

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**14 DECEMBER 2021****TACTRAN ANNUAL REPORT 2020/21****REPORT BY DIRECTOR**

This report introduces the Tactran Annual Report for 2020/21.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) Considers and approves for publication and submission to Scottish Ministers the Tactran Annual Report for 2020/21.

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.

3 CONCLUDING REMARKS

3.1 Despite the challenges presented by the Covid-19 pandemic, good progress was made towards delivering the strategic objectives of the Regional Transport Strategy and Delivery Plan in 2020/21. 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 2020/21.
- 4.2 The Annual Report has been shared with the Tactran Regional Transport Liaison Group for comment.

5 RESOURCE IMPLICATIONS

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

6 EQUALITIES IMPLICATIONS

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

Mark Speed
Director

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

NOTE

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

Transport (Scotland Act) 2005

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

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ANNUAL REPORT 2020/21

FOREWORD

During 2020/21 the Partnership continued to work with partners and stakeholders to advance the delivery and implementation of the statutory Regional Transport Strategy 2015-2036 (RTS) and its associated Delivery Plan and also commenced the development of a new Regional Transport Strategy for the region.

An additional major focus for the year was to react proactively to Covid-19 pandemic and to assist in providing a coherent and co-ordinated approach to planning the necessary transport initiatives to aid the route map out of lockdown and to support economic recovery.

In recognition of the particularly detrimental effect on public transport, Tactran has assisted in forming bus alliances for Tayside and Forth Valley areas and assisted in developing bids to Transport Scotland's Bus Partnership Fund.

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

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

Future forms of transportation have been a significant focus for the Partnership in 2020/21, with the commencement of the ENABLE MaaS (Mobility as a Service) project and the Regional Electric Vehicle Strategy Delivery Plan published and progressed. These initiatives will remain a focus in 2021/22.

The Partnership continues to attract external funding to complement its own revenue funding. In addition to being awarded funding for MaaS, other external funding has been secured, including through the Local Rail Development Fund and for Active Travel through our ongoing partnership with Sustrans and also directly from Transport Scotland. As a result, our RTS budget included £743,692 Third Party Funding to support progress on programmes for Strategic Connectivity; Health & Transport; Active Travel; Travel Planning; Bus; Rail; Freight; Travel Information; and Climate Change.

Tactran continued to be proactive in supporting both Community Planning and Development Planning within our 4 local authority areas. Our RTS priorities and delivery activity are fully aligned with supporting achievement of economic, environmental, social and health and wellbeing outcomes locally, regionally and nationally, Tactran has continued to monitor progress on the Transport Act and

the Planning Act, both of which were enacted in 2019, and the National Transport Strategy (NTS2) which was published in February 2020. Work also commenced in early 2020 on a new National Planning Framework (NPF4), with this work continuing into next year.

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

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

Councillor Richard McCready
Chair of Tactran

Mark Speed
Tactran Director

1. COVID-19 PANDEMIC

In the two weeks prior to the start of financial year 2020/21 the country moved into lockdown due to the Covid-19 pandemic. The UK and Scottish Government instructed all non-essential personnel to Stay Home, Protect the NHS and Save Lives. All those who could were asked to work from home.

The impact of the Covid-19 outbreak brings risk and uncertainty globally and predicting the impact for the national and local economy is extremely uncertain. From the early stages of this crisis Tactran employees were asked to work from home and a strategy to engage our forum members, partners and governance groups online was implemented. A review of our work programme was undertaken to ensure that workstreams to help manage the current crisis and the changing phases of lockdown were progressed and a Transport Transition Plan was developed with our partner Councils and other stakeholders to assist in navigating through the crisis.

Throughout 2020/21 Tactran continued to engage and advise as we moved through various transition recovery periods and we liaised with Transport Scotland, other RTPs, our constituent Councils, NHS and public transport operators and organisations such as Sustrans, Cycling Scotland, Logistics UK and ScotRail to assist in providing a coherent and co-ordinated approach to planning the necessary transport initiatives to aid the route map out of lockdown and to support economic recovery.

Looking forward, transport solutions are likely to become a greater focus for national, regional and local government and the Partnership will continue to progress solutions for the delivery of sustainable transport services, in partnership with constituent Councils and other public sector bodies, which will fully support the functioning of the local, regional and national economy.

The Pandemic has impacted our Board meetings with these taking place virtually on-line throughout 2020/21; stretched the Partnership resources, by introducing new workstreams, such as Spaces for People and Bus Partnership Fund and required new ways of engaging with other stakeholders, including Community Planning and delivering on our Revenue and Capital programmes.

2. PARTNERSHIP BOARD AND GOVERNANCE

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

The Partnership's principal statutory duties are to:

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

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

Board Membership during 2020/21 was:

Angus Council
Councillor Mark McDonald
Councillor Ronnie Proctor

Dundee City Council
Councillor Richard McCreedy
Councillor Mark Flynn
Councillor Alan Ross (Until September 2020)
Councillor Steven Rome (From December 2020)

Perth & Kinross Council
Councillor Alasdair Bailey
Councillor David Illingworth
Councillor Andrew Parrott

Stirling Council
Councillor Danny Gibson
Councillor Jim Thomson

Non-Councillor Members
Heather Anderson
Dr Jonathan Berg (From December 2020)
Mark Craske (Until September 2020)
Paul Cronin
Bryan Doyle
Amy McDonald (From December 2020)

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

Non-Councillor member appointments are made by the Partnership subject to endorsement of appointment by Scottish Ministers. These appointments are generally made for two-yearly terms of office with extension subject to review and agreement by the Partnership. During the year the Partnership accepted the resignation of Mark Craske from September 2020. Following advertisements successful interviews were held and Amy McDonald and Dr Jonathan Berg were appointed from December 2020

Partnership Business

The Partnership Board meets quarterly. During 2020/21 meetings were held on:

- **16 June 2020**
- **15 September 2020**
- **15 December 2020**
- **16 March 2021**

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

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

Councillor McCready (Chair)
Councillor Proctor
Councillor Thomson
Councillor Parrott (Deputy Chair)
Heather Anderson

During 2020/21 business dealt with by the Executive Committee included:

- approving the Partnership response to consultation on the second Strategic Transport Projects Review: Case for Change reports;
- approving the appointment of Transport Consultants Systra Ltd to deliver

the core services required for the Spaces for People regional monitoring project;

- approving the Partnership response to consultation on Scotland's Road Safety Framework to 2030;
- approving the Partnership response to consultation on free bus travel for people resident in Scotland aged under 19;
- approving the Partnership response to consultation on Cleaner Air for Scotland – Draft Air Quality Strategy;

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

Governance

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

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

The EU General Data Protection Regulation (GDPR), which came into effect on 25 May 2018, introduced a new requirement for organisations to appoint a Data Protection Officer, who will act as a 'critical friend' and will advise senior management and the Partnership on matters of compliance. In line with existing support service arrangements Tactran's Data Protection Officer throughout 2020/21 was Donald Henderson, Data Protection Officer at Perth & Kinross Council.

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

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

Equalities Duties and Reporting

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

The Partnership published its initial Mainstreaming Report and Equality Outcomes Report in April 2013 and was required to publish updated progress reports by 27 April 2015, 30 April 2017, 30 April 2019 and 31 April 2021 - having regard to any further statutory or non-statutory guidance issued during the

interim. The updated reports, as approved by the Executive Committee for submission by 30 April 2021 can be viewed on the [website](#).

Public Services Reform Reporting

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

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

The Partnership approved the relevant statements for 2020/21 at its Board meeting on 15 June 2021, which can be viewed on the [website](#).

Public Sector Climate Change Duties

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

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

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

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

Tactran submitted a trial report for 2014/15 in November 2015. Feedback provided by SSN on this indicated that the reporting was generally satisfactory but requested more information on Adaptation. In response to this advice the Partnership approved a Climate Change Adaptation Policy Statement at its meeting on 13 September 2016. Tactran’s Annual Public Sector Climate Change Report for 2020 was submitted to SSN in November 2020. These

reports and related documentation can be accessed via the Sustainable Scotland Network [website](#).

3. PARTNERSHIP RESOURCES

Executive Team

During 2020/21 the Partnership had a one staff member change for the Strategy Officer (Sustainable Transport). The structure and staff in post between 1 April 2020 and 31 March 2021 was:

- **Partnership Director – Mark Speed**
- **Senior Partnership Manager – Niall Gardiner**
- **Senior Strategy Officer – Jonathan Padmore**
- **Strategy Officer Strategic Connectivity – Niall Moran**
- **Strategy Officer Sustainable Transport – Graeme Brown (until June 2020)**
- **Strategy Officer Sustainable Transport – Merry Smith (from October 2020)**
- **Embedded Regional Cycle Training & Development Officer – Marianne Scott**
- **Office Manager/PA to Director – Ashley Roger**

In 2020/21 the Partnership retained its strategic alliance with sustainable transport charity Sustrans. Under this partnership Tactran employs a Strategy Officer for Sustainable Transport and Sustrans pledge to provide project funding to develop strategies and facilities to encourage increased walking and cycling in support of national, regional and local active travel strategies, including the Cycle Action Plan for Scotland (CAPS), the Regional Active Travel Strategy and local Active Travel Strategies approved by our partner Councils. Through this alliance Sustrans allocates Capital funding of at least £100,000/annum from the national Places for Everyone budget to support Active Travel infrastructure development and delivery.

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

Proper Officers

The Partnership Board and Executive Team are supported and advised by 3 Proper Officers who provide Administration and Governance, Financial and Legal support under a Service Level Agreement with Perth & Kinross Council. For the year 2020/21 they were:

- **Secretary – Scott Hendry, Team Leader (Committee Services),**

- **Legal and Governance Services, Perth & Kinross Council**
- **Treasurer – Scott Walker, Chief Accountant, Perth & Kinross Council**
- **Legal Officer – Lisa Simpson, Head of Legal Services, Perth & Kinross Council**

Headquarters

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

Bordeaux House
31 Kinnoull Street
Perth
PH1 5EN

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

Revenue Funding

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

Core Budget

The initially approved 2020/21 Core operating budget, covering the Partnership’s day to day running costs, was £483,150

Core funding contributions during the year were:

Scottish Government Grant in Aid	377,900
Angus Council	23,595
Dundee City Council	29,265
Perth and Kinross Council	31,210
Stirling Council	18,950
Other Income	2,230
Total	<u>483,150</u>

A detailed breakdown of actual Core expenditure for 2020/21 is provided in Table 1 below.

Table 1: Core Revenue Budget 2020/21

Expenditure	Approved Budget	Actual Expenditure	Variance
	£	£	£
Staff Costs			
Salaries	300,849	281,064	(19,785)
Superannuation	49,930	47,914	(2,016)
National Insurance	33,306	32,248	(1,058)
Training/Conferences	1,200	89	(1,111)
Subscriptions	330	250	(80)
	385,615	361,565	(24,050)
Property Costs			
Energy, Repairs etc.	4,290	2,618	(1,672)
Cleaning	2,000	2,880	880
Maintenance	500	(500)	(1,000)
Rent	13,400	13,490	90
	20,190	18,488	(1,702)
Supplies & Services			
Office Consumables	4,125	3,210	(915)
Communications	2,500	1,885	(615)
Insurance	5,800	6,138	338
Information Technology	2,200	3,300	1,100
Hospitality	700	189	(511)
Board Expenses – Misc.	500	0	(500)
	15,825	14,722	(1,103)
Transport Costs			
Travel and Subsistence	1,500	0	(1,500)
Public Transport	2,800	0	(2,800)
Expenses – Board Members	500	0	(500)
	4,800	0	(4,800)
Third Party Payments			
Audit Fees External	11,720	16,340	4,620
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	11,750	17,644	5,894
	56,720	67,234	10,514
Gross Expenditure	483,150	462,009	(21,141)

The £21,141 underspend was slightly increased by £345 due to Interest Received for the year, resulting in a net underspend of £21,486, as reported in the 2020/21 Annual Accounts. Notable variances include a decrease in staff costs due to a vacant post, which was partially offset by consultancy within Other Third Party Payments. Further underspends were generated within

Property Costs, Supplies & Services and Transport Costs as a result of Covid and the move to working from home and switch to virtual Board meetings. An increase in Audit Fee was incurred following a significant increase in the level of audit work undertaken by KPMG to comply with enhanced regulation, and to ultimately provide an opinion on the annual accounts.

Regional Transport Strategy Revenue Programme

The approved 2020/21 RTS Revenue Programme of £165,075 comprises Scottish Government Grant in Aid totalling £144,850 plus £20,225 from Reserves. In addition, other income of up to £1,328,969 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 £743,692 expenditure was utilised in 2020/21 with up to £585,277 being utilised in 2021/22.

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 2020/21 Audited Annual Accounts Management Commentary, is shown in Table 2:

Table 2: RTS Revenue Programme 2020/21

Expenditure on Projects	Budget (£)	Other Income (£)	Gross Budget (£)	Actual Expenditure (£)	Variance (£)
RTS Delivery Plan	22,000	0	22,000	7,733	(14,267)
Strategic Connectivity	9,000	9,880	18,880	19,359	479
Health & Transport	3,000	0	3,000	0	(3,000)
Active Travel	19,000	84,925	103,925	103,534	(391)
Travel Planning	9,000	55,810	64,810	55,810	(9,000)
Buses Strategy	12,500	0	12,500	12,637	(137)
Park & Ride	0	0	0	0	0
Rail	3,000	113,154	116,154	116,154	0
Freight	5,000	0	5,000	3,550	(1,450)
Travel Information	60,750	470,057	530,807	494,321	(36,486)
Climate Change	10,000	9,866	19,866	14,799	(5,067)
Contingency	11,825	0	11,825	0	(11,825)
Gross Expenditure	165,075	743,692	908,767	827,897	(80,870)

As detailed above, the other income made available during the year allowed the Partnership to supplement resources in respect of Strategic Connectivity, Active Travel, Travel Planning, Rail, Travel Information and Climate Change to accommodate other emerging revenue costs and priorities including further potential support to RTS Delivery projects and to emerging City Deals proposals. In the final analysis a reserve of £80,870 remained from the original

approved budget, providing a £80,870 reserve to carry forward to the 2021/22 RTS Revenue Programme as reported in the 2020/21 Annual Accounts.

The detailed financial statements for the year are presented in the Partnership's 2020/21 Audited Accounts, these were approved at the meeting on 14 September 2021, and which are available for inspection on the [website](#) or at the Partnership Headquarters. Further information on progress on individual RTS priority strands and projects is given in section 3 of this Report.

Tactran Active Travel Grant Scheme and Budget

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

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

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

In total 44 Active Travel projects have been awarded funding through Tactran's ATG scheme since 2014. This total includes funding of 7 projects in 2020/21 committing a total grant award of £126,014 within the financial year, as follows:

Partner Organisation	Project	Amount Awarded
Angus Council	Carnoustie House Grounds Footpath/ Cycle Path	£47,000
Angus Council	Arbroath to Marywell Feasibility Study	£12,000
Angus Council	Access to health centres - completion	£2,000
Dundee City Council	Active Travel Audit Development	£30,000
Dundee City Council	Bike Hire Scheme Infrastructure	£15,000
NHS Tayside	Cycle Parking, Victoria Hospital	£10,914
Perth & Kinross Council	Aberargie Path Development	£9,100
Total		£126,014

Building on the successful partnership with Sustrans, Tactran has once again secured a minimum allocation of £100,000 for the ATG scheme from Sustrans during the 2021/22 financial year.

Regional Active Travel Development Fund

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

All RTPs received further Transport Scotland Regional Active Travel Development Fund Capital allocations in 2019/20 and 2020/21 with Tactran being allocated a further £133,400 in each of these financial years. The 2020/21 funding was used either to take forward sections of Tactran Regional Walking & Cycling Network or to further develop Tactran Active Travel Audits, with 3 projects being implemented, namely:

- Sidlaw Path Network (£30,000)
- Aberargie Path Development (£63,400)
- Stirling to Alloa Strategic Active Travel Routes (£40,000)

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

4. DEVELOPING & DELIVERING THE REGIONAL TRANSPORT STRATEGY

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

The RTS Vision is to deliver and maintain:

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

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

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

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

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

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 2020/21 further developed the delivery programme with a particular focus on

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

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

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

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

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

Transport Scotland, in February 2020, published the National Transport Strategy 2 setting out a vision and strategy for Scotland's transport system for the next 20 years. Although this new strategy aligns well with Tactran's current RTS refresh and Delivery Plan, at its meeting on 15 September 2020 the Partnership agreed to commence work on producing a new Regional Transport Strategy for the Tactran region, aiming for it to be formally adopted by end of 2022.

Development and implementation of the Strategy and supporting interventions is inevitably subject to resource availability. The City Deals represent a significant new focus and opportunity to bring forward delivery of a number of the key strategic priorities identified in the RTS and Delivery Plan. Progress on developing the RTS priorities during 2020/21 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 and promotion of Tactran through the Digital Marketing Strategy. Work commenced on producing a new Regional Transport Strategy for the Tactran region and although the majority of work on this was undertaken in house, external support was provided for the production of supporting documentation and consultation materials.

Strategic Connectivity

The focus for strategic connectivity in 2020/21 was to support the Regional Transport Working Groups and City Deals for the Tay Cities and Stirling & Clackmannanshire city-regions, which the Partnership has a key role in supporting. This includes contributing to and influencing the review of the National Transport Strategy (NTS2), which was published in February 2020 and the related ongoing review and updating of the Strategic Transport Projects Review (STPR2).

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

Transport Scotland and Tactran, on behalf of Tay Cities, signed a Memorandum of Understanding in 2018 committing to a 50:50 funding basis for delivery of the Tay Cities Regional Transport Model. Subsequently consultants Systra were appointed to develop the model. The contract has progressed well and was completed in 2020/21, subject to audit requirements which aim to be finalised in 2021/22.

The Partnership contributed a total of £141,616 over financial years 2017/18 to 2019/20 towards the costs of developing the Tay Cities Regional Transport Model in partnership with the Tay Cities Deal Councils and Transport Scotland and provided a further £9,479 in 2020/21. It is anticipated the total contribution from Tactran and Tay Cities Councils will be around £265,000. There will also be ongoing maintenance costs in future years.

The National Transport Strategy (NTS2) was published on 5 February 2020 and its associated Delivery Plan published in December 2020. Review and updating of the Strategic Transport Projects Review (STPR2), which commenced early in 2019 was scheduled to be completed by the end of 2020, but has been delayed due to Transport Scotland's resources being diverted elsewhere during Covid-19 pandemic and it is now anticipated to be completed by the end of 2021. Tactran continues to participate in two Regional Transport Working Groups (RTWGs) that will influence and inform 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 NHS resources and focus has been on the Covid-19 pandemic. It is intended that these workstreams will be picked up again at an appropriate time.

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

Active Travel

A budget of £19,000 includes provision for continued full year costs towards appointment of the embedded Regional Cycle Training & Development Officer in partnership with Cycling Scotland. This was supplemented by £250,000 grant award from Sustrans Spaces for People fund to monitor the impact of Covid-19 pandemic on travel in the Tactran region,

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

Tactran was awarded funding in July 2020 from Sustrans' Spaces for People initiative to monitor the impact of the Covid-19 Pandemic throughout the Tactran region. Systra were appointed to manage the survey companies and design, collate and report on surveys undertaken. The monitoring had three main purposes:

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

Monitoring surveys were undertaken over 3 periods October/November 2020, February/March 2021 and May 2021 and attitudinal surveys were undertaken in monthly 'waves'. The monthly 'wave' attitudinal surveys reports are available on the [Active Travel page](#) of the Tactran Website

Investment in Active Travel continued into the region through the Active Travel Grant and the Regional Active Travel Development Fund, as outlined above.

The Cycle Training & Development Officer continued to progress the uptake of and encouraged increased participation in a range of cycle training and development programmes, including Bikeability within schools; Nursery Play on Pedals; All Ability & Adult Cycling; Cycle Friendly Schools, Cycle Friendly Campus, Cycle Friendly Employer and Cycle Friendly Communities.

Bikeability Scotland is the national cycle training programme for children in Scotland. More than a quarter-of-a-million children have received Bikeability Scotland training since its launch in 2010. All four Tactran Local Authorities were engaged in the Bikeability programme during 2020/2021. 99 schools across the Tactran region engaged during 2020/21, providing 3,213 pupils with training.

Travel Planning

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

Continued development and promotion of the online Travel Plan implementation toolkit www.travelknowhowscotland.co.uk included advice to businesses on Covid-19 travel. 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.

For 2020/21, the budget allocation of approximately £9,000 for development and maintenance of regional and local Liftshare websites was not utilised due to the impact of Covid-19 on car sharing.

Buses Strategy

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

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

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

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

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

The Tayside Bus Alliance appointed consultants Systra to assist in developing a bid to the BPF, with each of the Local Authorities and Tactran contributing to the costs.

Both Tayside and Forth Valley Bus Alliances submitted BPF funding bids in April 2021.

Park & Ride/Choose Strategy

Tactran in partnership with Stirling Council was successful in being awarded funding from round 1 of Transport Scotland's Local Rail Development Fund to take forward an appraisal of Strategic Park & Ride at Stirling. In addition, Tactran has been successful in being awarded further funding from round 2 of the Local Rail Development Fund to consider strategic Park & Ride on the Montrose to Perth corridor including Dundee and Perth. Consequently the allocated budget for Park & Ride was not required or utilised in 2020/21.

In addition, Tactran is involved with two Bus Alliances covering the Forth Valley and Tayside areas with both submitting bids to the Bus Partnership Fund, with Park and Ride proposals forming part of these bids for funding.

Rail Strategy

During 2020/21 resources were allocated for further development and promotion of Rail Strategy priorities working with the rail industry, Transport Scotland, partner Councils and neighbouring RTPs, including supporting and informing implementation of the Revolution in Rail proposals, plus provision for

ongoing membership of the East Coast Mainline Authorities (ECMA) consortium. Tactran officers were also engaged with the rail industry throughout the various stages of covid lockdown providing information and co-ordinating role for rail provision in the Tactran area.

In addition, Scottish Government is providing Local Rail Development Fund grants for Bridge of Earn/South Perth Transport Appraisal and Stirling Strategic Park & Ride Study 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.

Due to a number of factors including the need to adapt the STAG process to incorporate the impact of Covid-19, the need for new work practices such as online webinars and the impact of Covid-19 on resources available, progress on these studies were delayed and are now looking to complete by end of March 2022.

Work on these Local Rail Development Fund projects continued during 2020/21 with the Case for Change and Preliminary Appraisal being completed for both Bridge of Earn/South Perth Transport Appraisal and Strategic Park & Ride at Stirling. Work on the Detailed Appraisal for both these studies will be undertaken next financial year. The Tay Cities Park & Choose submitted its Case for Change to Transport Scotland in November 2020 and will be progressed during 2021/22.

Freight Transport

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

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

In 2019/20 Tactran, through a Memorandum of Understanding agreement with Lorry Route, provided HGV/LGV mapping to make compliant routing information for commercial vehicles available to haulage companies and businesses with HGV/LGV fleet throughout the Tactran region and also provided a portal to report non-compliance. Lorry Route and Lorry Watch are live on the Tactran.gov website, making this facility available in 2020/21 throughout the Tactran region.

Travel Information

Tactran co-ordinates the 'Get on the Go Tayside' social media campaign, with Tactran and the three Tayside Local Authorities equally funding this. The Get on the Go initiative, provides information to residents and visitors to Tayside on

sustainable travel choices in the area. The campaign is aimed at encouraging more sustainable transport choices and is promoted through a mixture of traditional radio advertising and social media with a dedicated [Facebook](#) page. During 2020/21 the Get on the Go campaign was aligned with the national messaging for travel during the various phases of lockdown.

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

The Tactran ENABLE MaaS project has been awarded up to £550,112 from the MaaS Investment fund for a total project cost of £842,689. The £550,112 is supplemented by £260,000 match funding from Tactran and partners and also a predicted revenue income from the project of £32,577. Tactran's financial commitment is £120,000 over financial years 2019/20 to 2021/22.

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.

Due to the Mi-Rewards programme being downscaled due to the pandemic, discussions are being held with Transport Scotland to understand how this element of the programme can be taken forward.

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 (nine month) pilots are:

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

Fuse Mobility have been appointed as the lead technical contractor, and Ansons Consulting as the Monitoring and Evaluation partner. Systra has been appointed to provide 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, it is now anticipated that the pilots will launch in autumn 2021.

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.

During 2020/21 a steering group comprising officers from the 4 constituent Councils and Transport Scotland, supported by Urban Foresight, have taken forward the short-term actions and higher priority medium and long-term actions within the Delivery Plan. A copy of the Regional EV Strategy and Delivery Plan are available on the Tactran [website](#).

5. REGIONAL TRANSPORT STRATEGY MONITORING

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

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

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

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

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

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

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

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

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 will form part of the evidence base for the new RTS development.

6. CONTRIBUTING AND INFLUENCING LOCALLY, REGIONALLY AND NATIONALLY

Community Planning

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

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

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

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

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

During 2020/21 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 2020/21 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. It also provided technical and financial support for the Tay Cities Regional Transport Model. Similarly, officers have been supporting project development in the Stirling/Clacks City Deal. Additionally, through promoting and supporting enhancements to transport infrastructure and internal and external road, rail and air connectivity; ongoing work on the development of proposals for improved rail services in consultation with the rail industry; through our membership of the East Coast Mainline Authorities (ECMA) consortium and the High Speed Rail Scotland group. Tactran has further supported Transport Scotland in the development of the Regional Transport Working Groups (RTWGs) that provide the medium for consultation on the Strategic Transport Projects Review (STPR2) proposals to improve strategic transport network connectivity nationally and regionally. Tactran continues to work with HIAL and the Dundee Airport Consultative Committee to support improved air connectivity and facilities at Dundee Airport.
- **supporting improvements in health and wellbeing, increased physical activity and reducing health inequalities** - through continued development of the RTS Delivery Plan projects supporting the Health & Transport strategies, working with and through CPPs on development of locally relevant Health & Transport Plans; working with Councils, Health Boards, Sustrans, Cycling Scotland and Paths for All on the development of regional and local Active Travel initiatives; promoting opportunities to develop walking and cycling networks and facilities; funding the development and delivery of infrastructure which promote and increase walking and cycling access to health and education facilities through the Tactran Active Travel Grant scheme; and supporting the delivery of cycle training programmes to encourage increased cycling by people of all ages; liaising with NHS and transport providers through the Covid-19 pandemic to ensure access to health facilities for staff and public.
- **contributing to community and road safety** - through continued partnering on the delivery of road safety education campaigns and participating in the Tayside Road Safety Forum; participation in the Northern Roads Collaboration group; contributing towards the development of national cycle monitoring capacity and capability regionally; contributing, as appropriate, to delivery of local infrastructure improvements, promoting active travel and other initiatives; and partnering with Cycling Scotland, Councils, education establishments, local communities and other partners to promote safe cycle training for early years, primary and secondary

schoolchildren and adults;

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

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

Land Use and Transport Planning

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

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

Tactran has previously contributed to, supporting and influencing the TAYplan Strategic Development Plan (SDP) for the Dundee City, Angus, Perth & Kinross and North East Fife region. The Planning (Scotland) Act 2019 passed by the Scottish Parliament in June 2019, among other reforms, has reformed Strategic Planning and replaced the previous SDPs with a requirement for constituent planning authorities to work together to deliver Regional Spatial Strategies. Tactran will continue to contribute to these RSSs, as well as the Local

Development Plans (LDPs) covering each of our 4 partner Council areas plus the Cairngorms National Park and the Loch Lomond and The Trossachs National Park.

In 2020/21 Tactran provided input to the development of interim Regional Spatial Strategies (iRSS) for Tayside and for Forth Valley. It is intended to continue to offer and provide this support to the respective RSS areas when RSS work recommences following the finalisation of NPF4 (expected Spring 2022).

Influencing Policy Nationally and Locally

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

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

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

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. The Partnership in April 2020 responded to consultation on the National Case for Change report and Case for Change reports for both Tay Cities and Forth Valley regions.

Due to delays as a result of the Pandemic, the STPR was subsequently taken forward in two phases:

- Phase 1 reporting along the original planned timescales and focusing on recommendations which "lock in", in transport terms, the positive benefits and travel behaviours of individuals and provide a step change in investment which supports the priorities and outcomes of the National Transport Strategy.
- Phase 2 longer term projects and initiatives, including scenario planning, looking forward to 2042 with the aim of having STPR Phase 2 completed and published in the latter part of 2021.

In February 2021 Transport Scotland published a number of STPR documents for consultation including STPR Update and Phase 1 Recommendations; an updated National Case for Change Report (including a COVID-19 Addendum) and updated Case for Change reports for each region, including Tay Cities and Forth Valley and the Partnership provided a response to each consultation document.

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

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

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

The Partnership and its officers continued to engage proactively in the development of transport and other related policy nationally, regionally and locally. Consultations and publications responded to and commented on during 2020/21 included:

- **Free bus travel for people resident in Scotland aged under 19**
- **Scotland's Road Safety Framework to 2030**
- **Union Connectivity Review – Call for Evidence**
- **Cleaner Air for Scotland 2 Consultation**
- **STPR2 Update and Phase1 recommendations**
- **STPR2 National, Forth Valley and Tay Cities Case for Change reports**

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

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

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

7. GLOSSARY

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