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Foreword

During 2013/14 Tactran has made positive progress in developing and delivering a number of key elements and priorities within the Regional Transport Strategy (RTS), whilst having regard to and developing the Partnership's statutory role and duties in Community Planning, Development Planning and contributing to wider public sector obligations.

During 2013 new Single Outcome Agreements covering our four partner Council areas were agreed. Tactran contributed to the development of these and is a formal signatory to each SOA. The Partnership continues to align its strategy and delivery priorities with supporting achievement of SOA and national outcomes. Work also continued on engaging proactively in Strategic and Local Development Planning to ensure effective integration of strategic land use and transportation policy and planning. Tactran is committed to supporting and playing a strong partnership role in both Community Planning and Development Planning moving forward.



Eric Guthrie
Tactran Director



Councillor Will Dawson
Chair of Tactran

The Partnership and the wider public sector continue to face significant challenges in identifying and securing the resources necessary to support delivery of the RTS. Working with our partner Councils, Transport Scotland and other stakeholders our 2013/14 Revenue Programme totalling £251,091 and regional Capital Programme expenditure of £1.357 million supported progress on key RTS priorities, including Health & Transport; Active Travel; Park & Ride; Tay Estuary Rail Strategy; Travel Information; Travel Planning; and Freight Action Plan. The Partnership's Revenue and Capital programmes generally support the achievement of economic, environmental, social and health and wellbeing outcomes locally and nationally.

The commitment and contribution made by all of the Partnership Members, the Tactran executive team, Proper Officers, partner Council staff and the many other public and private sector agencies who contribute to, inform and support the work of Tactran, is gratefully acknowledged.

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

1. Partnership Board and Governance

The Tayside & Central Scotland Transport Partnership (Tactran) was established under the Transport (Scotland) Act 2005. One of 7 statutory Regional Transport Partnerships which together cover all of Scotland, the Tactran region includes the local authority areas of Angus, Dundee City, Perth & Kinross and Stirling.

The Partnership's principal statutory duties are to:

- create and oversee delivery of the statutory Regional Transport Strategy (RTS);
- engage proactively in Community Planning and support implementation of Single Outcome Agreements;
- engage as a Key Agency in the Development Planning process at a regional and local level; and
- support the achievement of statutory Climate Change objectives, as set out in the Climate Change (Scotland) Act 2009 and associated Guidance.

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

Board Membership during 2013/14

Angus Council

Councillor Mairi Evans
Councillor Ronnie Proctor

Stirling Council

Councillor Danny Gibson
Councillor Alycia Hayes

Dundee City Council

Councillor Bill Campbell
Councillor Will Dawson (Chair)
Councillor Brian Gordon

Non-Councillor Members

Mr Mark Craske
Mr James (Doug) Fleming (Deputy Chair)
Mr Gavin Roser
Mr David Scotney
Mr Bill Wright

Perth & Kinross Council

Councillor Mike Barnacle
Councillor John Kellas
Councillor Alan Livingstone

Non-Councillor members are generally appointed to the Partnership for two-yearly terms of office with extension of appointments subject to review and agreement by the Partnership. During the year the Partnership agreed to extend the terms of appointment of non-Councillor members Doug Fleming and Gavin Roser for a further two years until 30 September 2015. These extensions of appointment were endorsed by the Minister for Transport and Veterans.

Governance

The Partnership has approved a comprehensive suite of Corporate Governance policies and procedures. These are reviewed periodically and/or are updated as required to take account of revisions to legislation and statutory guidance. A scheduled review of all Corporate Governance Policies and Procedures will be undertaken in June 2014.

The Partnership actively reviews and updates its Risk Register annually.

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

Partnership Business

The Partnership Board meets quarterly in Perth. During 2013/14 meetings were held on:

- **18 June 2013**
- **17 September 2013**
- **10 December 2013**
- **11 March 2014**

An Executive Committee, consisting of one member from each Council and one non-Councillor member, deals with any matters of urgency or which otherwise require decision or approval between quarterly Partnership meetings.

The Executive Committee members are:

Councillor Dawson (Chair) Councillor Evans Councillor Gibson

Councillor Kellas Mr Bill Wright

During 2013/14 the Executive Committee dealt with response to a consultation on Bus Regulation proposals and, in February 2014, considered and approved revisions to the 2013/14 RTS Revenue Programme to take account of project revisions and funding requests arising close to the end of the financial year.

Full information on the Partnership Board, its meetings and Agendas, and related business can be accessed via the [website](#).

Public Services Reform Reporting

In addition to the statutory requirement to publish an Annual Report, the Public Services Reform (Scotland) Act 2010 requires specified public bodies, including Regional Transport Partnerships, to publish certain financial and other information annually.

Separate statements require to be published as soon as practicable after the end of each Financial Year on:

- specified 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 2013/14 at its meeting on 17 June 2014.

Partner Consultation and Liaison

Strategic and operational liaison with partner Councils is undertaken through a number of standing Liaison Groups:

Chief Officers Liaison Group: provides strategic liaison on Partnership policy and delivery;

Transportation Officers Liaison Group: professional and technical liaison on development and implementation of the RTS;

Public Transport Officers Liaison Group: professional and technical liaison on public transport elements of the RTS and delivery;

Sustainable Travel Liaison Group: professional and technical liaison on Travel Planning, Active Travel and other sustainable travel aspects of the RTS.

These officer liaison groups meet quarterly, or as required, to review and agree input to Partnership business Agendas and to agree, monitor and guide progress on the coordination, development and delivery of the Regional Transport Strategy and associated Revenue and Capital Programmes and related activity.

External Stakeholder Liaison

Engagement with external bodies is through a number of stakeholder fora and groupings:

Buses Forum;

Freight Quality Partnership;

Rail Forum;

Health and Transport Working Group;

Equalities Forum

These groups meet as appropriate and required to consider and consult on development of relevant aspects of the Regional Transport Strategy and associated RTS Delivery Plan.

2. Partnership Resources

Executive Team

During 2013/14 the Partnership maintained a core staffing establishment of 6. The staff in post at 31 March 2014 were:

- **Partnership Director – Eric Guthrie**
- **Office Manager/PA to Director – Ashley Roger**
- **Strategy Manager – Michael Cairns**
- **Projects Manager – Niall Gardiner**
- **Travel Plan Officer – Merry Scott**
- **Administrative Assistant – Muriel Muirhead**

During the year the Partnership agreed to partner with Sustrans to appoint an embedded Active Travel Officer whose role is to work with Tactran, Sustrans, partner Councils and other relevant stakeholders to develop strategies and proposals for encouragement of Active Travel modes and delivery of associated infrastructure and initiatives. Under this partnership arrangement Tactran has agreed to fund the costs of officer appointment, with Sustrans allocating Capital funding of £100,000/annum from its Community Links budget to support Active Travel infrastructure delivery in 2014/15 and 2015/16.

Proper Officers

The Partnership Board and Executive Team are advised and supported by 3 Proper Officers who provide Administration and Governance, Financial and Legal expertise and support under a Service Level Agreement with Perth & Kinross Council:

- **Secretary – Gillian Taylor, Head of Democratic Services, Perth & Kinross Council**
- **Treasurer – Scott Walker, Chief Accountant, Perth & Kinross Council**
- **Legal Officer – Ian Innes, Head of Legal Services, Perth & Kinross Council**

These Proper Officer appointments extend until the next local authority elections in May 2017.

Headquarters

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

Bordeaux House, 31 Kinnoull Street, Perth, PH1 5EN.

telephone – 01738 475775

email – info@tactran.gov.uk

fax – 01738 639705

Revenue Funding

Tactran's operational and RTS 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 approved 2013/14 Core operating budget, covering the Partnership's day to day running costs was £419,630.

Core funding contributions during the year were:

Scottish Government Grant in Aid	318,630
Angus Council	23,130
Dundee City Council	28,690
Perth and Kinross Council	30,600
Stirling Council	18,580
Total	419,630

A detailed breakdown of actual Core expenditure for 2013/14 is provided in Table 1 on page 9.

Table 1: Core Revenue Budget 2013/14

Expenditure	Approved Budget £	Actual Expenditure £	Variance £
<u>Staff Costs</u>			
Salaries	254,200	253,623	(577)
Superannuation	45,700	45,652	(48)
National Insurance	23,200	22,820	(380)
Training/Conferences/Subscriptions	1,830	1,394	(436)
	324,930	323,489	(1,441)
<u>Property Costs</u>			
Energy, Repairs etc.	4,800	4,496	(304)
Cleaning	2,500	2,011	(489)
Maintenance	2,500	1,100	(1,400)
Rent	12,000	12,000	0
Rates	5,400	5,371	(29)
	27,200	24,978	(2,222)
<u>Supplies & Services</u>			
Office Consumables	4,000	6,138	2,138
Communications	4,000	3,328	(672)
Insurance	5,500	5,422	(78)
Information Technology	2,000	3,814	1,814
Hospitality	1,000	1,046	46
Board Expenses – Misc.	2,000	1,988	(12)
	18,500	21,736	3,236
<u>Transport Costs</u>			
Staff Travel	4,200	7,516	3,315
Expenses – Board Members	1,000	1,108	(109)
	5,200	8,624	3,424
<u>Third Party Payments</u>			
Audit Fees External	9,800	9,760	(40)
PKC Finance Service	14,000	14,000	0
PKC Secretariat Service	8,000	8,000	0
Other Third Party Payments	12,000	12,854	854
	43,800	44,614	814
Gross Expenditure	419,630	423,4410	3,811

An overspend of £3,811 on Core expenditure was offset by additional income of £5,502 generating an overall underspend of £1,691. The Partnership agreed to allocate this underspend on 2013/14 Council requisitions to supporting the 2014/15 RTS Revenue Budget.

Recurring efficiency savings equivalent to approximately 12% of Core costs have been generated over the 5 years to 2013/14 through vacancy management, reductions in supplies and services costs, staff travel costs and other smaller cost efficiencies. Limited scope now exists to achieve further efficiency savings moving forward however a modest saving equivalent to 0.4% of the approved Core Revenue Budget was achieved in 2013/14.

Regional Transport Strategy Revenue Programme

Scottish Government Grant in Aid of £204,120 was available to support development and delivery of the RTS during 2013/14. This amount was supplemented by £15,945 of budgeted income brought forward from 2012/13 to fund key RTS priorities, generating an overall RTS Revenue Programme Budget of £220,065. The budget was further supplemented by income of £5,875 from Stirling Council to fund joint appraisal of the possible relocation of Bridge of Allan Station and £10,000 from NHS Forth Valley and NHS Tayside to support development and delivery of the Regional Health & Transport Framework. A further £14,600 accrued from participation in European Projects, giving a total RTS Revenue Programme budget of £250,540.

During the year the Partnership Board monitored and authorised expenditure and revisions to the programme through quarterly reports, with adjustments made to the programme to take account of and manage delays with or opportunities to advance individual projects.

The budgeted and final expenditure during the year is shown in Table 2:

Table 2: RTS Revenue Programme 2013/14

Expenditure on Projects	Budgeted	Actual Expenditure	Variance
RTS Delivery Plan	8,600	12,328	3,728
Road Safety	9,000	9,000	0
Buses Strategy	13,250	12,503	(747)
Active Travel	123,915	121,679	(2,236)
Health & Transport Framework	20,000	19,841	(159)
Tay Estuary Rail Service	20,975	20,869	(106)
Strategic Connectivity	28,000	28,000	0
Travel Information Strategy	10,000	10,074	74
Freight Quality Partnership	16,800	16,797	(3)
Gross Expenditure	250,540	251,091	551

Detailed financial information for the year is given in the Partnership's 2013/14 Audited Accounts, which are available for inspection on the website or at the Partnership Headquarters.

Further information on individual RTS priority strands and projects is given in section 3 of this Report.

Regional Transport Strategy Capital Programme

A Capital Programme totalling £2,002,000 consisting of funding contributions of £400,000 from Dundee City Council and £1,602,000 from Perth & Kinross Council was taken forward during 2013/14.

Projects completed and/or progressed to 31 March 2014 included:

• Intelligent Transport Systems at Dundee	£50,000
• Perth – Blairgowrie - Dundee QBC improvements	£58,000
• Lochee Regeneration Bus Link	£50,000
• Blairgowrie Bus Stance improvements	£127,000
• Gleneagles Station Enhancement	£882,000
• Dundee Rail Station improvements	£40,000
• Development of Park & Ride, Dundee	£20,000
• A9/A94 Perth link road and Tay Crossing design	£130,000
Total	£1,357,000

A number of the above projects are being progressed across more than one financial year. End of year project re-phasing and slippage totalling a further £645,000 was managed within the Dundee City and Perth & Kinross Council Capital Programmes.

The regionally managed Capital Programme was supplemented by allocations towards specific RTS Delivery Plan projects within Council Capital Programmes. This included Cycling, Walking & Safer Streets (CWSS) allocations totalling £526,000 across the 4 partner Council areas, which funded a range of local projects improving access and safety for pedestrians and cyclists and contributing to achieving Walking & Cycling Strategy and wider RTS objectives.

3. Developing & Delivering the Regional Transport Strategy

Tactran's primary purpose and duty is to develop and oversee delivery of the statutory Regional Transport Strategy (RTS). The RTS received Ministerial approval in June 2008. It sets out a Vision and Objectives for addressing transport issues and needs across the Tayside and Central Scotland region and provides a statutory framework for Local Transport Strategies. The Strategy is underpinned by sub-Strategies for Walking & Cycling, Buses, Rail, Park & Ride and Travel Information. [Full](#) and [summary](#) versions of the RTS and the sub-Strategies are available.

The [RTS Delivery Plan](#) sets out the key interventions which are required to fulfil the RTS Vision and Objectives. The Delivery Plan was developed and is updated in consultation and agreement with our partner Councils and a range of other key stakeholders. It identifies a range of transportation infrastructure, systems and service enhancements which will support delivery of the RTS.

The Delivery Plan is not a fully costed programme. It is a framework for determining associated Capital and Revenue programmes and priorities which may be implemented by the Partnership, its partner Councils, Scottish Government, Transport Scotland and other relevant delivery agencies.

Prioritisation and implementation of individual interventions is subject to resource availability and appraisal against RTS objectives, including their contribution towards promoting sustainable economic growth locally, regionally and nationally.

The RTS and associated Delivery Plan constitute a balanced and integrated strategy and package of proposed supporting actions and interventions which aim to support and promote:

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

The RTS sets out 23 strategic actions for achieving these key objectives. Progress on achieving these actions is summarised in Appendix A.

During 2013/14 the Partnership's available Revenue Programme and Capital Programme resources were focussed on developing the key RTS priorities outlined below.

Health and Transport

The Regional Health & Transport Framework, approved by the Partnership, the Boards of NHS Forth Valley and NHS Tayside and Community Planning Partnerships in 2011/12, addresses 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.**

Work continued, under the auspices of CPPs, on development of locally relevant Health & Transport Action Plans which address and support relevant social, economic, environmental and health & wellbeing outcomes within Single Outcome Agreements. Action Plans have been developed for Angus and Stirling with work also progressed in Dundee.

Tay Estuary Rail Strategy

The Partnership's Tay Estuary Rail Study (2009) identified a positive business case for proposed short, medium and long-term incremental enhancements to rail services coupled with opportunities to develop/enhance regional rail infrastructure.

Following the successful introduction of significantly improved rail services in December 2011 at Broughty Ferry, Invergowrie and Gleneagles and further service improvements at Broughty Ferry, Invergowrie and Carnoustie with the December 2012 timetable, further service enhancements were delivered at Monifieth with the December 2013 timetable.

The TERS study identified the potential and outlined proposals for comprehensive enhancement of passenger facilities and improved access at Gleneagles Station. These proposals were progressed in support of the Ryder Cup event at Gleneagles in September 2014, in partnership with Perth & Kinross Council, Transport Scotland, Network Rail and First ScotRail. Tactran contributed a total of £1,125,525 through its Revenue and Capital programmes across financial years 2011/12 – 2013/14. The project delivers significant legacy benefits including a new grade-separated road access to/from the station, extended surfaced car parking, improved passenger waiting facilities, lift access to both platforms, and the creation of an integrated bus/rail interchange.

TERS also identified the potential for enhancing the role and contribution of rail for local and regional travel through a possible relocation of Invergowrie Station to the west of Dundee. Work commenced during 2013/14 on development of an objective-led business case assessment of relocating the station to a more accessible and less constrained site. This work is being taken forward in consultation with Transport Scotland, ScotRail, Network Rail, Perth & Kinross and Dundee City Councils.

Initial scoping of the potential benefits of a suggested relocation of Bridge of Allan Station in support of the Stirling City Transport Implementation Plan and the Stirling Local Development Plan also commenced in 2013/14.

Work also commenced on a joint study with Perth & Kinross Council, Fife Council and SEStran, investigating the demand potential for new/reopened stations at Oudenarde (Bridge of Earn) and Newburgh.

Work will continue with Transport Scotland, Network Rail and Abellio, the new ScotRail franchisee, on identifying further opportunities to introduce incremental rail service and infrastructure enhancements under the next ScotRail franchise, which commences in April 2015.

Park & Ride/Choose

The Regional Park & Ride Strategy sets out proposals for developing and enhancing Park & Ride/Choose facilities around Dundee, Perth and Stirling. Proposals at Dundee and Stirling complement and take forward national priorities for developing a network of strategic Park & Ride/Choose facilities around key strategic transport nodes within the Strategic Transport Projects Review (STPR).

A comprehensive study of site options for facilities on the prioritised western and southern approaches to Dundee identified preferred sites serving the A90 corridor west of Dundee at Wright Avenue off Riverside Avenue, and serving the A92 at the southern end of the Tay Bridge. Following refusal of a planning application to develop the Dundee West facility in November 2013 a review of options for progressing Park & Ride on the western, northern and eastern approaches to Dundee City will be undertaken with Transport Scotland and Councils. Work continues on the development of the proposed scheme at Tay Bridge south.

A detailed study of options for a third Park & Ride/Choose facility serving Perth has resulted in selection of a preferred location in the Walnut Grove area, adjacent to the southern access to/from A90/Friarton Bridge.

Active Travel

The Partnership allocated £123,915 (approximately 49%) of its RTS Revenue Programme budget to supporting the development of sustainable and active travel projects and supporting initiatives in 2013/14.

Measures funded included a £10,000 contribution to support delivery of Cycling Scotland's "Give Me Cycle Space" campaign in a further 30 Primary schools across the region and £93,380 funding for 15 walking and cycling projects across the region.

Consultation with partner Councils, Sustrans, Cycling Scotland, and other stakeholders on the application of 2013/14 funding identified a number of further potential projects and initiatives which move forward as a "reserve list" of Active Travel projects which will be developed and built on, including exploring the potential for match-funding, within future years' Revenue Programmes.

Travel Planning

Reflecting the importance attached to Travel Planning and promoting Active Travel in support of modal shift and wider Climate Change objectives, the Travel Plan Officer continued to work with a wide range of public and private sector organisations to advise on and support their development and implementation of corporate and workplace Active Travel Plans.

This work is supported by the www.travelknowhow.org.uk/tactran Travel Plan Implementation Toolkit, which offers public and private sector organisations easily accessible and adaptable web-based support and materials, to enable them to develop, implement and maintain Active Travel Plans.

Continued promotion of the www.tactranliftshare.com lift-sharing website, including through social media and activity with major employers maintained and increased interest in and usage of the site, with approximately 4,000 members registered.

Travel Information

Tactran launched its unique regional multi-modal travel information database and journey planner, www.tactranconnect.com in 2010. Work continued on developing the site in 2013/14.

Through the Capital Programme work was undertaken with Dundee City Council and Transport Scotland on developing Intelligent Transport Systems infrastructure, to provide “real time” travel information on current traffic conditions and journey times on key routes and corridors leading to/from the City Centre, with the intention of developing a rolling programme extending to other corridors in future years.

Freight Transport

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

Along with Perth & Kinross Council, Tactran is a partner in the EU Interreg IVB LaMiLo (Last Mile Logistics) project. This is examining the potential for developing freight consolidation centre approaches to more sustainable distribution of freight and goods in Perth City Centre, contributing to achieving Air Quality Management objectives.

The Partnership continues to support the work of the Stirling & Tayside Timber Transport Group, including part funding the Group’s Timber Transport Officer post.

Bus Services and Infrastructure

Capital investment in infrastructure improvements included bus shelters, bus stop boarders and localised road and footway network improvements on the Perth – Blairgowrie – Dundee

Quality Bus Corridor (QBC) and a new bus link as part of the Lochee regeneration scheme within Dundee. An improved bus interchange at Wellmeadow, Blairgowrie, forming part of a wider town centre regeneration initiative, was also completed in 2013/14.

Revenue funding contributions were provided for the Ring of Breadalbane seasonal bus service and for a Demand Responsive Transport pilot in the west Kinross-shire/Clackmannanshire area. Both of these services were successful in securing national Bus Investment Fund support from Scottish Government and the Partnership has agreed to maintain funding contributions in 2014/15 and 2015/16.

The Partnership funded the reintroduction of the popular Thistle Card assistance card, which alerts operational staff to the needs of disabled passengers when travelling by public transport.

Strategic Roads Infrastructure and Connectivity

Work continued on a new northern route for Perth, the Cross Tay Link Road (CTLR). A preferred corridor linking the A94 just north of Scone over to the A9 in the Bertha Park area has been identified and design work is progressing on a detailed optimum alignment and associated key trunk road junctions around Perth.

Work also continued on investigation of a complementary package of traffic and public realm enhancements to lock in benefits from the CTLR by removing strategic traffic from the centre of Perth, as described in Perth's Transport Futures strategy. The current focus of this work is on identifying measures which have the potential to be introduced ahead of constructing the proposed CTLR and bridge.

Tactran continues to liaise with Transport Scotland, partner Councils and other agencies with a view to advancing road and rail infrastructure proposals within the STPR, which are considered necessary to maximising the region's economic growth potential and maximising transport's contribution to achieving social and environmental objectives. These include:

- **improving the A90 through or around Dundee**
- **strategic Park & Ride/Choose around Dundee and at Bannockburn**
- **road safety and capacity improvements on the A9 between Stirling and Inverness**
- **improving rail services between Inverness/Aberdeen and the Central belt and between Perth and Edinburgh**
- **extending electrification of the rail network northwards through Stirling, Perth and Dundee to Inverness and Aberdeen.**

During 2013/14 the Partnership contributed £28,000 towards promoting and maintaining strategically important air connections between Dundee Airport and London, pending provision of a Public Service Obligation grant service to maintain air connectivity in the longer term.

Climate Change Duties

The Climate Change (Scotland) Act 2009 sets challenging targets for the reduction of Scotland's greenhouse gas emissions and places a duty on specified public bodies, including Regional Transport Partnerships, to act in ways calculated to contribute to the Government's emissions targets.

With support from consultants Atkins, the Partnership has undertaken work on producing a Transport Carbon Assessment which identifies the baseline position for both the Tactran and TAYplan regions and their constituent authority areas. This work identified key priority mitigation areas where the Partnership has significant potential to contribute to or support reduction in transport carbon emissions:

- **supporting low carbon vehicles and infrastructure;**
- **promoting eco-driving training and advice;**
- **Travel Planning;**
- **supporting road-based public transport infrastructure and services improvements**
- **supporting rail infrastructure and service improvements; and**
- **influencing travel demand and behaviour through input to Strategic and Local Development Planning.**

Many of these areas for Climate Change action are already identified and being progressed through the RTS and supporting strategies on Walking & Cycling, Buses, Park & Ride; TERS; Travel Planning etc. as outlined elsewhere in this report.

The 2013/14 Capital Programme included an allocation of £50,000 to support the expansion of low carbon vehicles and associated infrastructure within Dundee.

4. Regional Transport Strategy Monitoring

The RTS Monitoring Framework defines 22 Performance Indicators (PIs) which aim to monitor and measure progress towards achieving RTS Objectives. These incorporate Scottish Government priority indicators for SOA 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.**

The Monitoring Framework “base year” is 2008/09, the year of formal Scottish Government approval of the RTS. A number of data sources, 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 15-year period of the RTS and beyond, and are not expected to change significantly year on year.

The position in 2013/14, for those indicators which can be currently reported, is given in Appendix B. Indicators reporting on accessibility by public transport include walking either to the nearest bus stop or railway station, or walking all the way to the destination whichever offers the shorter journey time.

Trends that are apparent are outlined below:

Economy Objective Measures and Trends

- there are few discernible trends for the proportion of the strategic road network experiencing congestion. There was an overall increase in total lost time from 2008/09 to 2009/10 followed by a fall to 2010/11. Continuous trends of falling lost time and, therefore, less congestion were seen on the A92 in both directions and A90 eastbound, while worsening congestion was observed on the A9 and M90 northbound.

Accessibility, Equity and Social Inclusion Objective Measures and Trends

- there has been a small increase in the proportion of working age population resident within 30 minutes travel time of a key employment centre; however the proportion within 60 minutes travel time fell slightly. These changes reflect a number of bus service changes in the region;
- the proportion of population more than 60 minutes from their nearest hospital by public transport has increased. During the monitoring period there has been a major shift of acute hospital services from Stirling to the Forth Valley Royal Hospital, which is located outwith the region and consequently travel times for many patients, visitors and staff have increased;

- the proportion of total population and 16-24 year olds who could travel to their nearest further or higher education establishment within one hour decreased, reflecting a number of bus service changes in the region;
- accessibility of non-car owning households to retail, recreation and leisure facilities has improved over the monitoring period reflecting a number of off-peak bus service changes in the region.

Environmental and Health & Wellbeing Objective Measures and Trends

- the proportion of Council employees covered by Travel Plans has remained static at the relatively high rate of 94%; while the rate for NHS employees has also remained static at 54%;
- increasing proportions of pupils are using more active modes to travel to school, though proportions vary over twelve month periods;
- there has been a slight fall in the proportion of car drivers together with an increase in the proportion walking to work;
- membership of Liftshare and the number of registered car sharing journeys has been maintained;
- there has been a general trend reduction in pollutant levels at most air quality locations in Dundee and Perth.

Safety & Security Objective Measures and Trends

- the number of people killed or seriously injured in road accidents has continued to fall together with a decline in the exposure to risk of death or serious injury as measured by the rate of accidents per 100 million vehicle kilometres.

The RTS Monitoring Framework will be reviewed and updated during 2015/16 as part of the process of refreshing the RTS, which is scheduled for completion by June 2015.

5. Contributing and Influencing Locally, Regionally and Nationally

Community Planning and Single Outcome Agreements

The Partnership has a statutory duty to engage in and support Community Planning by contributing positively and directly to supporting economic growth, equality, environmental and sustainability outcomes in each CPP area.

Our RTS Objectives are mapped against the Scottish Government's Strategic Objectives and National Outcomes. This demonstrates a close and complementary fit between the RTS and Government's own strategic aims and also with supporting priority outcomes at both a regional and local level.

Tactran is committed to actively supporting delivery of the Single Outcome Agreements (SOAs) across its four partner Council areas. The Partnership is a formal signatory to the updated SOAs for the Angus, Dundee City, Perth & Kinross and Stirling areas, which were approved in summer 2013.

Specific SOA 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 Framework and related Action Planning under the auspices of CPPs;**
- **Tay Estuary Rail Strategy;**
- **Park & Ride/Choose Strategy;**
- **Travel Information Strategy;**
- **Freight Quality Partnership;**
- **supporting road accident reduction and road safety education campaigns;**
and
- **promoting more sustainable movement of passengers and freight generally in support of public sector Climate Change duties and transport carbon abatement.**

Partnership officers sit on and contribute actively to each of the Community Planning Partnerships and their relevant thematic groups.

Land Use and Transport Planning

The Planning etc. (Scotland) Act 2006 places a duty on Strategic and Local Development Planning authorities to engage with RTPs and on RTPs to support Strategic and Local Development Planning processes. The importance of ensuring that strategic Land Use and Transportation policy and planning are fully aligned and integrated in a manner which supports sustainable economic growth is reflected in the designation of Regional Transport Partnerships as “key agencies”.

The Regional Transport Strategy promotes the principle that development should be directed to the most economically and environmentally sustainable locations, supported by appropriate transport systems and infrastructure. New and existing development should also adopt increasingly sustainable approaches to addressing and meeting transport demands.

Contributing to the development of the TAYplan Strategic Development Plan for the Dundee City, Angus, Perth & Kinross and North East Fife region and the emerging Local Development Plans covering our 4 partner Council areas plus the Cairngorms National Park and the Loch Lomond and The Trossachs National Park has become a significant area of activity and resource allocation, which will continue into the future.

The Partnership’s officers have supported development of the now approved TAYplan Strategic Development Plan 2012 - 2032, with the Partnership Board inputting to formal consultation at the key Main Issues Report and Proposed Plan stages. Key RTS and STPR delivery priorities are incorporated within the TAYplan Action Programme and alignment of monitoring and delivery of complementary Land Use and Transport policy planning and delivery will continue through into the next iteration of the SDP and statutory refresh of the RTS.

Similar input and alignment has continued with the emerging Local Development Plans and associated Action Plans/Programmes in Stirling, Perth & Kinross, Dundee and Angus and for the National Park areas, and in responding to consultations on neighbouring Strategic and Local Development Plans in Aberdeen and Aberdeenshire and Fife.

Influencing Policy Nationally and Locally

The Partnership and its officers continue to engage proactively in the development of transport and other related policy development nationally, regionally and locally. Consultations and publications responded to and commented on during 2013/14 included:

- **Scottish Government : Scottish Planning Policy Consultation Draft**
- **Scottish Government : Third National Planning Framework**
- **Transport Scotland : Consultation on Bus Service Registration Procedures**
- **Perth & Kinross Council : Supplementary Guidance on Developer Contributions Transport Infrastructure**
- **Stirling Council : Draft Towns, Villages and Rural Area Transport Plan and Supplementary Guidance on Small Settlements**
- **Bus Regulation (Scotland) Bill**
- **Cairngorms National Park : Proposed Local Development Plan**
- **Nestrans : Regional Transport Strategy Refresh**
- **Aberdeenshire Council : Draft Passenger Transport Strategy**

Collaboration on strategic policy development and delivery at a national level is coordinated with other RTPs through participation in the RTP Chairs Forum and the Regional Transport Partnerships Lead Officers Group. From April 2012 until April 2014 the Partnership undertook the role of Secretariat to these standing RTP Liaison groups.

Issues of cross-RTP interest included working collaboratively to continue to promote the case for extension of High Speed Rail to Scotland and on other rail policy and re-franchising issues; engaging with Department for Transport and Transport Scotland on issues related to cross-border connectivity and aviation policy; liaison with the Confederation of Passenger Transport Scotland (CPT) on strategic bus issues; engaging with CoSLA and Scottish Government on strategic transport priorities and implementation of the STPR.

Tactran holds joint membership of Scotland Europa with SEStran and Hitrans.

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

- **Society of Chief Officers of Transportation in Scotland (SCOTS) – Director and Projects Manager**
- **Association of Transport Coordinating Officers (ATCO) – Strategy Manager and Director**
- **ACT Travelwise – Travel Plan Officer (Scottish Chair and UK Board member)**

6. Glossary

ATCO	Association of Transport Co-ordinating Officers
CoSLA	Convention of Scottish Local Authorities
CPP	Community Planning Partnership
CPT	Confederation of Passenger Transport
CTLR	Cross Tay Link Road
DfT	Department for Transport
DRT	Demand Responsive Transport
FCC	Freight Consolidation Centre
FQP	Freight Quality Partnership
LDP	Local Development Plan
NCN	National Cycle Network
PI	Performance Indicator
QBC	Quality Bus Corridor
RTP	Regional Transport Partnership
RTS	Regional Transport Strategy
SCOTS	Society of Chief Officers of Transportation in Scotland
SDP	Strategic Development Plan
SHS	Scottish Household Survey
SOA	Single Outcome Agreement
STPR	Strategic Transport Projects Review
TERS	Tay Estuary Rail Strategy/Study

7. Appendix A : RTS Strategic Actions Progress Update

Delivering Economic Prosperity

STRATEGIC ACTION

PROGRESS UPDATE

Securing improvements to and improving road safety on the Regional Trunk Road network as priorities within the Strategic Transport Projects Review, in particular removing delays and bottlenecks which hinder the efficient movement of people and goods and undermine the economic performance of the region.

Capacity enhancement scheme at Swallow Roundabout delivered March 2009. Financial contribution towards signalisation of Inveralmond Roundabout. Ongoing engagement in Key Stakeholder groups on A9 dualling Perth – Inverness. Ongoing liaison with Transport Scotland on scope for progressing STPR proposals for upgrading A90 through or around Dundee and junction improvement strategy A9 Dunblane - Perth. Ongoing contributions towards work on A94/A9 Cross Tay Link Road and Perth Western Edge design and development.

Enhancing the role of buses in providing access to employment, tourism and enhancing the region's economy. This will include the development of a Regional Bus Strategy that will provide a policy and delivery framework for specific interventions and promotion of Quality Bus Partnerships.

Regional Buses Strategy approved October 2008. Funding contributions towards extension of Real Time Passenger Information systems in Dundee and Angus. Contributions to upgrading of passenger waiting facilities (various). Funding for Quality Bus Corridor improvements including Dundee to Arbroath, Dundee to Perth, Blairgowrie to Perth and Stirling East - West Corridor. Infrastructure funding to support Bus Punctuality Improvement Partnership objectives and bus interchange at Wellmeadow, Blairgowrie. Feasibility study into potential for introducing Real Time Passenger Information in Perth & Kinross. Contributions towards Bus Investment Fund projects in Breadalbane and West Kinross-shire.

Securing improvements to the rail network within the Strategic Transport Projects Review, to enable increased provision and opportunities for the movement of passengers and freight by rail. Improvements are likely to include faster hourly services between Aberdeen/Inverness and Edinburgh/Glasgow as well as an additional hourly service between Arbroath, Dundee, Perth, Stirling and Glasgow.

Tay Estuary Rail Study completed and submitted to Transport Scotland in June 2009. TERS proposals and Business Case developed to support and complement STPR proposals for improved Aberdeen/Inverness – Central Belt rail services. Secured local service enhancements at Broughty Ferry, Invergowrie, Gleneagles in December 2011 timetable and further improvements in December 2012 Improved services at Monifieth introduced in May 2013. Customer Information Screens installed at Broughty Ferry. Funding contribution towards Gleneagles Station access and passenger facilities enhancements and road access improvements as proposed in TERS study, to be completed for Ryder Cup event in September 2014. Ongoing

Delivering Economic Prosperity

STRATEGIC ACTION

PROGRESS UPDATE

Ensuring that the role of ports and airports in supporting the economy of the region is supported by appropriate transport infrastructure including improved road and rail connections. We will work with relevant airport authorities to promote flights from Dundee and improved facilities at Dundee Airport.

Managing growing demands on our road system in a more sustainable way, including reducing the need to travel, increased emphasis on demand management techniques and managing how road space is allocated between transport modes to ensure that the most efficient use is made of the resources we have available.

Establishing a Strategic Regional Parking Policy that will address areas where parking demand currently or in the future will exceed supply. This will also consider parking standards for the provision of parking in new developments.

officer engagement in ScotRail Timetable Conference and Network Rail Access for All and Station Car Parking Groups. Consultation with all prospective bidders for new ScotRail, Caledonian Sleeper and East Coast franchises commencing in 2015.

Feasibility study into potential for Port of Dundee freight railhead completed 2008. Unsuccessful application made for EU funding in 2009. Further funding opportunities will be explored. Funding provided for design of improved road links to Perth Harbour. Funding contribution towards major Stannergate road access to Dundee Port improvement to support development potential of Port as major renewables hub, completed 2012. Funding contribution towards South Montrose Masterplan study. Funding contribution towards supporting maintenance of air services Dundee – London City pending securing of DfT PSO funded service Dundee - Stansted. Contributing to multi-agency Working Group examining potential for development of Dundee Airport and air connectivity.

Travel Plan Officer support for embedding of Travel Plans within 4 partner Councils, 2 Health Boards and Hospitals, Universities and Colleges and other public/private sector bodies. Implementation of "Travel Know How" Travel Plan Implementer toolkit. Development of Business Case, preferred site options and layout for strategic Park & Ride facilities at Dundee (Tay) South, Dundee West, Perth East and Stirling South. Funding contribution towards upgrading of Urban Traffic Management and Control system in Dundee. Contributions to implementation of Intelligent Transport System information on key radial routes into Dundee City Centre.

Action to be reviewed in light of emerging Local Development Plans and considered through planned RTS Refresh during 2014/15.

Delivering Economic Prosperity

STRATEGIC ACTION

Establishing a Regional Freight Quality Partnership that will help to deliver cost effective packages of freight-related interventions. Early supportive work will include investigations into possible improved road links and rail freight facilities at the ports of Montrose, Dundee and Perth.

Improving access and encouraging more sustainable options for tourism travel, including improvements in public transport integration, interchange and information and developing cycling and walking options.

PROGRESS UPDATE

Regional Freight Quality Partnership established September 2008. Updated FQP Freight Action Plan approved June 2013. Overnight Lorry Parking study completed 2010. Funding contributions for improved road access to Dundee Port, Perth Harbour and to Montrose Port Masterplan study. Funding contributions to Highland Spring to develop feasibility of rail freight terminal at Blackford. Contributions towards Timber Transport Officer post employed by Stirling & Tayside Timber Transport Group. Development of geographical database of HGV-related information to create digital regional Lorry Routeing Map. Feasibility study into potential for trial Freight Consolidation Centre in Perth utilising Air Quality Grant. Partner in EU Interreg IVB "LaMiLo" project examining potential for more sustainable Last Mile Logistics in urban areas. Supporting Dundee City Council participation in EU ENCLOSE project leading to development of a Sustainable Urban Logistics Plan (SULP) for Dundee.

www.tactranconnect.com incorporating all-modes travel information and links to Transport Scotland, Traveline, Councils, Visit Scotland, National Parks etc. websites launched March 2010. Regional Bus Information Strategy approved 2011. Park & Strategy approved 2008.

Connecting Communities and Being Socially Inclusive

STRATEGIC ACTION

PROGRESS UPDATE

Ensuring that the local road network provides the links between individual communities, which enable people to access goods and services, whether by private or public transport.

Local issues to be addressed by partner Councils.

Developing a public transport network that is accessible to all and enables people to access the region's main centres of employment, retail and education.

Study into scope for piloting Demand Responsive Transport in urban and rural areas undertaken during 2009/10. Proposals for implementation to be taken forward by partner Councils. Funding contributions towards accessible infrastructure enhancements on Quality Bus Corridors and contributions towards Bus Investment Fund projects in Breadalbane and west Kinross-shire. Re-introduction of Thistle Card assistance card across Tactran region in Spring 2014.

Ensuring that health and transport provision are considered and planned in a coordinated manner.

Regional Health and Transport Framework approved by Partnership and endorsed by NHS Tayside and NHS Forth Valley and Community Planning Partnerships in August/September 2011. Work continuing on development of locally relevant Health & Transport Action Plans through 4 Community Planning Partnerships.

Improving the quality and integration of our public transport services across the region, including development of improved/new multi-modal interchanges at key locations including Dundee, Perth and Stirling, integrated ticketing and improved travel information.

See progress update on Park & Ride Strategy below. www.tactranconnect.com travel information website launched March 2010 and to be updated/reviewed during 2014/15.

Developing a Regional Park and Ride Strategy which will outline a programme for Park and Ride/Park and Choose networks serving the region's main towns and enhancement to railway station car parks.

Regional Park & Ride Strategy approved October 2008. Funded delivery of Kinross Park & Ride (2007); extension of Broxden, Perth Park & Ride site (2009); provision of Broxden passenger waiting facilities (2010); and contribution towards Castleview, Stirling Park & Ride (2008). Funded development work on selecting preferred locations and site layouts for facilities at Dundee West, Dundee (Tay) South, East Perth and Stirling South. Park & Ride facility at Dundee (Tay) South being progressed in partnership with SEStran. Review of Park & Ride at Dundee (western, northern and eastern approaches) in light of refusal of Planning Application for proposed site at Wright Avenue/Riverside Avenue.

Connecting Communities and Being Socially Inclusive

STRATEGIC ACTION

PROGRESS UPDATE

Developing a Regional Travel Information Strategy that will identify the detailed measures and policies to improve access to travel information.

Regional Travel Information Strategy approved October 2008. www.tactranconnect.com multi-modal web-based travel information system introduced in 2010 and further developed and enhanced during 2011/12. Comprehensive review and updating of website planned for 2014/15.

Maximising the role and contribution of Community and Demand Responsive Transport in improving general accessibility and social inclusion.

Study into scope for piloting Demand Responsive Transport in urban and rural areas undertaken during 2009/10. Pilot proposals and initiatives to be taken forward by Councils. Funding contribution towards Bus Investment Fund DRT project in west Kinross-shire.

Developing a Walking and Cycling Strategy to ensure that the two modes form part of an integrated transport system.

Regional Walking & Cycling Strategy approved October 2008. Various schemes funded through Revenue and Capital programmes. Review and updating of strategy to take account of updated Cycling Action Plan for Scotland (CAPS) (2013), anticipated National Walking Strategy and Active Travel Strategies to be undertaken as part of RTS Refresh during 2014/15.

Environmental Sustainability and Promoting Health and Well-Being

STRATEGIC ACTION

PROGRESS UPDATE

Ensuring that improvements in the movement of passengers and goods are sustainable, including maximising the use of public transport and rail and water-borne freight.

Workstreams on Tay Estuary Rail Strategy, Park & Ride Strategy, Travel Planning, Travel Information, Freight Quality Partnership and Action Plan and rail freight terminal investigations at Ports and Highland Spring, Blackford all contributing to this Action.

Ensuring that development proposals include Travel Plans that maximise the potential for walking, cycling, public transport and other sustainable travel choices, including through continued use of planning agreements.

Ongoing engagement as “Key Agency” with Planning Authorities and emerging SDP and LDP proposals and Action Plans/Programmes to ensure that promoting sustainable travel is embedded within Development Planning and Development Management processes, supported by effective Supplementary Guidance.

Liaising closely with the appropriate Planning Authorities to ensure that the RTS is fully integrated within land use planning processes across the region.

Ongoing engagement with SDPA and LDPAs as “Key Agency” to ensure integration of Land Use and Transportation policy. Refresh of RTS being aligned with second iteration of TAYplan SDP and Local Development Plans.

Taking a lead in the promotion and development of Active Travel Plans at major centres of employment, hospitals and other main health establishments, in partnership with Councils, Health Boards and the private sector.

Ongoing Travel Plan Officer support for development of Active Travel Plans by all 4 partner Councils, 2 regional Health Boards, higher/further education establishments, and other public/private sector bodies. Ongoing support for public sector and non-profit organisations to develop and implement Travel Plans and introduce complementary measures through annual Sustainable Travel Grant Scheme. www.tactranliftshare.com launched 2007 plus funded Liftshare sites for Angus, Dundee City, Perth & Kinross and Stirling. Funding contributions and officer support to Dundee Travel Active “Smarter Choices/Smarter Places” initiative. www.travelknowhow.org.uk/tactran Travel Plan implementer web-based toolkit launched 2011 to support public and private sector bodies in implementing Travel Plans. Approved appointment of embedded Active Travel Officer, working in Partnership with Sustrans, Councils and other partners, to commence during 2014/15 supported by Community Links funding of £100,000/annum to support delivery of supporting infrastructure.

Environmental Sustainability and Promoting Health and Well-Being

STRATEGIC ACTION

Promoting a range of SMART measures, including Travel Plans, travel awareness campaigns, high quality travel information, region-wide car-sharing schemes, cycling and walking infrastructure and initiatives, development of tele-working etc.

Ensuring that, where network infrastructure improvements are undertaken, measures adopt high standards of mitigation to minimise impacts on landscape and communities.

Promoting and enhancing transport safety, reducing road casualties and removing barriers caused by real and perceived safety issues. This will include developing a Regional Road Safety Plan.

PROGRESS UPDATE

See above information relating to general Travel Planning and Active Travel activity and launch of www.tactranliftshare.com; www.tactranconnect.com; www.travelknowhow.org.uk/tactran Funding contributions for various walking and cycling schemes etc. with new programme of Active Travel infrastructure grant funding to begin in 2014/15.

Addressed through project appraisal, environmental assessment and screening, and equalities impact assessment during design processes for individual schemes.

Road Safety Plans and casualty reduction targets being progressed by individual Councils and other partners within Community Safety context of Community Planning. Contributions towards various Road Safety education campaigns, including Safe Drive/Stay Alive, to be extended on annually recurring basis in all 4 partner Council areas.

Appendix B

RTS Monitoring Framework

Objective	Sub-objective	Indicator	Monitoring Period			
	Addressing issues of peripherality associated with the Tactran area	Indicator 5 Journey time and service frequency between key locations by modes Number of flights per week from Dundee Airport	Baseline	2009/10		2010/11
			49	Average no. of direct services per week from Tactran regional centres	Journey times (minutes)	
		<u>Express coach</u>		50	100	
		Central Aberdeen		63	107	
		Central Glasgow		93	102	
		Aberdeen Airport		0	n/a	
		Edinburgh Airport	Baseline figures are for 2009/10	0	n/a	Subsequent update - 2011/12
		Glasgow Airport		0	n/a	
		London		8	597	
		<u>Rail</u>				
		Aberdeen Railway Station		161	88	
		Edinburgh Waverley Railway Station		165	84	
		Glasgow Queen Street Railway Station		179	78	
		Aberdeen Airport		30	107	
		Edinburgh Airport		0	n/a	
		Glasgow Airport		0	n/a	
		London Kings Cross Railway Station		20	357	
		Journey time and service frequency between key locations by modes Number of flights per week from Dundee Airport	2011/12	2012/13		2013/14
			54	Average no. of direct services per week from Tactran regional centres	Journey times (minutes)	28
		<u>Express coach</u>				Average no. of direct services per week from Tactran regional centres
		Central Aberdeen	47	93		68
		Central Edinburgh	58	106		98
		Central Glasgow	70	81		83
		Aberdeen Airport	0	n/a		0
		Edinburgh Airport	0	n/a	Subsequent update - 2013/14	0
		Glasgow Airport	0	n/a		0
		London	7	606		8
		<u>Rail</u>				
		Aberdeen Railway Station	160	88		160
		Edinburgh Waverley Railway Station	165	84		168
		Glasgow Queen Street Railway Station	180	78		191
		Aberdeen Airport	30	105		30
		Edinburgh Airport	0	n/a		0
		Glasgow Airport	0	n/a		0
		London Kings Cross Railway Station	20	358		20

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RTS Monitoring Framework

Objective	Sub-objective	Indicator	Monitoring Period				
Accessibility, Equity and Social Inclusion	Improving access to employment	Indicator 6	Baseline		2009/10	2010/11	
		Number of employees covered by Travel Plans					
		% of Council employees covered by Travel Plans			94%	94%	
		% of Health Boards employees covered by Travel Plans	Baseline figures are for 2009/10		-	58%	
		Number of employees covered by Travel Plans	2011/12		2012/13	2013/14	
		% of Council employees covered by Travel Plans			94%		
	% of Health Boards employees covered by Travel Plans	Subsequent update - 2012/13		58%	Subsequent update - 2014/15		
	Improving access to public services, including health and education	Indicator 7	Baseline		2009/10	2010/11	
		Proportion of population and non-car owning households more than one hour from hospital by public transport					
		% of population more than 60 minutes from hospital by public transport	12.9%			14.5%	
		% of non-car owning households more than 60 minutes from hospital by public transport	5.2%		Subsequent update - 2010/11		
			2011/12		2012/13	2013/14	
Proportion of population and non-car owning households more than one hour from hospital by public transport				15.4%			
% of population more than 60 minutes from hospital by public transport	Subsequent update - 2012/13		6.5%	Subsequent update - 2014/15			
% of non-car owning households more than 60 minutes from hospital by public transport							
Improving access to retail, recreation and leisure facilities	Indicator 8	Baseline		2009/10	2010/11		
	Proportion of 16-24 year olds and total population more than one hour from a Further Education college or university by public transport						
	% of population more than 60 minutes from a further or higher education establishment by public transport	8.1%			14.5%		
	% of 16 to 24 year olds more than 60 minutes from a further or higher education establishment by public transport	10.2%		Subsequent update - 2010/11			
		2011/12		2012/13	2013/14		
	Proportion of 16-24 year olds and total population more than one hour from a Further Education college or university by public transport			9.5%			
% of population more than 60 minutes from a further or higher education establishment by public transport	Subsequent update - 2012/13		12.2%	Subsequent update - 2014/15			
% of 16 to 24 year olds more than 60 minutes from a further or higher education establishment by public transport							
Improving access to retail, recreation and leisure facilities	Indicator 9	Baseline		Baseline		Baseline	
	Proportion of non-car owning households more than 30 and 60 minutes from retail, recreation and leisure facilities by public transport	More than 30 min	More than 60 min	More than 30 min	More than 60 min	More than 30 min	More than 60 min
	% of non-car owning households more than 30/60 minutes from the nearest Regional Centre by public transport	16.1%	2.6%			15.8%	2.8%
	% of non-car owning households more than 30/60 minutes from the nearest Post Office by public transport	0.7%	0.2%	Subsequent update - 2010/11		2.6%	1.3%
	% of non-car owning households more than 30/60 minutes from the nearest leisure centre by public transport	4.4%	1.0%			4.0%	1.0%
	% of non-car owning households more than 30/60 minutes from the nearest swimming pool by public transport	10.7%	1.2%			8.1%	1.2%

Objective	Sub-objective	Indicator	Monitoring Period					
		Indicator 9 (continued) Proportion of non-car owning households more than 30 and 60 minutes from retail, recreation and leisure facilities by public transport % of non-car owning households more than 30/60 minutes from the nearest Regional Centre by public transport % of non-car owning households more than 30/60 minutes from the nearest Post Office by public transport % of non-car owning households more than 30/60 minutes from the nearest leisure centre by public transport % of non-car owning households more than 30/60 minutes from the nearest swimming pool by public transport	2011/12 More than 30 min More than 60 min		2012/13 More than 30 min More than 60 min		2013/14 More than 30 min More than 60 min	
					13.9%	2.7%		
			Subsequent update - 2012/13		0.7%	0.2%	Subsequent update - 2014/15	
					3.3%	0.8%		
					6.8%	0.9%		
	Reducing severance and social and economic isolation caused by transport, or by a lack of it	Indicator 1 (see above) Indicator 9 (see above)						
	Improving the accessibility and inclusivity of the transport system	Indicator 10 Proportion of transport hubs that satisfy minimum criteria defined in the Buses Strategy % of on-street interchanges that have all facilities provided % of bus stations that have all facilities provided % of Park & Ride sites that have all facilities provided Proportion of transport hubs that satisfy minimum criteria defined in the Buses Strategy % of on-street interchanges that have all facilities provided % of bus stations that have all facilities provided % of Park & Ride sites that have all facilities provided	Baseline		2009/10		2010/11	
			Baseline figures are for 2009/10		63.2%		Subsequent update - 2011/12	
					67.5%			
					71.4%			
			2011/12		2012/13		2013/14	
					60.9%			61%
					67.5%	Subsequent update - 2013/14		67.5%
					71.4%			71.4%
		Indicator 11 Ease of access to information about bus services Proportion of bus passengers stating that it is easy to find out about bus routes Percentage of bus stops with an information display Ease of access to information about bus services Proportion of bus passengers stating that it is easy to find out about bus routes Percentage of bus stops with an information display	Baseline		2009/10		2010/11	
					83.5%	Subsequent update - 2010/11		84.6%
			Baseline figures are for 2011/12		Baseline figures are for 2011/12		Baseline figures are for 2011/12	
			2011/12		2012/13		2013/14	
			Subsequent update - 2012/13		82%		Subsequent update - 2014/15	
					94%	Subsequent update - 2013/14		94%
Environment	Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions	Indicator 12 Carbon abatement Indicators being developed See also Indicator 14						

Appendix B

RTS Monitoring Framework

Objective	Sub-objective	Indicator	Monitoring Period			
		Indicator 15 Number of members and users of lift-sharing schemes Number of members of Tactran Liftshare Number of journeys registered Number of members and users of lift-sharing schemes Number of members of Tactran Liftshare Number of journeys registered	Baseline Baseline figures are for 2009/10 2011/12	2009/10 2277 3325 2012/13 3556 5404	2010/11 2752 4034 2013/14 4022 6818	
Health and Well-Being	Helping to meet or better all statutory air quality requirements in the Tactran area	Indicator 13 (see above)				
	Promoting a culture of active and healthy travel	Indicator 16 Proportion of children taking active travel modes to school % of pupils in full time education walking to school % of pupils in full time education cycling to school % of pupils in full time education who skate or scooter to school % of pupils in full time education who park and stride to school Proportion of children taking active travel modes to school % of pupils in full time education walking to school % of pupils in full time education cycling to school % of pupils in full time education who skate or scooter to school % of pupils in full time education who park and stride to school	Baseline 48.5% 2.7% 0.6% 6.9% 2011/12 49.2% 3.8% 1.0% 7.4%	2009/10 49.4% 2.5% 0.5% 5.9% 2012/13 47.8% 3.5% 1.5% 7.3%	2010/11 48.7% 3.3% 0.7% 7.9% 2013/14 46.7% 3.8% 2.8% 6.8%	
		Indicator 17 Frequency of walking by adults % of adults walking as a means of transport on at least 3 days in the previous 7 Frequency of walking by adults % of adults walking as a means of transport on at least 3 days in the previous 7	Baseline Baseline figures are for 2009/10 2011/12 59%	2009/10 44.8% 2012/13 57%	2010/11 Subsequent update – 2011/12 2013/14 Subsequent update – 2014/15	
Safety and Security	Improving transport-related safety	Indicator 18 Number of persons killed or seriously injured in road accidents Killed and Seriously Injured casualties Number of persons killed or seriously injured in road accidents Killed and Seriously Injured casualties	Baseline Total number Per 100 million veh km 352 6.3 2011/12 Total number Per 100 million veh km 287 5.3	2009/10 Total number Per 100 million veh km 314 5.7 2012/13 Total number Per 100 million veh km 258 4.8	2010/11 Total number Per 100 million veh km 266 4.9 2013/14 Total number Per 100 million veh km Data not yet available	
	Improving real or perceived levels of personal security on the transport network	Indicator 19 How safe adults feel when travelling by bus % of adults (16+) - who feel safe & secure on the bus during the evening How safe adults feel when travelling by bus % of adults (16+) - who feel safe & secure on the bus during the evening	Baseline Baseline figures are for 2010/11 2011/12 Subsequent update 2012/13	2009/10 Baseline figures are for 2010/11 2012/13 71%	2010/11 89% 2013/14 Subsequent update 2014/15	

Objective	Sub-objective	Indicator	Monitoring Period				
Integration	Improving integration of all transport modes	Indicator 20 Number of buses in the Tactran area able to carry cycles	Baseline Baseline figures are for 2009/10		2009/10	2010/11	
				1	1		
			2011/12	2012/13	2013/14		
			0	7	13		
		Indicator 21 Number of Park & Ride car and cycle spaces at railway stations and Park & Ride sites in the region	Baseline		2009/10	2010/11	
	Park & Ride sites	Baseline figures are for 2009/10		Car spaces 991	Cycle spaces (racks/lockers) 21	Subsequent update 2013/14	
	Railway stations			827	183		
	Number of Park & Ride car and cycle spaces at railway stations and Park & Ride sites in the region	2011/12		2012/13		2013/14	
			Car spaces	Cycle spaces (racks/lockers)	Car spaces	Cycle spaces (racks/lockers)	Car spaces
Park & Ride sites		991	21			991	21
Railway stations		867	199	Subsequent update 2013/14		887	198
Ensuring integration with land-use planning	Ensuring a fit with other relevant national, regional and local strategies and policies	Indicator 22 Compatibility of Structure Plans, Local Plans, National Park Plans and emerging SDP and LDP with RTS objectives It is intended that RTS Objectives are incorporated in the emerging Strategic and Local Development Plans, and in National Park Local Plans as these are reviewed. 2009/10 - Tactran has been engaged in assisting in the early preparatory work for production of the TAYplan SDP Main Issues Report (MIR) and Stirling Council LDP MIR.	2010/11 - Tactran has been engaged in assisting in the early preparatory work for production of the Angus Council and Dundee City Council Main Issues Reports (MIR) and has responded to consultation on the TAYplan SDP MIR, Perth & Kinross Council and Stirling Council LDP MIRs and Loch Lomond & The Trossachs National Park Finalised Draft Local Plan.				
			2011/12 - Tactran has been engaged in assisting in the early preparatory work for production of drafts of the Perth & Kinross and Stirling Councils' Proposed Plans; has responded to the formal representation stage of the TAYplan proposed SDP and Proposed Action Programme; and has responded to consultation on Dundee City Council's MIR, Perth & Kinross Council's Proposed LDP, Cairngorms Draft National Park Plan and Loch Lomond & The Trossachs Draft National Park Plan.				
			2012/13 - Tactran has been engaged in assisting in the early preparatory work for production of the Loch Lomond & The Trossachs National Park MIR; has responded to Angus Council's MIR and Perth & Kinross Council's Proposed Supplementary Guidance on Transport Infrastructure Developer Contributions; and has responded to the formal representation stage of the proposed Dundee and Stirling LDPs				
			2013/14 - Tactran has been engaged in assisting in the preparation of the Loch Lomond & The Trossachs National Park MIR and the TAYplan replacement SDP MIR; has responded to Perth & Kinross Council's Draft Supplementary Guidance on Transport Infrastructure Developer Contributions, Sustainable Design and Zero Carbon Development and Stirling Council's Draft Supplementary Guidance on Small Settlements; and has responded to the formal representation stage of the proposed Cairngorms National Park LDP.				

Sections of this document can be translated on request into Chinese, Urdu, Hindi, Punjabi or Gaelic, or can be made available in large print, audio or Braille.

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