

Objective	Sub-objective	Indicator	Baseline	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15						
Economy	Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors	<b>Indicator 1</b> <i>Labour market catchment population by public transport</i>													
		% of working age population within 30/60 minutes of key employment centres by public transport	Within 30mins 12.1%	Within 60 mins 32.2%	Within 30mins Subsequent update - 2010/11	Within 60 mins 12.7%	Within 30mins 31.4%	Within 60 mins Subsequent update - 2012/13	Within 30mins 12.4%	Within 60 mins 31.9%	Within 30mins Subsequent update - 2014/15	Within 60 mins 12.6%	Within 30mins 32.3%		
	Improving the efficiency, reliability and integration of the movement of goods and people		<b>Indicator 2</b> <i>Time lost due to congestion on key routes</i>												
			Total lost time per annum (hours)	Average Annual Daily Flow	Total lost time per annum (hours)	Average Annual Daily Flow	Total lost time per annum (hours)	Average Annual Daily Flow							
			A92 - Forgan Roundabout to Forfar Road (Tealing) via Tay Bridge	126,286	11,848	109,570	12,010	103,881	11,617						
			A92 - Forfar Road (Tealing) via Tay Bridge to Forgan Roundabout	139,549	11,682	113,971	11,939	106,468	11,601						
			A90 - Forfar Road Junction to Inchtute	92,216	17,685	138,799	17,232	113,761	17,432						
			A90 - Inchtute to Forfar Road Junction	174,720	16,999	163,354	16,740	139,292	18,188						
			A9 - from junction with B934 to Luncarty	23,825	13,057	26,913	12,397	28,871	12,743	Data no longer available					
			A9 - from Luncarty to junction with B934	26,193	12,949	35,790	12,407	32,522	12,583						
M90 - Bridge of Earn to Friarton and to Broxden			13,875	17,081	13,972	17,432	20,031	17,160							
M90 - Friarton and Broxden to Bridge of Earn			61,743	15,761	65,837	15,879	63,887	15,450							
TOTAL	658,407	14,633	668,206	14,505	608,713	14,597									
Addressing issues of peripherality associated with the Tactran area		<b>Indicator 3</b> <i>Proportion of congested journeys</i>													
		% of adults (aged 16+) who drive 3 or more times per week in congested traffic	Data not collected until 2010	Data not collected until 2010	10.8%	Subsequent update - 2012/13	9.6%	Subsequent update - 2014/15	9.4%						
		% of adults (aged 16+) very or quite concerned about traffic growth	53%	Subsequent update - 2010/11	48%	Data no longer collected									
Addressing issues of peripherality associated with the Tactran area		<b>Indicator 4</b> <i>Impact of congestion on bus services</i>	Angus and Dundee Bus Punctuality Improvement Partnership's (BPIP) monitoring data should be available from 2016. Where available, this will be supplemented with bus operator Automatic Ticket Machine (ATM) data for Strategic Routes to create the base year data.												
		<b>Indicator 5</b> <i>Journey time and service frequency between key locations by modes</i>													
		Number of flights per week from Dundee Airport			49		54		28						
					Average no. of direct services per week from Tactran regional centres	Journey time (minutes)	Average no. of direct services per week from Tactran regional centres	Journey time (minutes)	Average no. of direct services per week from Tactran regional centres	Journey time (minutes)					
		<u>Express coach</u>													
		Central Aberdeen			50	100	47	93	68	104					
		Central Edinburgh			63	107	58	106	69	98					
		Central Glasgow			93	102	70	81	81	83					
		Aberdeen Airport			0	n/a	0	n/a	0	n/a					
		Edinburgh Airport	Baseline figures are for 2009/10		0	n/a	0	n/a	0	n/a	Subsequent update - 2013/14		0	n/a	Subsequent update - 2015/16
Glasgow Airport			0	n/a	0	n/a	0	n/a			0	n/a			
London			8	597	7	606	8	601							
Rail															
Aberdeen Railway Station			161	88	160	88	160	89							
Edinburgh Waverley Railway Station			165	84	165	84	168	84							
Glasgow Queen Street Railway Station			179	78	180	78	191	78							
Aberdeen Airport			30	107	30	105	30	105							
Edinburgh Airport			0	n/a	0	n/a	0	n/a							
Glasgow Airport			0	n/a	0	n/a	0	n/a							
London Kings Cross Railway Station			20	357	20	358	20	354							
Accessibility, Equity and Social Inclusion	Improving access to employment	<b>Indicator 6</b> <i>Number of employees covered by Travel Plans</i>													
		% of Council employees covered by Travel Plans	Baseline figures are for 2009/10	94%	94%	Subsequent update - 2012/13	94%	Subsequent update - 2014/15	93%						
	% of Health Boards employees covered by Travel Plans		-	58%	Subsequent update - 2012/13	58%	Subsequent update - 2014/15	86%							
	Improving access to public services, including health and education		<b>Indicator 7</b> <i>Proportion of population and non-car owning households more than one hour from hospital by public transport</i>												
			% of population more than 60 minutes from hospital by public transport	12.9%		Subsequent update - 2010/11	14.5%	Subsequent update - 2012/13	15.4%	Subsequent update - 2014/15	15.7%				
			% of non-car owning households more than 60 minutes from hospital by public transport	5.2%		Subsequent update - 2010/11	6.4%	Subsequent update - 2012/13	6.5%	Subsequent update - 2014/15	6.7%				
			<b>Indicator 8</b> <i>Proportion of 16-24 year olds and total population more than one hour from a Further Education college or university by public transport</i>												
	% of population more than 60 minutes from a further or higher education establishment by public transport	8.1%		Subsequent update - 2010/11	8.3%	Subsequent update - 2012/13	9.5%	Subsequent update - 2014/15	8.3%						
	% 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	10.6%	Subsequent update - 2012/13	12.2%	Subsequent update - 2014/15	11.9%						
	Improving access to retail, recreation and leisure facilities		<b>Indicator 9</b> <i>Proportion of non-car owning households more than 30 and 60 minutes from retail, recreation and leisure facilities by public transport</i>												
% of non-car owning households more than 30/60 minutes from the nearest Regional Centre by public transport			More than 30 min 16.1%	More than 60 min 2.6%	More than 30 min 15.8%	More than 60 min 2.8%	More than 30 min 13.9%	More than 60 min 2.7%	More than 30 min 13.7%	More than 60 min 2.7%					
% 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	0.6%	0.3%	Subsequent update - 2012/13	0.7%	0.2%	Subsequent update - 2014/15	2.5%	0.9%		
% of non-car owning households more than 30/60 minutes from the nearest leisure centre by public transport			4.4%	1.0%	Subsequent update - 2010/11	4.0%	1.0%	Subsequent update - 2012/13	3.3%	0.8%	Subsequent update - 2014/15	3.1%	0.9%		
% of non-car owning households more than 30/60 minutes from the nearest swimming pool by public transport			10.7%	1.2%	Subsequent update - 2010/11	8.1%	1.2%	Subsequent update - 2012/13	6.8%	0.9%	Subsequent update - 2014/15	7.1%	1.0%		
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		<b>Indicator 10</b> <i>Proportion of transport hubs that satisfy minimum criteria defined in the Buses Strateav</i>													
		% of on-street interchanges that have all facilities provided	Baseline figures are for 2009/10	63.2%	Subsequent update - 2011/12	60.9%	Subsequent update - 2013/14	61.0%	Subsequent update - 2015/16						
% of bus stations that have all facilities provided	Baseline figures are for 2009/10	67.5%	Subsequent update - 2011/12	67.5%	Subsequent update - 2013/14	67.5%	Subsequent update - 2015/16								

% of Park & Ride sites that have all facilities provided

71.4%

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

83.5%  
Baseline figures are for 2011/12

Subsequent update - 2010/11  
Baseline figures are for 2011/12

84.6%  
Baseline figures are for 2011/12

Subsequent update - 2012/13  
94%

82.0%  
Subsequent update - 2013/14

Subsequent update - 2014/15  
94%

84.0%  
Subsequent update - 2015/16

Environment  
Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions

**Indicator 12**

*Carbon abatement*

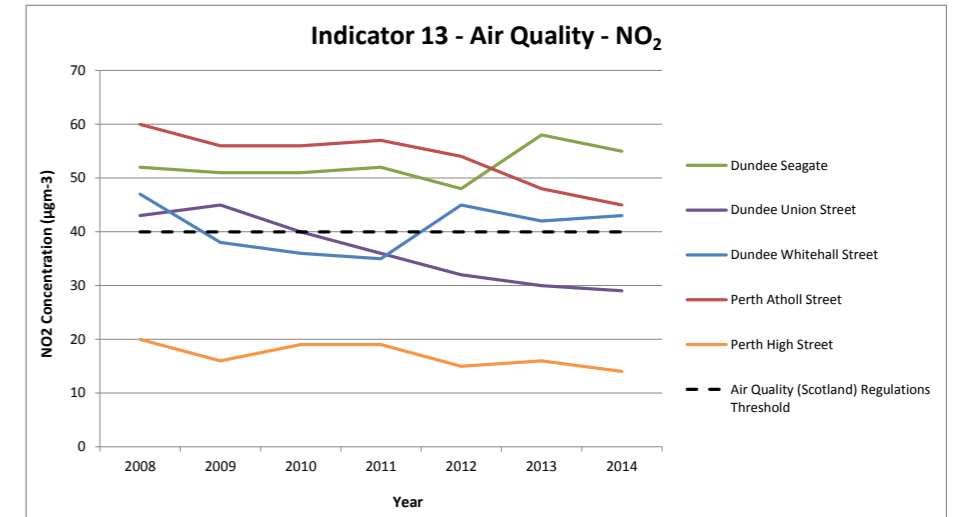
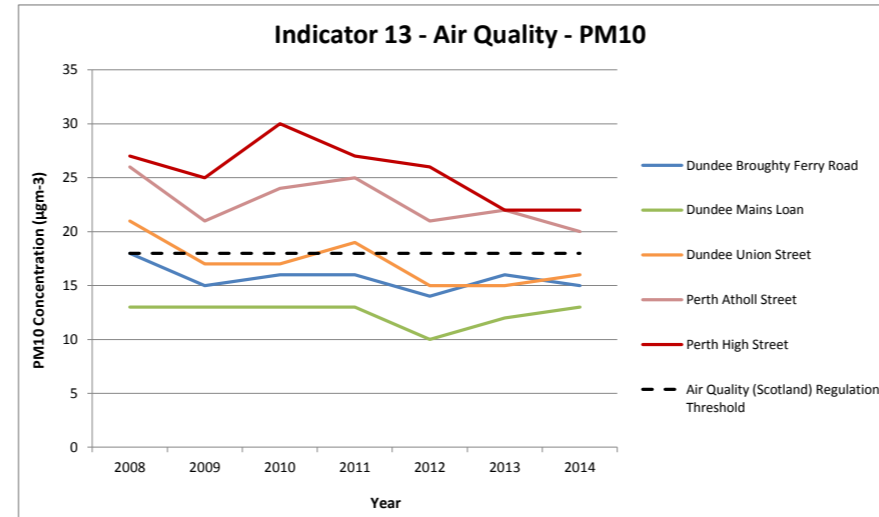
Indicators being developed  
See also Indicator 14

Promoting a transport system that respects both the natural and the built environment

**Indicator 13**

*Air quality – PM10 and NO2 measurements*

Annual hourly mean concentrations ( $\mu\text{g}\text{m}^{-3}$ ) at air quality monitoring locations



Promoting a shift towards more sustainable modes

**Indicator 14**

*Percentage of the Tactran resident population who travel as a car driver, car passenger, on public transport, on foot or cycle*

Usual mode of travel to work:

Car driver

62%

60%

59%

69%

Car passenger

6%

6%

7%

4%

Bus

11%

11%

10%

6%

Rail

2%

2%

3%

1%

Walk

15%

18%

17%

16%

Cycle

2%

1%

2%

2%

Other (motorcycle, taxi, etc)

3%

1%

3%

3%

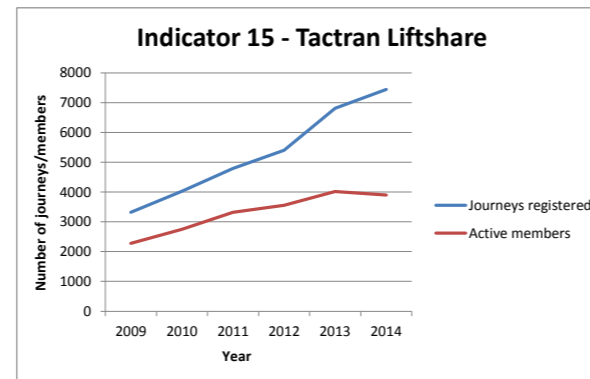
Subsequent update - 2010/11

Subsequent update - 2012/13

Subsequent update - 2014/15

**Indicator 15**

*Number of members and users of lift-sharing schemes*



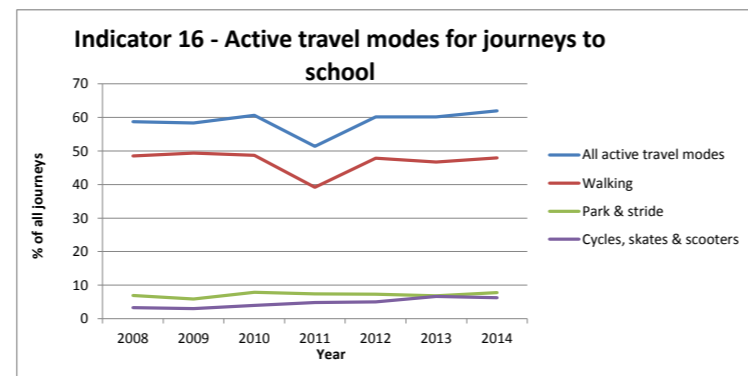
Health and Well-Being  
Helping to meet or better all statutory air quality requirements in the Tactran area

Indicator 13 (see above)

Promoting a culture of active and healthy travel

**Indicator 16**

*Proportion of children taking active travel modes to school*



**Indicator 17**

*Frequency of walking by adults*

% of adults walking as a means of transport on at least 3 days in the previous 7

Baseline figures are for 2009/10

45%

Subsequent update - 2012/13

Subsequent update - 2012/13

57%

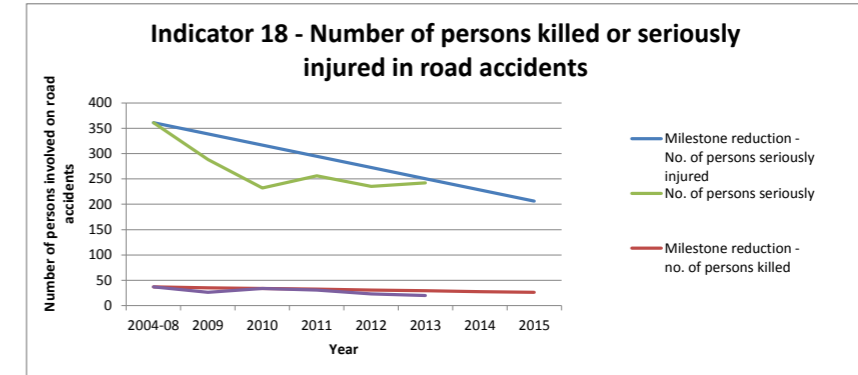
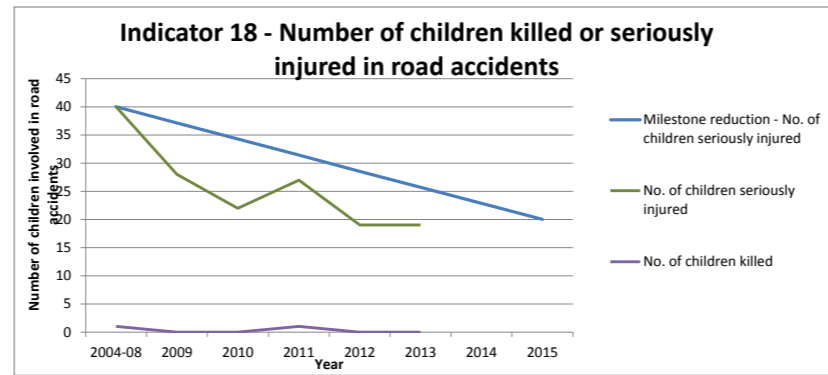
Subsequent update - 2014/15

56%

Safety and Security

Improving transport-related safety

**Indicator 18**  
Number of persons killed or seriously injured in road accidents



Improving real or perceived levels of personal security on the transport network

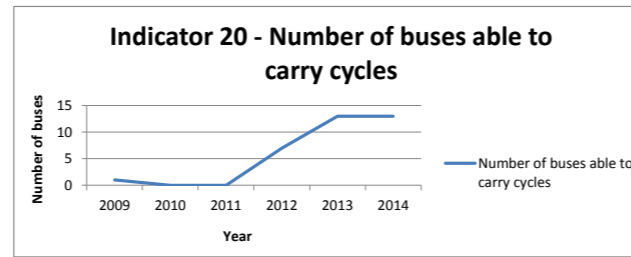
**Indicator 19**  
How safe adults feel when travelling by bus  
% of adults (16+) - who feel safe & secure on the bus during the evening

Baseline figures are for 2010/11 89% Subsequent update - 2012/13 71% Subsequent update - 2014/15 66%

Integration

Improving integration of all transport modes

**Indicator 20**  
Number of buses in the Tactran area able to carry cycles



**Indicator 21**  
Number of Park & Ride car and cycle spaces at railway stations and Park & Ride sites in the region

Park & Ride sites  
Railway stations

	Car spaces	Cycle spaces (racks/lockers)		Car spaces	Cycle spaces (racks/lockers)		Car spaces	Cycle spaces (racks/lockers)	
Baseline figures are for 2009/10	991	21	Subsequent update - 2011/12	991	21	Subsequent update - 2013/14	991	21	Subsequent update - 2015/16
	827	183		867	199		887	198	

Ensuring integration with land-use planning

**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.

Ensuring a fit with other relevant national, regional and local strategies and policies

2009/10 - Tactran has been engaged in assisting in 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 early preparatory work for production of the Angus Council and Dundee City Council MIRs 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 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 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 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.  
2014/15 - Tactran has been engaged in assisting in the preparation of the MIRs for replacement LDPs for Dundee City Council and Perth & Kinross Council; and has responded to Dundee City Council's Consultation Draft Supplementary Guidance on Air Quality and Land Use Planning and Developer Contributions, and to the MIRs for Loch Lomond & The Trossachs National Park LDP and TAYplan replacement SDP.