

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

10 DECEMBER 2024

## TACTRAN ANNUAL REPORT 2023/24

## REPORT BY DIRECTOR

Purpose

This report introduces the Tactran Annual Report for 2023/24.

Summary

There is a requirement for each RTP to produce an Annual Report. The 2023/24 Annual Report in Appendix A notes that a major focus has continued to be the development of a new RTS for the region, with it being adopted by the Partnership in early 2024/25. Other points of note are the maturing of the two Bus Alliances in the Tactran region, Tayside and Forth Valley; continued support of City Deals and associated transport projects; and progress on a number of projects such as MaaS, 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 2023/24.

**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 (RTS) and other activity. The presentation of information in Section 3 on progress on Regional Transport Strategy Delivery reflects the structure of the Regional Transport Strategy 2015–2036 Refresh and associated RTS Delivery Plan. Section 4 provides information on the development of the New RTS and Delivery Plan.

- 2.3 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 2015–2036 Refresh and associated Delivery Plan and a new draft RTS 2024 – 2034 was completed in 2023/24 and subsequently adopted in early 2024/25. The Annual Report is therefore commended to the Partnership Board for approval.

### **4 CONSULTATIONS**

- 4.1 Implementation of the RTS 2015 – 2036 Refresh Delivery Plan and development of a new Regional Transport Strategy (RTS) have been the subject of ongoing consultation with stakeholders throughout 2023/24.

### **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**

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### **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 2023/24

### FOREWORD

We are pleased to present Tactran's Annual Report for 2023/24

A major focus for 2023/24 continued to be the development of a new Regional Transport Strategy (RTS) for the Tactran region. The year began by undertaking a 12-week public consultation on a draft Regional Transport Strategy. This and further consultation throughout 2023/24 with a wide range of stakeholders, working in collaboration with our constituent local authorities, helped develop a new Regional Transport Strategy, that addresses the transport requirements of the region and assists in delivering the four priorities for Scotland's transport system as set out in the National Transport Strategy: reduce inequalities; take climate action; help deliver inclusive economic growth; and improve our health and wellbeing. The year ended by submitting a Draft RTS 2024 – 2034 to the Cabinet Secretary for Transport in February 2024.

The Cabinet Secretary for Transport approved the Tactran Regional Transport Strategy 2024 – 2034 in April 2024, with it being formally adopted by the Tactran Partnership in June 2024.

Tactran continued to work with Forth Valley and Tayside Bus Alliances, with both finalising their strategic business cases and the latter implementing bus priority measures at signalised junctions in Dundee and Perth. Tactran also utilised Community Bus Funding to undertake to review of options and report on the opportunity for and benefits arising from the new powers contained within the Transport (Scotland) Act 2019, with the intention of developing a Bus Plan for the Tactran region in 2024/25.

The Partnership has offered proactive support to the two City Region Deals in the Tactran area: the Stirling/Clackmannanshire and Tay Cities Region Deals, with Tactran being a member of the Tay Cities Joint Committee and providing input to various groups such as the Management Group, Heads of Economic Development, Innovative & International Board and providing the Chair and secretariat for the Transport Board of the Tay Cities Deal.

The Partnership continues to attract external funding to complement its own revenue funding. External funding was utilised to develop and support the travel planning toolkit Travelknowhow; social media campaign 'Get on the Go', bus initiatives and progress Local Rail Development Fund transport appraisals. Overall, our RTS revenue budget included over £200,000 Third Party funding. Our Active Travel Capital Programme delivered approximately £700,000 of Active Travel Infrastructure projects, including preparation for taking forward £1.8m of Active Travel Behaviour Change and Access to Bikes projects in 2024/25.

Tactran has continued to influence transport policy and to support both Community Planning and Development Planning. 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 the significant commitment and contribution made during the year by all the Partnership's Board Members, the Tactran executive team, Proper Officers, partner Council staff and the many public and private sector stakeholders who have contributed to supporting the work of Tactran.

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 2023/24 was:

<b>Angus Council</b>
Councillor Heather Doran
Councillor Mark McDonald

<b>Dundee City Council</b>
Councillor Mark Flynn
Councillor Dorothy McHugh
Councillor Steven Rome (to March 2024)
Councillor Siobhan Tolland (from March 2024)

<b>Perth &amp; Kinross Council</b>
Depute Provost Andrew Parrott (Chair)
Councillor Hugh Anderson
Councillor Richard Watters

<b>Stirling Council</b>
Councillor Rachel Nunn
Councillor Danny Gibson (to June 2023)
Councillor Jennifer Preston (from June 2023)

<b>Non-Councillor Members</b>
Bryan Doyle
Amy McDonald
Paul Reid
Alan Stewart (from September 2023)

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.

### ***Partnership Business***

The Partnership Board meets quarterly. During 2023/24 meetings were held on:

- **13 June 2023**
- **12 September 2023**
- **12 December 2023**
- **30 January 2024**
- **12 March 2024**

There was an additional special meeting of the Partnership Board on 30 January 2024 to consider and approve an Integrated Impact Assessment and a Strategic Environmental Assessment undertaken to inform the draft Regional Transport Strategy and to approve a final draft of Tayside and Central Scotland Regional Transport Strategy 2024 – 2034 for submission to the Cabinet Secretary for Transport.

The meetings in June, September and December were hybrid meetings held in Stirling, Forfar and Perth respectively with members encouraged to attend in-person but also able to attend virtually via MS Teams. At the Partnership meeting in December 2024, it was agreed that meetings during 2024 would be virtual except for the meeting in September 2024, which would be an in-person meeting. The meetings in January and March were therefore virtual via MS Teams. For all meetings during 2023/24 provision was made for the meetings to be open to public access either virtually and/or in-person.

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:

Depute Provost Parrott (Chair)  
 Councillor Doran  
 Councillor Rome (to December 2023)  
 Councillor Flynn (from December 2023)

Councillor Nunn  
 Amy McDonald

During 2023/24 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 a response to Department for Transport (DfT) consultation on a zero-emission vehicle (ZEV) mandate and CO2 emission regulation for new cars and vans in the UK;
- approving a response to Scottish Government consultation on planning guidance for Local Living and 20-minute Neighbourhoods;
- approving response to ScotRail consultation a proposed new timetable for services between Edinburgh, Fife and the Tay Cities including services to new stations at Cameron Bridge and Leven;
- delegating procurement and award of contract to the Director and Treasurer. for Community Transport Funded research; and
- approving reallocation of Active Travel Infrastructure projects utilising Scottish Government grant funding;

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, with a review of Financial Regulation undertaken in 2019. These were supplemented by the publication of a revised Code of Conduct for Councillors in March 2022. The 2022/23 Audit Report considered by the Partnership at its meeting in December 2023 recommended that the governance documents be regularly reviewed. However, time did not permit their review in 2023/24, and they will be reviewed during 2024/25.

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 and submitted 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 2023/24 at its Board meeting on 11 June 2024, 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. Tactran's Annual Public Sector Climate Change Report for 2023 was submitted to SSN in November 2023 and can be accessed via the Sustainable Scotland Network [website](#).

## 2. PARTNERSHIP RESOURCES

### *Executive Team*

The structure and staff in post between 1 April 2023 and 31 March 2024, 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**

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 which, was funded by Transport Scotland through the Bus Partnership Fund and sits within Tactran, was further extended to end of March 2024 and has subsequently been made permanent as a Tactran Projects Manager.

During 2023/24 Tactran staff continued a hybrid working pattern 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 2023/24 they were:

- **Secretary – Scott Hendry, Democratic Services Manager, Democratic & Business Support, Perth & Kinross Council**
- **Treasurer – Scott Walker, Strategic Lead, Finance & Business Support, 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 final approved 2023/24 Core operating budget (Report RTP/23/06 refers), which covers the Partnership's day to day running costs, was £525,353.

Core funding contributions during the year were:

Scottish Government Grant in Aid	422,333
Angus Council	23,595
Dundee City Council	29,265
Perth and Kinross Council	31,210
Stirling Council	18,950
<b>Total</b>	<b><u>525,353</u></b>

A detailed breakdown of the final Core budget and actual expenditure for 2023/24 is provided in Table 1 below:

Table 1: Core Revenue Budget 2023/24

<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	344,533	336,589	(7,944)
Superannuation	57,381	57,366	(15)
National Insurance	38,734	38,901	167
Training/Conferences	2,000	1,284	(716)
Subscriptions	400	500	100
	<b>443,048</b>	<b>434,640</b>	<b>(8,408)</b>
<b><u>Property Costs</u></b>			
Energy	4,290	10,260	5,970
Cleaning	2,000	3,070	1,070
Maintenance	500	0	(500)
Rent	13,490	13,490	0
Rates	0	4,942	4,942
	<b>20,280</b>	<b>31,762</b>	<b>11,482</b>
<b><u>Supplies &amp; Services</u></b>			
Office Consumables	4,125	1,809	(2,316)
Communications	2,500	1,094	(1,406)
Insurance	7,100	6,772	(328)
Information Technology	2,200	2,251	51
Hospitality	700	453	(247)
Board Expenses – Misc.	500	375	(125)
	<b>17,125</b>	<b>12,754</b>	<b>(4,371)</b>
<b><u>Transport Costs</u></b>			
Travel and Subsistence	1,500	1,350	(150)
Public Transport	2,800	1,094	(1,706)
Expenses – Board Members	500	515	15
	<b>4,800</b>	<b>2,959</b>	<b>(1,841)</b>
<b><u>Third Party Payments</u></b>			
Audit Fees External	11,850	13,800	1,950
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	2,000	2,065	65
	<b>47,100</b>	<b>49,115</b>	<b>2,015</b>
<b>Gross Expenditure</b>	<b>532,353</b>	<b>531,230</b>	<b>(1,123)</b>

The £1,123 underspend above is supplemented by an increase in the level of Scottish Government Grant in Aid allocated to Core of £8,505; and Interest Receivable of £6,520 resulting in a Net Core Underspend of £16,148. The underspend as reported in the 2023/24 Annual Accounts is £9,148 and reflects the removal from the budget of £7,000 relocation allowance at the year end. Notable variances include an underspend on Staff Costs of £8,408 primarily resulting from £7,000 relocation allowance remaining unutilised. Additionally, an overspend of £11,482 on Property

Costs was incurred largely as a result of the significant increase in the price of Energy (£5,970) and the change to Business Rates Relief resulting in a charge to Tactran for the year (£4,942). There were further savings arising from the continued use of hybrid working and virtual Board meetings during the year resulting in underspends in Supplies & Services (£4,371), and Transport Costs (£1,841). Lastly, there was an overspend on External Audit Fees (£1,950) as the actual fee for audit work exceeded the estimated fee at the start of the year.

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

The approved 2023/24 RTS Revenue Programme of £143,549 comprises Scottish Government Grant in Aid totalling £91,912 plus other income of £7,163 and £44,474 from Reserves. In addition, other income of up to £206,909 was secured to supplement the RTS Revenue budget.

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 2023/24 Audited Annual Accounts Management Commentary, is shown in Table 2:

**Table 2: RTS Revenue Programme 2023/24**

<b>Expenditure on Projects</b>	<b>Budget (£)</b>	<b>Other Income (£)</b>	<b>Gross Budget (£)</b>	<b>Actual Expenditure (£)</b>	<b>Variance (£)</b>
Development of RTS	54,000	0	54,000	42,378	(11,622)
Health & Transport	12,000	0	12,000	12,000	0
Travel Planning	10,275	72,139	82,414	82,414	0
Buses Strategy	3,000	73,350	76,350	76,102	(248)
Rail	16,644	49,420	66,064	54,532	(11,532)
Freight	5,000	0	5,000	2,350	(2,650)
Travel Information	18,500	12,000	30,500	26,126	(4,374)
Climate Change	5,000	0	5,000	0	(5,000)
Contingency	19,130	0	19,130	0	(19,130)
<b>Gross Expenditure</b>	<b>143,549</b>	<b>206,909</b>	<b>350,458</b>	<b>295,902</b>	<b>(54,556)</b>

As detailed above, the other income made available during the year allowed the Partnership to supplement resources in respect of Travel Planning, Buses Strategy, Rail and Travel Information. In the final analysis a reserve of £54,556 remained from the original approved budget, providing a £54,556 reserve to carry forward to the 2024/25 RTS Revenue Programme as reported in the 2023/24 Annual Accounts.

The detailed financial statements for the year are presented in the Partnership's 2023/24 Audited Accounts, these are being considered for approval at the meeting on 10 December 2024, 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.

### **Active Travel Grant Capital Programme**

Transport Scotland, since 2018/19 has made available an Active Travel Fund to the RTPs to progress regional walking and cycling networks. Transport Scotland increased its 2023/24 allocation to Tactran to £699,250.

The Active Travel Grant (ATG) Capital Programme provided grants and resource support to our constituent Councils to develop and implement Active Travel infrastructure schemes during 2023/24. The intention being 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 2023/24 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 and regional hubs within the Tactran Region.

In total the ATG capital programme delivered 17 projects plus programme management and resource support. In addition, towards the end of 2023 Transport Scotland asked RTPs to develop programmes for Active Travel Behaviour Change initiatives for implementation in 2024/25 and provided additional funding in 2023/24 to assist in developing a programme of initiatives. The overall budget expenditure of £699,250 was as follows:

**Table 3: Active Travel Grant Capital Programme 2023/24**

<b>Partner Organisation</b>	<b>Project</b>	<b>Expenditure</b>
Angus Council	Coherent network of routes across the town of Brechin	£21,599
Angus Council	Coherent network of routes across the town of Forfar	£21,598
Angus Council	Coherent network of routes across the town of Monifieth	£21,598
Dundee City Council	D&A College Campus, linking to NCN1	£17,334
Dundee City Council	Strathmartine Active Travel Audit High Impact Actions	£68,456
Dundee City Council	Coldside Active Travel Audit High impact actions	£8,594
Dundee City Council	Lochee Active Travel Audit High impact actions	£15,805

Dundee City Council	Maryfield Active Travel Audit High impact Actions	£13,790
Dundee City Council	Lynch Centre link path	£36,955
Dundee City Council	Finlathen Park Green Circular Improvements	£32,316
Perth & Kinross Council	Woodside – Coupar Angus shared use path beside A94 extension	£167,656
Perth & Kinross Council	Kinross Active Travel Masterplan	£28,250
Stirling Council	Active Travel routes development – feasibility and concept design	£19,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	£20,000
Stirling Council	Cycleway defenders on Airthrey Road	£40,212
Stirling Council	Contribution to new footpath in Balfron	£17,288
Tactran	Active travel mapping and delivery plan – develop interface options	£21,775
Tactran	Programme management and support – people resource	£84,750
Tactran	Active Travel Behaviour Change - Preparatory work	£42,274
<b>Total</b>		<b>£699,250</b>

As noted above, Transport Scotland indicated that they would be awarding RTPs grant funding for Active Travel Behaviour and Access to Bikes initiatives in 2024/25 with Tactran’s award likely to be approximately £1.8m. RTPs were invited to provide proposals, and these were developed in early 2024.

The approach taken by Tactran to the Active Travel Behaviour Change and Access to Bikes initiative was to tie in the Behaviour Change initiatives closely with existing and new active travel Infrastructure to encourage walking, cycling and wheeling where there are good facilities. This led to 4 cluster sites having been identified:

- Cluster 1 – Stirling City
- Cluster 2 – Perth City
- Cluster 3 – Dundee/Angus (Green Circular)
- Cluster 4 – Arbroath/Montrose

In each cluster area a combination of up to 8 Projects were identified across 3 criteria that meet the Transport Scotland grant requirements of: Schools and Young People; Workplaces; and Accessibility and Inclusion.

An exercise asking for Expressions of Interest from Delivery Partners (both National and Local – such as Cycling Scotland, Living Streets, Cyclehub.org, Forth Environment Link, The Bike Station) was undertaken and grants awarded in early 2024/25. This work is continuing in 2024/25 with the grant funding provided by Transport Scotland to Tactran totalling £1,837,352.

### 3. DELIVERING THE REGIONAL TRANSPORT STRATEGY 2015 – 2036 REFRESH

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 2015 – 2036 Refresh 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 2015 – 2036 Refresh 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 and Active Travel Capital allocation in 2023/24 further developed the delivery programme with a particular focus on completing a new RTS for the region (See Section 4), Health & Transport, 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](#).

### ***Strategic Connectivity***

The focus for strategic connectivity in 2023/24 was to continue to offer support to the City Deals for the Tay Cities and Stirling & Clackmannanshire city-regions.

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

Tactran continues to provide input to regionally and nationally significant strategic transport infrastructure and services through membership of organisations such as East Coast Mainline Authorities consortium and participation in stakeholder groups such as Aberdeen to Central Belt key stakeholders group.

### ***Health and Transport***

Tactran had previously developed a Health and Transport Framework with NHS Forth Valley and NHS Tayside. However, prioritisation of the Boards' activity, internal reorganisations, and staff moving on during and after the Covid-19 pandemic have halted the specific workstreams initiated by the Framework.

Tactran continued to be pro-active in their support of NHS Forth Valley and NHS Tayside, however the level of support was determined by the internal arrangements of the respective health boards in terms of how they considered and addressed transport and access issues.

In response to NHS Scotland's issuing of the NHS Climate Emergency and Sustainability Strategy, NHS Tayside established a Sustainable Transport and Travel Group. Tactran participate and support the work of this group. Tactran have offered the same resource to NHS Forth Valley,

Both NHS Boards participated in the development of the review of the Regional Transport Strategy during 2023/24.

Funded largely by Transport Scotland's MaaS Investment Fund, Tactran developed the NHS Tayside Journey Planner website in 2022 to promote sustainable access to NHS Tayside facilities. The promotion of this tool continued across 2023/24 (See Travel Information section).

Tactran continued to support road safety initiatives by providing a funding contribution for the annual Safe Drive/Stay Alive road safety campaign in the Stirling Council area and contributed funding for a New / Young Driver Scheme approach in the Tayside area in support of Community Safety Plans.

The Tayside approach is to develop a long-term strategy to deliver a coordinated and flexible programme and suite of measures across Tayside with initial delivery focusing on Perth & Kinross area and delivering the below products:

- Police New Driver Initiative
- Scottish Fire and Rescue Services personnel delivering Virtual Reality via the Ice Hub, a cutting-edge tech company producing high quality VR films in all aspect of Road Safety. This gives the learner in the car the feel and experience of the incident, from the casualty position
- Very Local Pop-Up Projects such as Project EDWARD (Every Day Without A Road Death)
- Communications Plan
- Cycle Awareness Training for Young Drivers
- Parking Training for Young drivers
- Pre and Post Implementation Evaluation

Funding was awarded from Transport Scotland's Road Safety Framework Fund to take forward this initiative with Tayside Road Safety Forum partners, including Tactran, also providing match funding.

### **Active Travel**

Tactran was awarded funding of just under £700,000 for Active Travel Infrastructure projects that enhanced and extended the Regional Active Travel Network. These projects are outlined in Table 3 above. The funding provided for further development of mapping and a database for the Regional Active Travel Network, which will be used to identify a pipeline of prioritised projects, which can then be utilised for funding bids.

### **Travel Planning**

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

Development and promotion of the online Travel Plan implementation toolkit [www.travelknowhowsotland.co.uk](http://www.travelknowhowsotland.co.uk) continued in 2023/24. 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 again funded to promote car sharing in 2023/24.

### **Buses Strategy**

The budget allocation provided for maintenance, promotion and development of the Thistle Assistance Card. In addition, Tactran was successful in being awarded up to £75,000 from Transport Scotland's Community Bus Fund to support a review of the Transport (Scotland) Act 2019 'new powers' for bus supply.

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), that recommended 12 bus priority corridors in Dundee, Perth and Fife together with multi-modal hubs, submitted

to the Scottish Government gateway on 6 April 2023. Further information to support the SBC was requested by the gateway and provided at various stages in 2023/24. This included information that resulted in Transport Scotland making an award for the development of bus priority measures at specific signalised junctions in both Perth and Dundee. This was delivered by March 2024 and work continues on monitoring of the benefits the bus priority measures have provided.

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 2023/24 with the alliance submitting the SBC to the partner Councils for sign off prior to submission to Scottish Government's gateway review.

Towards the end of 2023/24, Transport Scotland announced that the BPF had been paused for 2024/25. The pausing of the fund for 2024/25 leaves some of the recommendations for both Alliances on pause, though these have been maintained and updated as necessary to allow the further take up on resumption of the BPF, should this occur in 2025/26.

In the meantime, the Tayside Bus Alliance identified three corridors as appropriate for continued analysis based on integration across sustainable transport modes. This integrates both bus priority and active travel measures in support of an optimal sustainable transport outcome. Transport Scotland indicated a desire to support and fund integrated analysis, allowing for the continued development of bus priority measures, in tandem with other sustainable transport measures during 2024/25. The three corridors being: the Dunkeld Road in Perth, and the Lochee Road and Arbroath Road in Dundee. It is anticipated that the Tayside Bus Alliance will continue to provide input into these measures during 2024/25.

Tactran has also used the Community Bus Fund award to procure Derek Halden Consultancy to review and report on the opportunity for and benefits arising from the new powers contained within the Transport (Scotland) Act 2019. This work which was completed in March 2024, will be utilised alongside other ongoing appraisal work to develop a draft Bus Plan for the Tactran region in 2024/25.

### **Rail Strategy**

During 2023/24 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 on 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 continued. These projects are being taken through the STAG process in 3 stages, the Case for Change, Initial Appraisal and Detailed Appraisal, with all three at the Detailed Appraisal stage in 2023/24.

Stirling Strategic Park & Ride Strategy draft Detailed Appraisal was completed and submitted to Transport Scotland's Transport Strategy and Appraisal division in February 2022, for comment, prior to completing the final Detailed Appraisal. An initial set of comments on the draft Detailed Appraisal had been received from Transport Scotland by March 2023 and work continued in 2023/24 to finalise the Detailed Appraisal Report, in conjunction with Stirling Council officers.

During March 2024 Stirling Council's Environment, Transport and NetZero Committee considered the study's final report, supported the principle of a new rail station within the vicinity of Bannockburn and Cowie, and approved the submission of the study to Transport Scotland asking them to consider this option further, in line with the pipeline process as set out in Transport Scotland's Rail Enhancements and Capital Investment Strategy. A response from Transport Scotland is currently awaited.

Bridge of Earn LRDF draft Detailed Appraisal was completed and submitted to Transport Scotland's Transport Strategy and Appraisal division in June 2022, for comment. Transport Scotland have since provided comments and discussions on the next steps will be undertaken in conjunction with Perth & Kinross Council in 2024/25.

The draft Detailed Appraisal for the Tay Cities Park & Choose Strategy commenced in September 2023 and is scheduled to be completed during 2024/25.

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 2023/24, 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 implemented. The delivery date for this was originally 2026, but a later delivery date is now anticipated.

### ***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.

Flourish Marketing Limited 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.

Work on the successful Tactran ENABLE MaaS pilot project continued throughout 2023/24. Although the Transport Scotland MaaS Investment Fund ended in March 2023, Tactran working in partnership with SEStran secured Smarter Choices Smarter Places funding to continue both Tactran and Sestrans MaaS pilot projects until March 2024.

The Tactran ENABLE MaaS Programme pilots a model for developing and disseminating journey planning, booking and payment tools to enable users to sustainably access destinations and services, thereby supporting public sector social inclusion and climate change objectives.

The Tactran ENABLE MaaS Programme consists of a MaaS platform: the 'back office' containing the software that enables the planning, booking and paying of a range of transport services. Interfaces (apps/websites) have been designed with and for the users of three pilot services:

- Dundee and Angus College
- Loch Lomond and the Trossachs National Park
- NHS Tayside

The monitoring and evaluation report for the pilot was completed in September 2023 and noted that the Tactran ENABLE MaaS pilot achieved its policy objectives and that between September 2021 and September 2023 the programme resulted in over 14,000 user sessions planning over 15,000 journeys. The full report is available [here](#).

The Evaluation Report was submitted to Transport Scotland in October 2023. It is Transport Scotland's intention to review the full MaaS Investment Fund programme and associated pilots to inform their thinking on the future of MaaS. This full review, and associated report, is expected by end of 2024/early 2025.

In the meantime, Tactran and Sestrans continue collaborative working through an Integrated Mobility Partnership (IMPs) and have secured funding for 2024/25.

### **Climate Change**

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.



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.

A Tactran Regional EV Steering Group, comprising officers from Tactran and the 4 constituent Local Authorities, continues to liaise to share good practice, with the current focus on delivering the EVIF strategies and expansion plans. It is anticipated that procurement exercises to attract private investment will be undertaken in 2024/25.

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.

Tactran has continued to engage with the Scottish Government and Transport Scotland's Low Carbon Economy Directorate for support of the Tactran regional project and align it with other workstreams that can help support it. This includes a strategic assessment of the hydrogen requirements at a national level. This work is being undertaken by Heriot-Watt University. Representatives from Transport Scotland agreed to ensure the required links between the two individual projects are made. Tactran is working alongside Transport Scotland who have commenced work to look at ways to leverage in private financing across fleets in Scotland to accelerate deployment.

Further to this, Transport Scotland indicated that a small underspent budget may be available to continue with the fleet analyses at a regional basis. Having now completed the analyses for Angus, Dundee City, Perth and Kinross and Stirling Councils as well as for Tayside Contracts, Tactran is now working with the Resource Management Association of Scotland (RMAS) to complete respective analyses for their members. Tactran Officers are in contact with both the RMAS and Transport Scotland to establish a way forward for this project. The results of the initial assessments will be detailed in the finalised Tay Cities Regional Hydrogen Assessment report. The report is due for publication and will be shared with the project partners and Transport Scotland. Tactran Officers will continue to work with partners to further strengthen the case for investment into the hydrogen infrastructure in the region to ensure project partners remain engaged and benefit from participation in the project.

### 4. DEVELOPMENT OF A NEW RTS AND DELIVERY PLAN

The second National Transport Strategy (NTS2) was published on 5 February 2020. This was followed by the publication of the Strategic Transport Projects Review 2 (STPR2) on 8 December 2022. Both documents together set out policies, future direction and investment plans over the next 20 years and together with Transport Scotland's route map to achieve a 20 per cent reduction in car kilometres by 2030, have also influenced the development of Tactran's new Regional Transport Strategy 2024 – 2034. Tactran's new RTS reflects the 4 four priorities for Scotland's transport system as set out in the National Transport Strategy: reduce inequalities; take climate action; help deliver inclusive economic growth; and improve our health and wellbeing.

Tactran began 2023/24 by undertaking a 12-week public consultation on a draft Regional Transport Strategy and completed the year by submitting a new Draft RTS 2024 – 2034 to the Cabinet Secretary for Transport in February 2024. As the strategy has developed, the following have become key elements of the strategy:

- The strategy must recognise the different circumstances and opportunities as they relate to the rural and urban populations across the region
- Given that the achievement of a number of national targets are unlikely to be achieved with existing resources, delivery arrangements and timescales, the Partners need to:
  - focus activity on those locations and groups in society where support to access facilities or encourage behaviour change is most required
  - Recognise that the alternative to the car (whether for people with cars, or those without) requires integrated solutions. This requires agreeing priorities and co-ordinating programmes within and across partner organisations
  - Investigate a step change in public transport provision
  - Investigate mechanisms to reduce car km to support the national climate change target
  - understand the potential gaps between 'the best that we can do' and the achievement of the national targets, and to encourage the Government to continue to work with Partners to understand how these targets can be achieved.

The Cabinet Secretary for Transport approved the Tactran Regional Transport Strategy 2024 – 2034 in April 2024, with it being formally adopted by the Tactran Partnership in June 2024.

Tactran has now commenced developing a Delivery Plan for the new Regional Transport Strategy. 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 the Community Empowerment (Scotland) Act 2015.

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 contributes directly and indirectly and 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 2023/24 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 remains a priority.

### *Contribution to Local Outcomes Improvement Plans (LOIPs)*

Tactran activity and priorities during 2023/24 which contributed to LOIP outcomes included the following: -

- **supporting inclusive economic growth** – offering proactive support of the Stirling/Clackmannanshire and Tay Cities Region Deals. Tactran is a member of the Tay Cities Joint Committee and Tactran officers participated in the Tay Cities Management Group; provided the Chair and secretariat for Tay Cities Transport Board and also provided input in the Heads of Economic Development group. Tactran continued provide support for the development of strategic business cases for Perth Rail & Bus Stations, Low Carbon and Active Travel Hubs, Perth and for Dundee Airport. Tactran maintains the Tay Cities Regional Transport

Model in partnership with Transport Scotland and Tayside local authorities. Similarly, officers have offered support to the Stirling/Clackmannanshire City Deal. Additionally, through promoting and supporting enhancements to transport infrastructure and 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.

- **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 Capital Programme; 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/Young Driver Scheme; participation in the Northern Roads Collaboration group; 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 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.

### **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.

Tactran 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 and continues to offer and provide support to the respective RSS areas.

### **Influencing Policy Nationally and Locally**

In recent years a number of national transport policy documents and initiatives have been developed, with Tactran, collectively with other RTPs and individually providing input at various stages of their development.

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 third annual NTS2 Delivery Plan was published during December 2023, covering the period 2023-24.

Transport Scotland also undertook a full review and update of the Strategic Transport Projects Review (STPR2), assisted by Regional Transport Working Groups (RTWG) covering the whole of Scotland, 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 and

guidance required for these continued to be developed during 2023/24 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 national, regional and local policies. Consultations and publications responded to and commented on during 2023/24 included:

- **Local Transport Strategy: Draft Guidance for Stakeholder Review**
- **Perth and Kinross Council Mobility Strategy**
- **Loch Lomond and The Trossachs National Park Authority draft National Park Partnership Plan 2024 – 2029**
- **A zero-emission vehicle (ZEV) mandate and CO2 emissions regulation for new cars and vans in the UK**
- **Local Living and 20-minute Neighbourhoods**
- **Local living and 20-minute neighbourhoods: planning guidance draft for consultation**
- **Draft Energy Strategy and Just Transition Plan**
- **Just Transition - Transport discussion paper**
- **ScotRail's Fife and Tay Cities Timetable Consultation**
- **LNER's consultation to remove direct Glasgow and Stirling Services**
- **Inclusive Design in Town Centres and Busy Street Areas**

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