

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 DECEMBER 2023

## TACTRAN ANNUAL REPORT 2022/23

## REPORT BY DIRECTOR

Purpose

This report introduces the Tactran Annual Report for 2022/23.

Summary

There is a requirement for each RTP to produce an Annual Report. The 2022/23 Annual Report in Appendix A notes that a major focus has continued to be the development of a new RTS for the region. Other points of note are that the two Bus Alliances in the Tactran region, Tayside and Forth Valley, both utilised funding from the Bus Partnership Fund to develop strategic business cases; there was continued support of City Deals and associated transport project business cases; supporting development and publication of STPR2 through Regional Transport Working Groups; and progress on a number of projects such as MaaS pilot project, Local Rail Development Fund and Regional Active Travel Network.

**1 RECOMMENDATIONS**

## 1.1 That the Partnership:

- (i) Considers and approves for publication and submission to Scottish Ministers the Tactran Annual Report for 2022/23.

**2 REQUIREMENT FOR AN ANNUAL REPORT**

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

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

## 2.2 The Annual Report includes summary financial information and progress updates on delivering the Regional Transport Strategy and other activity. The presentation of information in Section 4 on progress on Regional Transport Strategy Development and Delivery reflects the structure of the refreshed Regional Transport Strategy 2015–2036 and RTS Delivery Plan 2016-

2021. Adopting the approach introduced for the previous Annual Reports since 2016/17 and in the interests of resource efficiency, it is proposed not to include as Appendices the full Public Services Reform Act (PSRA); Equalities reporting; Climate Change reporting, and other statutory reports that have separately been approved by the Partnership and are already in the public domain via the <https://tactran.gov.uk/about/> website.

### **3 CONCLUDING REMARKS**

- 3.1 Good progress was made towards delivering the strategic objectives of the Regional Transport Strategy and Delivery Plan in 2022/23. The Annual Report is therefore commended to the Partnership Board for approval.

### **4 CONSULTATIONS**

- 4.1 Development of the Regional Transport Strategy (RTS) and implementation of the RTS Delivery Plan have been the subject of ongoing consultation with stakeholders throughout 2022/23.
- 4.2 The Annual Report has been shared with the Tactran Regional Transport Liaison Group for comment.

### **5 RESOURCE IMPLICATIONS**

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

### **6 EQUALITIES IMPLICATIONS**

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

**Mark Speed**  
**Director**

For further information email [markspeed@tactran.gov.uk](mailto:markspeed@tactran.gov.uk) or tel. 07919 698611

### **NOTE**

The following papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report.

Transport (Scotland Act) 2005

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

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## **ANNUAL REPORT 2022/23**

### **FOREWORD**

We are pleased to present Tactran's Annual Report for 2022/23

A major focus for 2022/23 has continued to be the development of a new Regional Transport Strategy (RTS) for the Tactran region. This has included a major consultation exercise engaging with stakeholders and the public on a 'conversation about changing how we travel'. This exercise sought views on options to meet the significant challenges facing the region for 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 2023/24, with a draft RTS consulted on in Autumn 2023.

In addition, the two Bus Alliances that Tactran is involved with, Tayside Bus Alliance and Forth Valley Bus Alliance, developed strategic business cases funded through Transport Scotland's Bus Partnership Fund, for projects aimed at improving journey times and reliability and encouraging people to travel by bus. The strategic business case for Tayside Bus Alliance was submitted to Transport Scotland in spring 2023 for review, with Forth Valley Bus Alliance intending to submit later in the year.

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, with Tactran providing the secretariat for the Transport Board of the Tay Cities Deal.

Tactran 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 finalised STPR2, containing national and regional recommendations, in December 2022.

The Partnership continues to attract external funding to complement its own revenue funding. Significant external funding was utilised for three Mobility as a Service (MaaS) pilot projects, Local Rail Development Fund transport appraisals and developing and mapping a Regional Active Travel Network. Overall, our RTS revenue budget included £373,418 Third Party Funding to support progress on programmes for Active Travel; Travel Planning; Rail and Travel Information. Further Active Travel funding of £599,686 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.

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.

We 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).

**Depute Provost Andrew Parrott**  
**Chair of Tactran**

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

## 1. PARTNERSHIP BOARD AND GOVERNANCE

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

The Partnership's principal statutory duties are to:

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

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

### Board Membership during 2022/23 was:

<b>Angus Council</b>
Councillor Mark McDonald
Provost Ronnie Proctor (to May 2022)
Councillor Heather Doran (from June 2022)

<b>Dundee City Council</b>
Councillor Mark Flynn
Councillor Steven Rome
Councillor Richard McCready (Chair to May 2022)
Councillor Dorothy McHugh (from June 2022)

<b>Perth &amp; Kinross Council</b>
Councillor Andrew Parrott (Chair)
Councillor Alasdair Bailey (to May 2022)
Councillor David Illingworth (to May 2022)
Councillor Hugh Anderson (from June 2022)
Councillor Richard Watters (from June 2022)

<b>Stirling Council</b>
Councillor Danny Gibson
Councillor Jim Thomson (to May 2022)

Councillor Rachel Nunn (from June 2022)
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<b>Non-Councillor Members</b>
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Dr Jonathan Berg (to March 2023)
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Paul Cronin (to December 2022)
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Bryan Doyle
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Amy McDonald
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Paul Reid (from June 2022)
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Councillor Members of the Partnership were appointed in June 2022 following the Local Government elections in May 2022, 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 resignations of Paul Cronin and Dr Jonathan Berg in December 2022 and March 2023 respectively.

### ***Partnership Business***

The Partnership Board meets quarterly. During 2022/23 meetings were held on:

- **14 June 2022**
- **2 August 2022**
- **20 September 2022**
- **13 December 2022**
- **14 March 2023**

There was an additional special meeting of the Partnership Board on 2 August 2022 to consider and approve a second stage of public and stakeholder engagement and market research to inform the development of the new Regional Transport Strategy.

Throughout 2022/23 all meetings were hybrid meetings held at Council Chambers, 2 High Street, Perth with members encouraged to attend in person but also able to attend virtually via Teams, with provision being made for these meeting to be open to public access.

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:

Until May 2022

Councillor McCready (Chair)  
Councillor Parrott (Depute Chair)  
Provost Proctor  
Councillor Thomson  
Amy McDonald

From June 2022

Councillor Parrott (Chair)  
Councillor Rome (Depute Chair)  
Councillor Doran  
Councillor Nunn  
Amy McDonald

During 2022/23 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 reallocation of funding for Regional Active Travel Programme
- approving letters of support for Local Authorities' Levelling up Fund Bids
- approving responses to consultation on SPT's draft Regional Transport Strategy and Stirling Council's Local Development Plan Supplementary Guidance on Developer Contributions
- approving award of contract to Review the Regional Active Travel Network

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 Jill Walker, Data Protection Officer for Perth & Kinross Council.

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, 30 April 2021 and 30 April 2023 - 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 2023 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 2022/23 at its Board meeting on 13 June 2023, 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.

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 has submitted reports annually thereafter. In 2022 Tactran adopted a target to achieve Net Zero emissions before 2045. Tactran’s Annual Public Sector Climate Change Report for 2022 was submitted to SSN in November 2022. These reports and related documentation can be accessed via the Sustainable Scotland Network [website](#).

## 2. PARTNERSHIP RESOURCES

### *Executive Team*

The structure and staff in post between 1 April 2022 and 31 March 2023, including a fixed term post of Project Manager for the Tayside Bus Alliance which sits within Tactran, was:

- **Partnership Director – Mark Speed**
- **Senior Partnership Manager – Niall Gardiner**
- **Senior Strategy Officer – Jonathan Padmore**
- **Strategy Officer Strategic Connectivity – Claudia Stuerck**
- **Strategy Officer Sustainable Transport – Merry Smith**
- **Tayside Bus Alliance, Project Manager – James Cooper**
- **Office Manager/PA to Director – Ashley Roger**

In 2022/23 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. 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.

A Tayside Bus Alliance Project Manager was appointed in March 2022 initially on a fixed term to end of March 2023 to manage all aspect of the Tayside Bus Alliance for the Bus Partnership Fund and associated initiatives. The post has subsequently been extended to end of March 2024 and is funded by Transport Scotland through the Bus Partnership Fund and sits within Tactran.

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. All staff were provided with the necessary IT equipment and other resources to allow homeworking to continue efficiently throughout the pandemic, with all meetings taking place virtually, whether this be internal or external meetings. During 2022/23 as Covid-19 restrictions were lifted, Tactran staff adapted to hybrid working with a mixture of working at home on-line and in the office, undertaking meetings virtually or in-person, as suits the requirements.

### *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 2022/23 they were:

- **Secretary – Scott Hendry, Democratic Services Manager, Democratic & Business Support, 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 2022/23 Core operating budget (Report RTP/21/29 refers), which covers the Partnership’s day to day running costs, was £508,761.

Core funding contributions during the year were:

Scottish Government Grant in Aid	391,741
Angus Council	23,595
Dundee City Council	29,265
Perth and Kinross Council	31,210
Stirling Council	18,950
Use of Reserves	14,000
<b>Total</b>	<b><u>508,761</u></b>

Further adjustments to the Core budget were reported to the Partnership at the meeting on 14 June 2022 (Report RTP/22/15).

A detailed breakdown of the final Core budget and actual expenditure for 2022/23 is provided in Table 1 below.

**Table 1: Core Revenue Budget 2022/23**

<b>Expenditure</b>	<b>Approved Budget</b>	<b>Actual Expenditure</b>	<b>Variance</b>
	<b>£</b>	<b>£</b>	<b>£</b>
<b><u>Staff Costs</u></b>			
Salaries	323,792	320,406	(3,386)
Superannuation	52,892	52,538	(354)
National Insurance	35,613	39,270	3,657
Training/Conferences	1,200	3,174	1,974
Subscriptions	330	300	(30)
	<b>413,827</b>	<b>415,688</b>	<b>1,861</b>
<b><u>Property Costs</u></b>			
Energy, Repairs etc.	4,290	3,714	(576)
Cleaning	2,000	3,071	1,071
Maintenance	5,500	2,695	(2,805)
Rent	13,490	14,259	769
	<b>25,280</b>	<b>23,739</b>	<b>(1,541)</b>
<b><u>Supplies &amp; Services</u></b>			
Office Consumables	4,125	1,681	(2,444)
Communications	2,500	1,476	(1,024)
Insurance	7,100	6,507	(593)
Information Technology	9,000	8,241	(759)
Hospitality	700	1,226	526
Board Expenses – Misc.	500	0	(500)
	<b>23,925</b>	<b>19,131</b>	<b>(4,794)</b>
<b><u>Transport Costs</u></b>			
Travel and Subsistence	1,500	487	(1,013)
Public Transport	2,800	690	(2,110)
Expenses – Board Members	500	557	57
	<b>4,800</b>	<b>1,734</b>	<b>(3,066)</b>
<b><u>Third Party Payments</u></b>			
Audit Fees External	16,340	12,278	(4,062)
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	2,293	493
	<b>51,390</b>	<b>47,821</b>	<b>(3,569)</b>
<b>Gross Expenditure</b>	<b>519,222</b>	<b>508,113</b>	<b>(11,109)</b>

The £11,109 underspend on expenditure above is supplemented by £8,555 from Interest Received during the year, resulting in a net underspend of £19,664, as reported in the 2022/23 Annual Accounts. Notable variances include the underspend on gross pay following the acceptance of a higher than budgeted pay offer, partially offset by unused relocation allowance. There was an overspend on National Insurance due to an adjustment of the contribution rates during the year and there was further overspend on Training/Conferences during the year; with increased staff training opportunities being taken as a catch-up exercise following years impacted by Covid-

19. There were further savings arising from the continued use of hybrid working and virtual Board meetings during the year resulting in underspends in Property (£1,541), Supplies & Services (£4,794), and Transport Costs (£3,066). Lastly, there was an underspend on External Audit Fees (£4,062) as a result of the change to Audit Scotland as External Auditor.

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

The approved 2022/23 RTS Revenue Programme of £182,838 comprises Scottish Government Grant in Aid totalling £131,009 plus other income of £922 and £50,907 from Reserves. In addition, other income of up to £421,970 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 £373,418 expenditure was utilised in 2022/23 with up to £48,553 being utilised in 2023/24.

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 2022/23 Audited Annual Accounts Management Commentary, is shown in Table 2:

**Table 2: RTS Revenue Programme 2022/23**

<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	102,000	0	102,000	86,098	(15,902)
Strategic Connectivity	12,500	0	12,500	12,500	0
Health & Transport	12,000	0	12,000	12,000	0
Active Travel	0	85,000	85,000	85,000	0
Travel Planning	10,000	69,230	79,230	78,512	(718)
Buses Strategy	13,000	0	13,000	14,988	1,988
Park & Ride	0	0	0	0	0
Rail	3,000	77,962	80,962	80,962	0
Freight	2,350	0	2,350	2,350	0
Travel Information	12,000	141,226	153,226	150,370	(2,856)
Climate Change	5,000	0	5,000	0	(5,000)
Contingency	10,988	0	10,988	0	(10,988)
<b>Gross Expenditure</b>	<b>182,838</b>	<b>373,418</b>	<b>556,256</b>	<b>522,780</b>	<b>(33,476)</b>

As detailed above, the other income made available during the year allowed the Partnership to supplement resources in respect of 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 £33,476 remained from the original approved budget, providing a £33,476 reserve to carry forward to the 2023/24 RTS Revenue Programme as reported in the 2022/23 Annual Accounts.

The detailed financial statements for the year are presented in the Partnership's 2022/23 Audited Accounts, these are being considered for approval at the meeting on 12 December 2023, after which they will be available 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 approximately £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, following detailed discussions, Transport Scotland increased its 2022/23 allocation to Tactran to £500,000.

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 2022/23 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;
- C: Develop and implement access to key services within the Tactran Region.

In total the ATG and RATDF delivered 13 projects with an overall budget of £599,686, as follows:

<b>Partner Organisation</b>	<b>Project</b>	<b>Amount Awarded</b>
Angus Council	Friockheim to Arbroath feasibility	£15,000
Angus Council	Sidlaw Path Network (Newtyle to Dundee) Design	£56,500
Angus Council	Arbroath to East Haven NCN1 feasibility and design	£18,500
Dundee City Council	Perth Road - Hawkhill feasibility and prelim design	£65,000
Dundee City Council	Pitkerro Road feasibility and prelim design	£64,868
Dundee City Council	Harefield Road - Strathmore Avenue feasibility and prelim design	£65,000
Dundee City Council	Strathmartine Road feasibility and prelim design	£65,000
Perth & Kinross Council	Shared use path Pittenzie Rd, Crieff, construction	£50,000
Perth & Kinross Council	Station Road Errol, construction	£25,000
Stirling Council	Kings Highway, Stirling to Drymen	£65,000
Stirling Council	Kildean/Craigforth Active Travel Masterplan	£80,000
Dundee City Council	Arbroath Road Active Freeway feasibility and prelim design	£15,000
Perth & Kinross Council	additional contribution to shared use path Pittenzie Road, Crieff	£15,000
<b>Total</b>		<b>£599,686</b>

Tactran has secured an allocation of approximately £650,000 from Transport Scotland for Active Travel projects during the 2023/24 financial year.

### 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. 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 2022/23 further developed the delivery programme with a particular focus on a new RTS for the region, Strategic Connectivity, 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. A summary of progress against the suite of indicators was produced in 2021/22 and included as an appendix to the [2021/22 Annual Report](#).

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 2022/23.

Development and implementation of the Strategy and supporting interventions is inevitably subject to resource availability. The Tay Cities 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 2022/23 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 maintenance of the Tactran website.

Work commenced on producing a new Regional Transport Strategy for the Tactran region in September 2020 and continued throughout 2021/22 and 2022/23. 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. A draft Main Issues Report was developed in Spring 2021 with public and stakeholder engagement undertaken during Summer 2021. By the end of 2021/22 a draft set of objectives and outcomes for the

RTS had been approved by the Partnership. Between July 2022 and November 2022, a further public and stakeholder engagement was undertaken, 'A Conversation About Changing How We Travel'. This engagement exercise sought views on the draft objectives and outcomes; the scale of change required to hit national targets; and the types of measures which could help deliver the identified outcomes. In addition to this, work continued on a Strategic Environmental Assessment and Impact Assessments. The aim being to have a draft RTS prepared for Partnership approval during Summer 2023 and to undertake formal consultation on the draft RTS thereafter.

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

### ***Strategic Connectivity***

The focus for strategic connectivity in 2022/23 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 jointly funding the delivery and maintenance of the Tay Cities Regional Transport Model (TCRTM). The TCRTM was completed in 2020/21 and audited in 2021/22. During 2022/23 Tactran together with Transport Scotland and other RTPs commenced a review of all national and regional transport models identify robustness of the models pre and post Covid-19.

Review and updating of the Strategic Transport Projects Review (STPR2), which commenced early in 2019, was completed and published in December 2022, with work commencing on the associated delivery plan. Tactran continued to participate in two Regional Transport Working Groups (RTWGs) that 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. 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, Tactran provided a funding contribution for the annual Safe Drive/Stay Alive road safety campaign in the Stirling Council area and also contributed funding for a pilot New Driver Scheme approach in the Perth & Kinross area in support of Community Safety Plans.

### **Active Travel**

Tactran was awarded £85,000 from Sustrans to undertake a review of the Regional Active Travel Network, including digital mapping and a dashboard facility. Consultants Arup were appointed and completed the regional strategic work by the end of March 2023. Additional funding has been provided in 2023/24 and will aim to add local active networks. It is intended to seek approval of the Tactran Board for the updated Regional Active Travel Network in Summer/Autumn 2023 and to use the digital mapping and dashboard facility to prepare a bids for funding from Transport Scotland's Active Travel Transformation Fund initiative in future years.

The Cycle Training & Development Officer post which was previously jointly funded by Tactran and Cycling Scotland was expanded to cover a slightly larger geographical area and with the post fully funded by Cycling Scotland. The Cycling & Development Officer continued to progress the uptake and encouragement of 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 2022/2023.

### ***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.

Development and promotion of the online Travel Plan implementation toolkit [www.travelknowhowscotland.co.uk](http://www.travelknowhowscotland.co.uk) continued in 2022/23. 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 in 2022/23.

### ***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 in 2019/20 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 continues to develop and promote the website to provide an accessible public transport system for all.

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.

It is intended that 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 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 were procured to undertake the appraisal and a Project Manager was appointed and commenced in March 2022. Appraisal work continued throughout 2022/23 with a Strategic Business Case (SBC) submitted to the Scottish Government Gateway on 6 April 2023 that recommended 12 bus priority corridors in Dundee, Perth and Fife together with a number of multi-modal hubs. Should the SBC be approved by the Scottish Government Gateway, the next stage will be to develop an outline business case.

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. Appraisal work continued in 2022/23 with the intention that a Strategic Business Case will be submitted to Scottish Government Gateway later in 2023.

### ***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 multi modal hub proposals forming part of these projects.

Consequently, the allocated budget for Park & Ride was not required or utilised in 2022/23.

### ***Rail Strategy***

During 2022/23 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 provision for ongoing membership of the East Coast Mainline Authorities (ECMA) consortium.

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.

During 2022/23 both Stirling Strategic Park & Ride Strategy and Bridge of Earn Transport Appraisal completed draft Detailed Appraisals and these were submitted to Transport Scotland's Transport Strategy and Appraisal division in February and June 2022 respectively, for comment, prior to completing the final Detailed Appraisal in consultation with the respective Councils. By the end of 2022/23 an initial set of comments on the draft Detailed Appraisal had been received from Transport Scotland for the Stirling Park & Ride Strategy and further discussions were ongoing. Transport Scotland had yet to provide comments on the Bridge of Earn Transport Appraisal draft Detailed Appraisal.

The draft Preliminary Options Appraisal for the Tay Cities Park & Choose Strategy was completed and submitted to Transport Scotland for comment at the beginning of July 2022. Transport Scotland provided comments on the draft Preliminary Appraisal at the end of November 2022. A meeting with Transport Scotland was arranged for May 2023 where it was agreed that the Detailed Appraisal could commence.

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 2022/23 and it is anticipated that a range of interventions that will reduce journey times, increase local services, improve resilience and provide more freight paths will be delivered by 2026.

### ***Freight Transport***

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

The Regional Freight Quality Partnership (FQP) includes representation from the Road Haulage Association, Logistics UK, 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.

In 2022/23 Flourish Marketing Limited were procured to support the Tactran Digital Marketing Strategy including the Get on the Go social media campaign and they

commenced work in October 2022. 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 range of targeted social media promotions, with the aim of re-invigorating the campaign and promoting sustainable travel post covid-19 restrictions.

Work on the successful Tactran MaaS Investment Fund award for the ENABLE MaaS pilot project continued throughout 2022/23.

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 provided a total budget of around £800,000 over the lifetime of the pilot project, with the 2022/23 funding utilising the last of the Transport Scotland budget.

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:

- NHS Tayside: Improving awareness and booking of access options for patients, visitors and staff to NHS Tayside sites. This pilot originally intended to focus on the new regional centre for urology at Perth Royal Infirmary attracting travel from across the Tactran region and NE Fife, but was expanded to all major NHS Tayside sites.
- 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 and since then have remained live.

The programme has resulted in many more users – approximately ten-fold – than any of the other MaaS programmes funded by Transport Scotland MaaS Investment Fund (Sept 2021 – January 2023):

- National Park Journey Planner: 7893 visitors (38.9% returning users) planning 11025 journeys
- GoNHS Tayside 2064 visitors (13.5% returning users) planning 1945 journeys
- Dundee and Angus College 776 visitors (56.6% returning) planning 2068 Journeys

The modal share of the programmes suggests that the tools either promote or support sustainable transport options:

- National Park Journey Planner: 60% of users planned bus and/or rail trips, and 12% planned walking and cycling trips
- GoNHS Tayside: 61% of users planned bus and/or rail trips, 10% planned walking or cycling trips
- Dundee and Angus College: 73% planned bus trips, with a further 11% planning rail or bus/rail trips. 5% planned walking and cycling trips

These interim findings will be updated and expanded through a comprehensive monitoring and evaluation report for the pilot projects, which will include recommendations for going forward. This report will be completed in 2023/24 and submitted to Transport Scotland for their consideration alongside reports from the other MaaS pilots taking place throughout Scotland.

The platform for the ENABLE project is 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 March 2023. Tactran and Sustran are providing some revenue funding and have secured funding from Smarter Choices Smarter Places, to continue the pilot projects through 2023/24.

### **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 in March 2022 launched a new Electric Vehicle Infrastructure Fund (EVIF) for Local Authorities aiming to at least double Scotland’s

public electric charging network over the next 4 years and help achieve the Scottish Government's Draft Vision. The EVIF aims to support Local Authorities to draw in private investment and enable the implementation of a variety of public charge point owner/operator models. Transport Scotland will provide £30m funding programme and it is anticipated that this will be matched by £30m of private investment. The initial phase of the EVIF is for Local Authorities to develop public electric vehicle charging strategies and infrastructure expansion plans and Transport Scotland is providing each Local Authority with a £60,000 grant for this purpose in 2022/23.

The EVIF is being managed by Scottish Futures Trust and they have provided a template strategy and infrastructure expansion plan for Local Authorities to consider. All 4 Local Authorities in the Tactran area are progressing their strategy and expansion plans with Dundee City Council doing so through their pathfinder project. Stirling Council is pooling resources with Falkirk and Clackmannanshire Councils to develop a strategy and 5 expansion plan for that area but are also disaggregating this into Council areas. Angus, Dundee City and Perth & Kinross Councils are developing their own initial strategies and expansion plans but are considering how to best collaborate on these as a future phase.

A Tactran Regional EV Steering Group comprising officers from Tactran and the 4 constituent Local Authorities continue to liaise to share good practice, with the current focus on delivering the EVIF strategies and expansion plans. It is anticipated that each of the Local Authority's draft strategy and expansion plan will be completed in draft during 2023/24.

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 focused 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. Analyses in relation to the potential for fleet replacement and the total life costs was completed in 2022/23 and Tactran representatives have met regularly with the Head of Innovation and Supply Chain from Transport Scotland's Low Carbon Economy Directorate with the aim to ensure the project builds on the results of the data analyses.

#### 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 2022 summary update monitoring report was included as an Appendix to the [2021/22 Annual Report](#).

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.

## 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. 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;**
- **Tayside and Forth Valley Bus Alliances**
- **Regional EV 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 2022/23 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 2022/23 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 maintain the Tay Cities Regional Transport Model in partnership with Transport Scotland and Tayside local authorities. 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 provided the medium for consultation on the Strategic Transport Projects Review (STPR2) published in December 2022. 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; developing a Regional Active Travel Network; 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 working with Cycling Scotland in 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 the delivery of road safety education campaigns and initiatives, such as Safe Drive Stay Alive and New Driver Scheme; 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 working 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 [‘Get on the Go’](#) social media campaign; developing regional ENABLE MaaS (Mobility as a Service) pilot project; and leading and participating in Tayside and Forth Valley Bus Alliances
- **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 in partnership with Transport Scotland and all other RTPs by developing and maintaining the Travelknowhow web-based travel planning toolkit as a nationally available resource; progressing Electric Vehicle infrastructure delivery through a steering group 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.

### **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.

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 following the publication of NPF4 in February 2023.

### **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, with the finalised STPR2 published in December 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 2022/23 and Tactran will look to assist in shaping these.

The review of STPR2 was being progressed in alignment with NTS2, the Planning (Scotland) Act 2019 Act and updating of the National Planning Framework (NPF4). The NTS2 includes a commitment to review the 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 2022/23 included:

- **Draft Strategic Transport Projects Review 2**
- **A route map to achieve a 20 per cent reduction in car kilometres by 2030**
- **Public Sector Equality Duty in Scotland**
- **Strathclyde Partnership for Transport (SPT) draft Regional Transport Strategy**

- **Stirling Council Local Development Plan, draft supplementary guidance on Developer Contributions**
- **Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030**
- **Draft Energy Strategy and Just Transition 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, 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)**

## 6. GLOSSARY

ATCO	Association of Transport Co-ordinating Officers
ATG	Active Travel Grant
BPF	Bus Partnership Fund
CoSLA	Convention of Scottish Local Authorities
CPP	Community Planning Partnership
ECMA	East Coast Mainline Authorities
EVIF	Electric Vehicle Infrastructure Fund
FQP	Freight Quality Partnership
GDPR	General Data Protection Regulation
LEZ	Low Emission Zone
LDP	Local Development Plan
LLTNP	Loch Lomond and the Trossachs National Park
LOIP	Local Outcomes Improvement Plan
MaaS	Mobility as a Service
NCN	National Cycle Network
NPF	National Planning Framework
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