campaign, with Tactran and the three Tayside Local Authorities equally funding this. The 'Get on the Go' 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. During 2021/22 the Get on the Go campaign was aligned with the national messaging for travel during the various phases of lockdown and transition. It is intended that a new specialist consultant will be procured next financial year with the intention of re-invigorating the campaign post covid-19 restrictions.

Work continued on the successful Tactran MaaS Investment Fund award for the ENABLE MaaS project.

During December 2019, Transport Scotland announced an award of £550,112 to Tactran to permit the ENABLE MaaS Pilot to be developed and trialled across the region. In addition to securing Smarter Choices, Smarter Places funding of £90,000, the Partnership allocated a total of £137,000 over 2019-2022. In addition, an

additional £12,000 has been provided by Transport Scotland and £9000 by Loch Lomond and the Trossachs National Park Authority. This provides a total budget of around £800,000.

The ENABLE project aims to:

- 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 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 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.

Fuse Mobility are the lead technical contractor with Ansons Consulting undertaking the Monitoring and Evaluation. Systra are providing marketing and user support for the pilot services, as well as some project support.

It was intended that the three 9-month pilot projects would launch in Autumn 2020, however, due to covid-19 travel restrictions introduced by the Scottish Government and the consequences of this on the services being operated by the partners, the pilots were launched in autumn 2021. The platform for the ENABLE project is now also being shared by Sustran for their MaaS project and the sharing of costs for this has allowed the Tactran ENABLE pilots to be extended to end of 2022.

Furthermore, following the successful launch and delivery of the journey planning tool to patients at Perth Royal Infirmary, NHS Tayside have agreed to roll out the introduction of the tool – promoted through appointment letters – to all major NHS Tayside sites. This expansion will commence early in 2022/23 financial year.



## **Climate Change**

The Regional EV Strategy was approved by the Partnership in September 2019 with the associated Delivery Plan being approved by the Partnership in June 2020. 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.

A copy of the Regional EV Strategy and Delivery Plan are available on the Tactran [website](#)

In January 2022 Transport Scotland published its [draft vision for Scotland’s Public Electric Vehicle Charging Network](#) and announced the intention to launch a new Electric Vehicle Infrastructure Fund (EVIF) for Local Authorities.

During 2021/22 a steering group comprising officers from the 4 constituent Councils and Transport Scotland, continued to meet to take forward actions within the Delivery Plan and are liaising in regard to the EVIF. It is expected that the EVIF will be a focus for the next financial year.

In addition, in February 2022, Tactran was approached by Transport Scotland and the Hydrogen Accelerator in St Andrews University to assist in undertaking a Hydrogen Regional Assessment for the Tactran/Tay Cities region. Initially this will focus on potential demand and likely required supply of Hydrogen fuel for larger and specialist vehicles in the area’s public sector fleets over the next few years, to assist in meeting Net Zero targets for decarbonising transport. This work will continue into 2022/23.

## 5. 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 2022 summary monitoring report is included as Appendix 1.

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 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 in September 2020 the Partnership agreed to commence work on a new Regional Transport Strategy for the Tactran region. The RTS Monitoring Framework 2018 Progress Report has formed part of the evidence base for the new RTS development. A new monitoring framework and KPIs will be developed for the new Regional Transport Strategy.

## 6. 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. Tactran officers sit on and contribute actively to each of the Community Planning Partnerships and their relevant steering 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 2021/22 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 2021/22 which contributed to LOIP outcomes included the following: -

- **supporting inclusive economic growth** – through proactive support of the Stirling/Clackmannanshire and Tay Cities Region Deals. Tactran participated in and provided the Chair and secretariat for Tay Cities Transport Theme Board and supported the development of strategic business cases and also provides input in the Heads of Economic Development group. Tactran continued to support 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 in consultation with the rail industry; through our membership of the East Coast Mainline Authorities (ECMA) consortium and on the Aberdeen to Central Belt Key Stakeholder group. Tactran has further supported Transport Scotland in the operation 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 liaise with HIAL, Dundee City Council and Transport Scotland 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 projects supporting the Health & Transport strategies, such as the NHS Tayside ENABLE MaaS (Mobility as a Service) pilot; 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 and Regional Active Travel Development Fund; and supporting the delivery of cycle training programmes to encourage increased cycling by people of all ages; continued liaison with NHS and transport providers throughout the Covid-19 pandemic and transition to ensure access to health facilities for staff and public.
- **contributing to community and road safety** - through continued partnering on the delivery of road safety education campaigns and participating in the Tayside Road Safety Forum; participation in the Northern Roads Collaboration group; 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, including advice on social distancing and mask wearing; maintenance and development of [‘Get on the Go’](#) social media campaign; and developing regional ENABLE MaaS (Mobility as a Service) pilot project.
- **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; 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; progressing a Regional Electric Vehicle Strategy and Delivery Plan in partnership with our Local Authorities; promoting and delivering more sustainable travel choices through the Bus Alliances and liaison with the rail industry partners; providing regional input into Dundee LEZ Delivery Group; 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 continues 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.

In 2021/22 Tactran provided input to the development of interim Regional Spatial Strategies (iRSS) for Tayside and for Forth Valley, submitted to Scottish Government in April 2021. It is intended to continue to offer and provide this support to the respective RSS areas when RSS work recommences following the finalisation of NPF4 (expected Autumn 2022).

### *Influencing Policy Nationally and Locally*

Transport Scotland published the National Transport Strategy (NTS2) in February 2020. The NTS2 sets out a vision for Scotland's transport system for the next 20 years.

- *We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.*

The first annual NTS2 Delivery Plan was published during December 2020, covering the period to March 2022. The second Delivery Plan was published in summer of 2022.

Transport Scotland also continued a full review and updating of the Strategic Transport Projects Review (STPR2), assisted by 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.

A draft STPR2 was published by Transport Scotland for consultation in early 2022, with Tactran providing a comprehensive response to the consultation. It is now anticipated that a final version of STPR2 will be published by the end of 2022.

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. Various regulations required for these continued to be developed during 2021/22 and Tactran will look to assist in shaping these.

The review of STPR2 is being progressed in alignment with NTS2, the Planning (Scotland) Act 2019 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 continue to 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 2021/22 included:

- **Dundee City Council's proposal to make a Low Emission Zone Scheme**
- **East Coast Main Line May 2022 timetable and ScotRail May 2022 timetable**

- **Joint RTP response to National Strategy for Economic Transformation**
- **NHS Scotland draft climate emergency and sustainability strategy**
- **Transport Scotland's discussion document to inform the development of an Aviation Strategy**
- **NTS2 Delivery Plan Impact Assessment**
- **Draft Strategic Transport Projects Review 2**
- **A route map to achieve a 20 per cent reduction in car kilometres by 2030**
- **draft Fourth National Planning Framework (NPF4)**
- **Scottish Government Local development planning – regulations and guidance**
- **SPT RTP and Sestran RTP and Fife Council LTS consultations**
- **Public Sector Equality Duty in Scotland**

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, the RTP Lead Officers Group and a Transport Scotland/RTP Lead Officers Liaison 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)**
- **Convention of Scottish Local Authorities (CoSLA)**

## 7. GLOSSARY

ATCO	Association of Transport Co-ordinating Officers
ATG	Active Travel Grant
CAPS	Cycle Action Plan for Scotland
CPP	Community Planning Partnership
CRP	Community Rail Partnership
EVIF	Electric Vehicle Infrastructure Fund
FQP	Freight Quality Partnership
LEZ	Low Emission Zone
LDP	Local Development Plan
LOIP	Local Outcomes Improvement Plan
MaaS	Mobility as a Service
NCN	National Cycle Network
NTS	National Transport Strategy
PI	Performance Indicator
RATDF	Regional Active Travel Development Fund
RSS	Regional Spatial Strategy
RTP	Regional Transport Partnership
RTS	Regional Transport Strategy
RTWG	Regional Transport Working Group
SCOTS	Society of Chief Officers of Transportation in Scotland
SDP	Strategic Development Plan
SHS	Scottish Household Survey
SOA	Single Outcome Agreement
SSN	Sustainable Scotland Network



STAG Scottish Transport Appraisal Guidance  
STPR Strategic Transport Projects Review

## Appendix 1

### Summary of progress against indicators included in the 2<sup>nd</sup> Regional Transport Strategy (2015-2036)

RTS Objective	RTS Indicator	Commentary 2018	RAG 2018	Commentary 2022	RAG 2022
Economy	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	Yellow	Traffic (veh km) continued to raise until 2019, with a sharp dip in 2020	Red
	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	Green	All major stations continued to show growth in passenger numbers up to 2017/18. Growth then stalled or dipped slightly (with exception of Arbroath, Bridge of Allan and Carnoustie) in either 2018/19 and/or 2019/20, before a significant reduction across all stations in 200/21	Yellow
	Ec3 Proportion of congested journeys	Perceived decreases by residents in all areas except Dundee	Green	2017-19 average indicates perceived increases across all areas esp. for residents of Stirling.	Red

RTS Objective	RTS Indicator	Commentary 2018	RAG 2018	Commentary 2022	RAG 2022
	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)		Average rail journey times between main stations and Edinburgh and Glasgow have improved with the exception of Dundee. Accordingly, rail journey times for most destinations are better than car journey times (except Perth-Edinburgh)	
		Number of passenger services from Dundee Airport have declined		Number of scheduled passenger services per week: 10 return flights to London; 2 return flights to Belfast; 2 return flights to Sumburgh	
Accessibility, Equity and Social Inclusion	A1 Proportion of working age population, with and without cars, within (i) 30 (ii) 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		Given the reduction in bus services since covid, the % of population with access to services by bus will have decreased	
	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		Given the reduction in bus services since covid, the % of population with access to services by bus will have decreased	

RTS Objective	RTS Indicator	Commentary 2018	RAG 2018	Commentary 2022	RAG 2022
		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		Given the reduction in bus services since covid, the % of population with access to services by bus will have decreased	
	A3 Proportion of population and non-car owning households within 30mins drive time of an accident and emergency unit	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)		This will be the same as in 2018	
	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		Given the reduction in bus services since covid, the % of population with access to services by bus will have decreased	

RTS Objective	RTS Indicator	Commentary 2018	RAG 2018	Commentary 2022	RAG 2022
	A5 Proportion of all/non-car owning households more than 30/60mins from retail facilities by public transport	<p>8.2% of the population (41,172) are not able to access a local shopping centre (containing a small supermarket and a post office), whilst 90.4% of the population are within 30mins by public transport</p> <p>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</p>		<p>Given the reduction in bus services since covid, the % of population with access to services by bus will have decreased</p> <p>Given the reduction in bus services since covid, the % of population with access to services by bus will have decreased</p>	
	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)		Given the reduction in bus services since covid, the % of population with access to services by bus will have decreased	

RTS Objective	RTS Indicator	Commentary 2018	RAG 2018	Commentary 2022	RAG 2022
	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		Significant elements of Angus (21%), Perth & Kinross (20%), Stirling (19%) remain within the 10% most access deprived datazones 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		Whilst frequency has reduced on many routes, most are providing at least an hourly service with the exception of Perth to Pitlochry & Aberfeldy and Stirling to Crieff	
	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.		Continued slight decline in those who use the train at least once a month	
		Perhaps an increase in those who used rail at least once a month up to 2014, with a slight decline since		Increase across all areas since 2017, reflecting longer term upwards trend in most areas except Angus	
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		While the level of facilities are continuing to improve, only the major stations could be considered fully accessible for people with mobility difficulties		

RTS Objective	RTS Indicator	Commentary 2018	RAG 2018	Commentary 2022	RAG 2022
Environment	En1 Transport related CO2 emissions	Transport related CO2 emissions dipped between 2008-2016, but now appear to be on rise, except in Dundee		All areas continued to show a decline in transport related CO <sub>2</sub> emissions up to 2019, albeit it remains above the average per capital for Angus, Perth & Kinross and Stirling	
	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		SHS travel to work data indicates by 2019 reduction in car travel to work modal share in Angus and Stirling with Dundee and PKC remaining similar. Main mode of travel showed increase in car mode share increase decrease in Angus and Perth and increase in Stirling by 2019	
Health and wellbeing	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		The number of exceedances have declined, with none likely in 2020, however traffic levels at this time were likely a key factor	
	H2 Electric vehicle registrations	Number of electric vehicles increasing		2021 new electric or hybrid registrations remain at 1-1.5% of all registrations, except in Stirling, where electric and hybrid registrations are 6.5% of registrations	
	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		Walking as a means of transport continues to decline in all areas except Dundee	

RTS Objective	RTS Indicator	Commentary 2018	RAG 2018	Commentary 2022	RAG 2022
	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		In angus and Perth and Kinross, those travelling actively remain similar since 2008. In Dundee and Stirling, there continues to be slow decline	
Safety and security	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		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		Perception of safety in the evening has improved since 2016 across most areas	
	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		Rates fluctuate between 2012 and 2019 between averages of 82% and 93%.	
Integration	I1 Transport hubs with integration facilities	The level of interchange facilities at interchange sites across the area is mixed		The level of interchange facilities at interchange sites across the area is improving but continues to be mixed	
	I2 Compatibility of SDP, LDPs and National Park Plans with RTS objectives	Good compatibility		Good compatibility	
	I3 Compatibility of RTS objectives with relevant national, regional, local strategies and policies	Good compatibility		Good compatibility	