

ANNUAL REPORT

2017/18

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FOREWORD

We are delighted to present Tactran's Annual Report for **2017/18**.

As the Former Director, Eric Guthrie, was in post for the whole of the period we acknowledge his leadership and contribution to the work of the Partnership throughout the year.

Following the refresh of the statutory **Regional Transport Strategy (RTS)**, which gained Ministerial approval in July 2015, a refreshed RTS Delivery Plan was approved by the Partnership at its meeting on 14 June 2016. Hence, a major focus for the Partnership during the year was consolidating the review of Regional Transport Strategy Delivery Plan and the RTS Monitoring Framework.

The RTS has identified a series of detailed strategies and frameworks to support its objectives, with each of these detailed strategies and frameworks containing policy actions. The **Delivery Plan** identifies the key projects which help deliver these policy actions. The Delivery Plan concentrates on projects that will be delivered or developed over the first 5 years of the RTS Refresh (i.e. 2016-2021) and securing the revenue and capital finances necessary to support delivery of the RTS is an ongoing and significant challenge for the Partnership and its partners.

The Partnership agreed that the **Monitoring Framework** should be kept under ongoing review and be updated to take account of further developments in relevant policy and delivery frameworks, including Community Planning as a result of the Community Empowerment (Scotland) Act 2015. This included ensuring alignment of RTS policies and delivery priorities with all relevant national, regional and local strategies, plans and action programmes, including those supporting Community Planning and Local Development Plans.

Our 2017/18 RTS Programme totalling **£279,373** supported progress on the Strategic Connectivity; Active Travel; Health & Transport; Travel Planning; Travel Information; Buses; Rail and Freight elements of the RTS. In addition, we retained our strategic alliance with Sustrans and continued to develop a similar strategic alliance with Cycling Scotland. With the heightened importance of Active Travel as a key component of sustainable transport, a programme of Active Travel Audits commenced in March 2017 and was programmed to be completed by end of June 2018, with 13 settlement locations in total having been audited, a unique and innovative approach unrivalled across Scotland.

During the year a number of major **consultations** were launched including the various elements of the Transport Bill, the Planning Bill, the Climate Change Plan and the National Transport Strategy (NTS) Review. Tactran responded to these consultation requests with endorsement via the Board or Executive Committee. As all these items are live, we will continue to monitor their progress and respond to their development as appropriate following consultation with our partners and Board members.

Tactran continued to be proactive in supporting both **Community Planning** and **Development Planning**. Our RTS priorities and delivery activity are fully aligned with supporting the achievement of economic, environmental, social and health and wellbeing outcomes. Playing a similarly supportive role in informing, supporting and resourcing emerging City Deals became an increasing priority and will represent a significant new focus and opportunity to advance delivery of strategic priorities already identified in the RTS and Delivery Plan.

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 throughout the year.

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



Councillor Brian Gordon
Chair of Tactran



Dr Tom Flanagan
Tactran Director



Eric Guthrie
Former Tactran Director

1. PARTNERSHIP BOARD & 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 5 non-Councillor Members who are appointed by the Partnership with endorsement by Scottish Ministers.

BOARD MEMBERSHIP DURING 2017/18 WAS :-

ANGUS COUNCIL

Councillor Lynne Devine (to May 2017)

Councillor Bill Duff (from May 2017)

Councillor Ronnie Proctor

DUNDEE CITY COUNCIL

Councillor Bill Campbell (to May 2017)

Councillor Lynne Short (from June 2017)

Councillor Will Dawson (Chair to May 2017)

Councillor Brian Gordon (Chair from June 2017)

PERTH & KINROSS COUNCIL

Councillor Mike Barnacle (to May 2017)

Councillor John Kellas (to May 2017)

Councillor Alan Livingstone (to May 2017)

Councillor Alasdair Bailey (from June 2017)

Councillor Bob Brawn (from June 2017)

Councillor Andrew Parrott (from June 2017)

STIRLING COUNCIL

Councillor Danny Gibson

Councillor Alycia Hayes (to May 2017)

Councillor Evelyn Tweed (from June to Sept 2017)

Councillor Jim Thomson (from Sept 2017)

NON-COUNCILLOR MEMBERS

Ms Trudi Craggs (Deputy Chair)

Mr Mark Craske

Mr James (Doug) Fleming (to Sept 2017)

Mr Bob Benson (from Sept 2017)

Mr Gavin Roser

Mr David Scotney

Councillor Members of the Partnership were appointed in June 2012 following the Local Government elections in May of that year, with these appointments ordinarily extending until the Local Government elections in May 2017.

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 agreed to extend the appointment of Mark Craske for a further two years until 30 September 2019 and Gavin Roser for a further year until 30 September 2018. These extensions of appointment were endorsed by the Minister for Transport and the Islands.

PARTNERSHIP BUSINESS

The Partnership Board meets quarterly. During 2017/18 meetings were held on :-

- **13 June 2017 in Perth**
- **12 September 2017 in Stirling**
- **12 December 2017 in Forfar**
- **27 March 2018 in Dundee**

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 Gordon (Chair)**
- **Councillor Proctor**
- **Councillor Thomson**
- **Councillor Parrott**
- **Ms Trudi Crags (Deputy Chair)**

During 2017/18 business dealt with by the Executive Committee included :-

- **approving for publication the Partnership's Public Sector Equalities Duties reports by April 2017;**
- **approving for publication the Partnership's 2016/17 Annual Report; and**
- **Free Bus Travel for Older & Disabled People & Modern Apprentices; and**
- **Financial Accounting Arrangements for RTPs; and**
- **Dundee LDP2, Perth & Kinross LDP2, Cairngorms NPLDP.**

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 of the Partnership's core governance has previously been undertaken in 2016 and in undertaking the review the Partnership noted that a revised Code of Conduct for Councillors would be issued later in 2018 to take account of declarations of interest, anticipated new legislation and guidance on succession planning and gender balance on public boards.

The Partnership also approved a draft Information Governance Policy and Records Management Plan for submission to The Keeper of Records of Scotland in accordance with the Public Records (Scotland) Act 2011, which required listed public bodies to submit their Records Management Framework and Plan to The Keeper of Records by 30 December 2016. The Keeper approved the RMP in October 2017.

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 and 30 April 2017 - 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 2017 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 2017/18 at its meeting on 13 June 2018, 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. As agreed in consultation between SSN and all RTPs, 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 2017 was approved for submission on 16 November 2017. These reports and related documentation can be viewed on the [website](#).

2. PARTNERSHIP RESOURCES



EXECUTIVE TEAM

During 2017/18 following a review of its staffing establishment, the Partnership was able to recruit to the team and by the end of the year had a full complement of staff in place as detailed below.

Within the constraints of available funding the opportunity was taken to review and adapt the staffing structure to take account of earlier and further anticipated revisions to the transport and wider public sector policy and delivery landscape. This includes a comprehensive review of the National Transport Strategy and associated review of national, regional and local public sector and other transport agency roles and responsibilities, which is due for completion in summer 2019; emerging City Deals and the potential for new models of regional governance to arise from these processes; the Planning Review; and the Enterprise & Skills Review, all of which have the potential to influence or impact upon the future delivery of regional transport planning and Tactran's other statutory duties and responsibilities.

The revised structure and staff in post at **31 March 2018** was :-

- **Partnership Director:** Eric Guthrie
- **Senior Partnership Manager:** Niall Gardiner
- **Senior Strategy Officer:** Jonathan Padmore
- **Strategy Officer Strategic Connectivity:** Niall Moran
- **Strategy Officer Sustainable Transport:** Graeme Brown
- **Embedded Regional Cycle Training & Development Officer:** Marianne Scott
- **Office Manager/PA to Director:** Ashley Roger
- **Administrative Assistant:** Muriel Muirhead

In 2017/18 the Partnership retained its strategic alliance with sustainable transport charity Sustrans. Under this partnership Tactran appoints a Strategy Officer for Sustainable Transport and Sustrans pledged 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 Community Links 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. This post is operating initially on a 2-year pilot basis with continuation subject to review during 2018.

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. They are :-

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

At its meeting on 13 June 2017 the Partnership reaffirmed the appointment of these Proper Officers for the duration of the current Local Authority electoral term from 2017 – 2022.

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
Email – info@tactran.gov.uk

FINANCIAL

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 2017/18 Core operating budget, covering the Partnership's day to day running costs, was **£415,631**.

Core funding contributions during the year were :-

Scottish Government Grant in Aid	310,381
Angus Council	23,595
Dundee City Council	29,265
Perth and Kinross Council	31,210
Stirling Council	18,950
Other Income	2,230
TOTAL	415,631

A detailed breakdown of actual Core expenditure for 2017/18 is provided in Table 1 below. During the year a number of revisions were approved to the Core budget to reflect changed funding needs and projections, including up to £11,000 be vired from the Staff Costs budget to the Supplies and Services budget to accommodate proposed expenditure on upgrading IT capacity and equipment, the revised Core Budget remaining at **£415,631**.

TABLE 1: CORE REVENUE BUDGET 2017/18

EXPENDITURE	APPROVED BUDGET	ACTUAL EXPENDITURE	VARIANCE
	£	£	£
Staff Costs			
Salaries	250,815	203,061	(47,754)
Superannuation	42,640	33,525	(9,115)
National Insurance	27,896	21,728	(6,168)
Training/Conferences	1,200	605	(595)
Subscriptions	330	340	(10)
	322,881	259,259	(63,622)

EXPENDITURE	APPROVED BUDGET	ACTUAL EXPENDITURE	VARIANCE
	£	£	£
Property Costs			
Energy, Repairs etc.	4,800	3,713	(1,087)
Cleaning	2,000	1,956	(44)
Maintenance	1,000	1,355	355
Rent	13,400	13,940	540
Rates	5,985	0	(5,985)
	27,185	20,964	(6,221)
Supplies & Services			
Office Consumables	4,125	3,931	(194)
Communications	3,500	3,121	(379)
Insurance	6,140	5,514	(626)
Information Technology	1,000	7,933	6,933
Hospitality	700	490	(210)
Board Expenses – Misc.	1,000	1,090	90
	16,465	22,079	5,614
Transport Costs			
Travel and Subsistence	2,000	2,144	144
Public Transport	2,200	1,574	(626)
Expenses – Board Members	1,000	296	(704)
	5,200	4,014	(1,186)
Third Party Payments			
Audit Fees External	9,900	9,525	(375)
PKC Finance Service	14,000	14,000	0
PKC Secretariat Service	8,000	8,000	0
Other Third Party Payments	12,000	12,615	615
	43,900	44,140	240
GROSS EXPENDITURE	415,631	350,456	(65,175)

A year-end net underspend of **£65,175** on Core expenditure resulted primarily from staff turnover and related vacancy management and other minor underspends. The Partnership agreed to allocate this underspend to supporting the 2017/18 and 2018/19 RTS Revenue Budgets.

REGIONAL TRANSPORT STRATEGY REVENUE PROGRAMME

The approved 2017/18 RTS Revenue Programme of £279,373 comprises Scottish Government Grant-in-Aid totalling £212,369 plus £67,004 Deferred Income.

This was supplemented by additional Transport Scotland Grant-in-Aid funding of £29,811 to support the ongoing maintenance and further promotion and development of the Travelknowhow Travel Planning website across Scotland during 2017/18.

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 2017/18 Audited Annual Accounts Management Commentary, is shown in Table 2 :-

TABLE 2: RTS REVENUE PROGRAMME 2017/18

EXPENDITURE ON PROJECTS	BUDGETED	ACTUAL EXPENDITURE	VARIANCE
RTS Delivery Plan	8,000	7,443	(557)
Strategic Connectivity	50,000	52,693	2,693
Health & Transport	22,000	21,305	(695)
Active Travel	90,000	85,165	(4,835)
Travel Planning	22,250	46,737	24,487
Buses Strategy	5,000	7,091	2,091
Rail	10,000	10,000	0
Freight	5,000	1,167	(3,833)
Travel Information	5,000	6,000	1,000
Contingency	62,123	6,500	(55,623)
GROSS EXPENDITURE	279,373	244,101	(35,272)

As detailed above, a contingency budget of £62,123 was made available to accommodate other emerging Revenue costs and priorities including further potential support to emerging City Deals proposals. In the final analysis, further costs included £6,500 for updating the Tactran.gov website to allow continued editing facility for Tactran staff and to modernise the site for smartphone/tablet use.

The detailed financial statements for the year are presented in the Partnership's 2017/18 Audited Accounts, 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.

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.

In total 27 Active Travel projects have been awarded funding through Tactran's ATG scheme since 2014. This total includes funding of 4 projects in 2017/18 committing a total grant award of £107,462 within the financial year, as follows:

Stirling Council:

Stirling Station Gateway **£40,000**

Perth & Kinross Countryside Trust:

River Tay Way **£15,000**

Dundee Council:

Riverside Docks **£18,262**

Perth & Kinross Council:

North Muirton Park **£34,200**

TOTAL ALLOCATION

£107,462

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 2018/19 financial year. Revisions are proposed to the 2018/19 ATG guidance and criteria to reflect changes to the national Community Links criteria.

3. DEVELOPING & DELIVERING THE REGIONAL TRANSPORT STRATEGY



Tactran's principal statutory role and duty is to develop and oversee delivery of the Regional Transport Strategy (RTS). The original RTS 2008 - 2023 received Ministerial approval in June 2008 with the RTS 2015 – 2036 Refresh gaining Ministerial approval in July 2015. 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; and**
- **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, Community Planning Single Outcome Agreements (SOAs) and Local Outcome Improvement Plans (LOIPs), Strategic and Local Development Plans, the current 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 reported on annually.

During 2017/18 the Partnership substantially completed a comprehensive update of the RTS Delivery Plan which 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. In conjunction with the update of the RTS Delivery Plan a review and update of the RTS Monitoring Framework also commenced for completion 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 intended 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 emerging City Deals for the Tay Cities and Stirling & Clackmannanshire City Regions.

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 2017/18 is outlined below.



STRATEGIC CONNECTIVITY



The review of the **National Transport Strategy (NTS)** and **Strategic Transport Projects Review (STPR)** were progressed during 2017/18 and will continue into 2018/19. In addition, the emerging City Deals for the Tay Cities and Stirling and Clackmannanshire city-regions have identified a number of strategic connectivity priorities which it is envisaged the Partnership will have a key role in supporting including the development of a Regional Transport Model for the Tay Cities region.

Work continued on developing a **Regional Transport Model for the Tay Cities Region**, which will be utilised to support development of transport projects included in the Tay Cities Deal proposals; NTS review and related STPR update; Tactran and SEStran Regional Transport Strategies and Delivery Plans; Strategic and Local Development Plans and other Constituent Council transport strategies and projects. This work is being taken forward by Tactran, Tay Cities Deal, Angus, Dundee City, Fife and Perth & Kinross Councils, in partnership with Transport Scotland.

It has been agreed by all partners involved that the **procurement** for developing the Tay Cities Regional Model should commence with the aim of having a Regional Model delivered by end of 2018/19 to enable its use to inform and influence the STPR update and Tay Cities Deal Connected Tay transport proposals.

The Tay Cities Regional Transport Model is in the process of being procured, aiming for work to commence in Spring 2018, for completion by Spring 2019. A data gathering exercise is also underway with **rail passenger surveys** undertaken at all rail stations within the Tay Cities Region and a number of **Road Side Interviews** being undertaken at strategic locations across the Tay Cities region. Bus occupancy surveys of key routes are also scheduled.

Work undertaken in 2017/18 estimated the cost of procuring and developing the Tay Cities Regional Model, including data collection and audit, as up to £350,000 with ongoing maintenance estimated at £50,000 per annum. Tactran, Tay Cities Deal and constituent Council officers and Transport Scotland officials have agreed that Transport Scotland will fund 50% of the costs, with Tactran and other Tay Cities partners funding 50% (i.e. £175,000). There will be ongoing work throughout the procurement and inception phases to refine these costs and develop a more detailed project programme.

Officers are also in discussions regarding providing support to Stirling Council in progressing the transport elements of the Stirling and Clackmannanshire City Deal, in consultation with Transport Scotland, SEStran and Clackmannanshire Council.

Tactran is an active member of **East Coast Mainline Authorities consortium (ECMA)** consisting of over 40 Councils, RTPs and other transport and economic development agencies from London to Aberdeen and Inverness, who have a shared interest in working with the UK and Scottish Governments and the rail industry to promote and make the **economic case for increased investment** in the East Coast Main Line. Tactran contributes development funding on behalf of the Partnership and its 4 constituent Councils to support the work of ECMA.

Tactran is an active member of the Dundee Airport Consultative Committee and a joint officer Steering Group consisting of HIAL, Transport Scotland, Scottish Enterprise and Dundee City Council, procured a report from York Consulting which detailed the opportunities to develop the role and potential of **Dundee Airport**. The outcomes of the report have informed the development of the Strategic Outline Case (SOC) included as part of the Tay Cities submission in March 2017.



HEALTH AND TRANSPORT



The **Regional Health & Transport strategy** has been developed in collaboration with partner Councils, NHS Forth Valley, NHS Tayside and other Community Planning partners. 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.**

Work continued during 2017/18 on supporting development and implementation of locally relevant **Health & Transport Action Plans** through Community Planning Partnerships (CPPs). The Partnership also made provision for an annual contribution of £12,000 towards the **Safe Drive Stay Alive** road safety campaign in all four partner Council areas, in support of CPP Community Safety Plans.

Tactran was successful in securing additional **match-funding support** from Paths for All to enable provision of **Liftshare** and **My PTP** (Personalised Travel Plans) for the 4,500 staff at NHS Forth Valley, and updating the Liftshare and My PTP scope for the 8,500 staff at NHS Tayside. The total cost of the initiative was £17,580 and was supported with match funding from Paths for All as part of the **Smarter Choices Smarter Places** (SCSP) initiative. Work commenced on this initiative during November 2017 for completion by end of June 2018, with Tactran funding utilised in 2017/18 and SCSP funding utilised in 2018/19.



ACTIVE TRAVEL



A budget of **£90,000** was allocated to developing, promoting and encouraging Active Travel in 17/18 helping to take forward this key element of the RTS. A doubling of the national Active Travel budget for 2017/18 by Transport Scotland allowed for **increased investment** into the region through the Active Travel Grant and the Active Travel Audits.

The **Active Travel Embedded Officer** role in partnership with Sustrans moved to an internally funded role with the introduction of the Strategy Officer (Sustainable Transport), as per the revised structure at 31 March 2017. The post was occupied in January 2018. The **Cycle Training and Development Officer** employed in partnership with Cycling Scotland continued under the same funding and management model as in previous years.

Revenue and Capital funding was allocated to commencing a regional programme of Active Travel audits during 16/17, in partnership with Councils and Sustrans, with the aim of developing Active Travel Action Plans in key settlements/communities in all 4 partner Council areas. The audits provided an evidenced based, detailed and costed pipeline of proposals and projects which are capable of securing delivery funding from the Community Links, Community Links Plus and other relevant funding sources. During 2016/17, **audits** were commenced in 8 settlements/communities with a further 5 audits being carried out in 2017/18:

Local Authority	2016/17	2017/18
Angus	Arbroath	
Angus	Forfar	
Angus	Monifieth	
Angus		Brechin
Angus		Montrose
Dundee	Lochee	
Dundee	North East Dundee	
Dundee		Coldside
Perth and Kinross	Bridgend, Gannochy and Scone	
Perth and Kinross	Crieff	
Perth and Kinross		Perth City North
Stirling	Braehead	
Stirling		Kings Park

We will be working with all 4 partner Councils over the coming months taking forward some of the options and recommendations within the audits. All 13 audits are available to view on the Tactran website and were completed by June 2018.

As detailed in section 2 of this report, a total of **£107,462** was secured through the **Community Links Active Travel Grant programme** which funded 4 projects and supported implementation of the Active Travel Audit programme. The Active Travel/Strategy Officer (Sustainable Transport) also provided support and advice to a number of other groups and organisations in developing proposals for submission of bids to the 2017/18 and future Active Travel Grant and Community Links schemes.

The Cycle Training & Development Officer progressed 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; and Practical Cycle Awareness Training for PCV/HGV drivers.



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 online has seen an increase in registered users. 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. A user research study was carried out which helped identify a possible extension opportunity to the TravelKnowHow by developing a staff engagement app and social media platform. This will be further developed in 2018/19.

Promotion of the www.tactranliftshare.com **lift-sharing** website continued, with over 4,600 members now registered.

The Sustainable Travel Grant scheme offers match funding to encourage and support implementation of effective Travel Plans. During 2017/18 the scheme supported **NHS Tayside** in developing a Staff Travel Survey and the production of maps/flyers at **Arbroath Infirmary** and to **Stirling University** to support the pro-active approach to the marketing and promotion of car sharing.



BUSES STRATEGY



The allocation of funding within the RTS revenue budget provides for bus support initiatives, such as maintenance and potential development of the regional **Thistle Assistance Card** and development of enhancements to infrastructure and services.

In 2017/18 Tactran provided a funding contribution of £6,000 to Dundee City Council to specify a new **real time information system** covering Angus, Dundee and Perth & Kinross. This includes considering system management, maintenance for all areas and hardware upgrades for Dundee and Angus.

In 2014 Tactran funded regional reintroduction of the popular Thistle Card assistance card, which alerts operational staff to the needs of disabled and other passengers who require assistance when travelling by public transport. Continued funding during 2017/18 included contributing jointly with other RTPs to the development of a **Thistle Card "App"** for mobile and other handheld devices.

PARK & RIDE/ CHOOSE STRATEGY



The Regional Park & Ride Strategy sets out proposals for developing and enhancing Park & Ride/Choose facilities around the region's 3 Cities, Dundee, Perth and Stirling. Proposals at Dundee and Stirling complement and aim to 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).

Tactran has previously funded the development and implementation of planned and existing facilities working in partnership with Dundee City Council, Perth & Kinross Council, Stirling Council, Fife Council, SEStran and Transport Scotland. It is anticipated that further development of strategic Park & Ride/Choose facilities will be taken forward under the auspices of the Tay Cities and Stirling & Clackmannanshire City Deals, with technical input and expertise being provided by Tactran. Consequently no specific budgetary provision for Park & Ride was allocated in 2017/18.



During 2017/18 there was further development and promotion of the **Tay Estuary Rail Strategy** and related regional and local rail service and infrastructure enhancements and priorities, working with the rail industry, Transport Scotland, partner Councils and neighbouring RTPs.

The Tay Estuary Rail Study and strategy (TERS), developed working in partnership with the rail industry and Transport Scotland, has identified a positive business case for proposed short, medium and long-term incremental enhancements to rail services operating within and through the region, coupled with opportunities to develop/enhance regional rail infrastructure.

Over recent years Tactran has successfully promoted and secured the delivery of incremental **service and timetable improvements**, including introduction of improved rail services at Carnoustie, Monifieth, Broughty Ferry, Invergowrie and Gleneagles. TERS also identified proposals for comprehensive enhancement of **passenger and multi-modal interchange facilities** at Gleneagles Station, which were delivered in partnership with Perth & Kinross Council, Transport Scotland and the rail industry for the Ryder Cup event in 2014.

Rail surveys were undertaken at a number of stations in the Tay Cities area to assist in developing the Tay Cities Regional Transport Model and a further contribution was made to include surveys at stations that will **assist regional transport projects** such as Perth Masterplan, development of Highland Main Line timetable and baseline figures for Revolution in Rail. This followed on from work in 2016/17 when Tactran part funded rail passenger surveys at Stirling station to assist with the Stirling Gateway project and also project managed further rail passenger surveys at Gleneagles, Bridge of Allan and Dunblane stations on behalf of the Strathallan CRP.

The **Revolution in Rail 2018** initiative, announced by the Minister for Transport and the Islands in March 2016, offers the potential for further incremental implementation of significant **improvements to local and intercity passenger rail services and connectivity** as envisaged by TERS, including the hourly stopping service between Arbroath and Glasgow to complement the hourly intercity service between Aberdeen and Glasgow. Tactran continues to engage with the rail industry on informing and identifying opportunities to advance TERS and other rail strategy priorities through the Revolution in Rail initiative. It has been confirmed that these enhancements will be phased in from December 2018 to December 2019.

The Partnership continued to engage with ScotRail, Network Rail and Transport Scotland on informing proposals for enhanced passenger services including on the Aberdeen – Central Belt Rail Study that was announced as part of the Aberdeen City Regional Deal. The objective is to **improve journey times** along the route and the benefits from this study will support the outcomes of TERS.

A previous jointly funded study with Perth & Kinross Council, Fife Council and SEStran, has investigated the **demand potential for new/reopened stations** between Perth and Edinburgh at Oudenarde (Bridge of Earn) and Newburgh. This work indicates a potentially positive Business Case for a new station at Oudenarde and/or Newburgh.

The Partnership continued to offer support and advice to **Community Rail Partnerships** (CRPs) including the Highland Main Line CRP covering all stations north of Perth and south of Inverness; the West Highland CRP including all stations between Crianlarich and Mallaig; and the Strathallan CRP covering Gleneagles, Dunblane and Bridge of Allan stations.



FREIGHT TRANSPORT

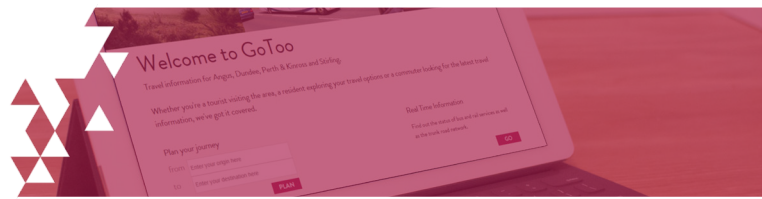


The **Regional Freight Quality Partnership** (FQP) includes representation from the Road Haulage Association (RHA), Freight Transport Association (FTA), Scottish Enterprise, Port of Dundee, Montrose Port Authority, Perth Harbour, Stirling & Tayside Timber Transport Group, ConFor, Highland Spring and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

During 2017/18 the budget allocation provides support towards development and implementation of Regional Freight Quality Partnership (FQP) initiatives and priorities, including an ongoing contribution supporting the Stirling & Tayside Timber Transport Group's continued appointment of a **Timber Transport Officer**. During the year, the FQP received a report and presentation on the study commissioned by Montrose Port Authority into opportunities for **diversification** of the Port in light of the maturing oil and energy industry in north east Scotland.



TRAVEL INFORMATION



The Partnership maintained the www.GoToo.com **multi-modal travel information website**. GoToo is a lifestyle focussed travel information website portal, developed by Tactran in consultation with partner Councils and wider stakeholders interests including business, tourism, health, transport operators and information providers to provide travel information where and when it is needed. It operates across a range of platforms, including laptops, tablets and smartphones providing residents and visitors with tailored travel information to help them explore and get around the region and beyond, as well as providing a range of travel tools and options to ease and make the daily commute more sustainable.

Tactran has also supported **Get on the Go Tayside Campaign**, in conjunction with the the Tayside Local Authorities, during 2017/18. 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.

4. REGIONAL TRANSPORT STRATEGY MONITORING



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

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

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

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

This framework was further reviewed during 2017/18 in light of emerging Community Planning LOIP and related delivery priorities and action plans, with the intention that formal reporting based upon an updated RTS Monitoring Framework will commence from 2018/19.

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.

The revised Monitoring Framework maps the various Delivery Plan actions against RTS Objectives and sub-Objectives together with identifying available Performance Indicators, associated data sources and proposed frequency of collection and reporting, which will be used to monitor and report on progress moving forward. The proposed RTS Monitoring Framework is outlined in Table 3 below:

TABLE 3: PROPOSED RTS MONITORING FRAMEWORK

RTS OBJECTIVES	LOIP 'THEMES'	RTS SUB-OBJECTIVES	OUTCOME INDICATORS	SUPPORTING INFORMATION (EXAMPLES)
<p>Economy: to ensure transport helps to deliver regional prosperity</p>	<p>Promoting an economy / attractive location for employment</p>	<p>1A: Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors, and in supporting town centres</p> <p>1B: Improving the efficiency, reliability & integration of the movement of goods and people</p> <p>1C: Addressing issues of peripherality associated with the Tactran region</p> <p>1D: Ensuring good connectivity between Tactran's cities and those in the rest of the UK, and with major airports</p>	<p><u>Numbers</u> entering/leaving the region's stations</p> <p><u>Proportion</u> of congested journeys</p>	<p><u>Traffic</u> on major roads (by class / type) and on minor roads</p> <p>Development Plan</p> <p>Monitoring Reports</p>
<p>Accessibility, Equity and Social Inclusion: to improve accessibility for all, particularly for those suffering from social exclusion</p>	<p>Inclusive economy</p> <p>Connected communities, including access to education and training</p>	<p>2A: Improving access to employment</p> <p>2B: Improving access to public services, including health and education</p> <p>2C: Improving access to retail, recreation, leisure and tourist facilities</p> <p>2D: Reducing severance and social and economic isolation caused by transport, or by a lack of it</p>	<p>Journey time and service frequency between key locations by rail/air /car/coach</p> <p>Labour market catchment population by public transport</p> <p>Proportion of all/non-car owning households more than 30/60mins from retail facilities by public transport</p> <p>Proportion of all/non-car owning households more than 30/60mins from recreation and leisure facilities</p> <p>Proportion of population and non-car owning households within 30mins of a primary health care facility</p> <p>Proportion of population and non-car owning households Within 30mins drive time of A&E</p> <p>Bus frequency on strategic routes</p>	<p>Where do people travel to work</p> <p><u>Percentage</u> of 16-74yr olds economically active</p> <p>% Aged 16 to 24 unemployed</p> <p><u>Car ownership</u></p> <p>Adults (16+) - who used a local bus services in the past month: <u>percentages</u> who agreed with each statement</p> <p><u>Percentage</u> of people very or fairly satisfied with the quality of public transport</p> <p><u>Households</u> with home internet access</p> <p>Purpose of trips (<u>national data</u> only)</p>

RTS OBJECTIVES	LOIP 'THEMES'	RTS SUB-OBJECTIVES	OUTCOME INDICATORS	SUPPORTING INFORMATION (EXAMPLES)
Accessibility, Equity and Social Inclusion (cont.)	Independent lifestyles	2E: Improving the accessibility and inclusivity of transport system	<p>Adults (16+) - use of local bus services, and train services in the previous month</p> <p>Share of lowest 5/10/15% SIMD access deprived data zones</p> <p>Proportion of 16-24 year olds and total population more than one hour from Further Education college or university by public transport</p>	Adults aged 60+ - possession of a concessionary fare pass , and use in the past month Long term health problem or disability Age Number of blue badges on issue
Environment: to ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement	A reduced carbon footprint	3A: Contributing to achievement of the Scottish national targets and obligation on greenhouse gas emissions	Further <i>consideration required</i>	% of CO2 emissions due to transport Lifeshare CO2 saving Climate Change Reports
A quality place	3B: Promoting a transport system that respects both the natural and the built environment	<i>Further consideration required (e.g. number of schemes within protected designation)</i>	Place Standard Tool SNH Protected Areas HES Designations	SHS – Transport & Travel
3C: Promoting a shift towards more sustainable modes	Percentage of the Tactran resident population who travel as a car driver, car passenger, on public transport, on foot or cycle			

RTS OBJECTIVES	LOIP 'THEMES'	RTS SUB-OBJECTIVES	OUTCOME INDICATORS	SUPPORTING INFORMATION (EXAMPLES)
Health and wellbeing: to promote the health and well-being of communities	Improving local air quality	4A: Helping to meet or better all statutory air quality requirements in the Tactran region	Air quality – NO2 and PM10 measurements Electric vehicle registrations Noise: <i>Keep under review</i>	EV Charge Point locations Noise modelling data
		4B: Helping to reduce noise generated on the Tactran transport network	Adults (16+) - frequency of walking in previous 7 days	Child obesity Cycle Count Data
		4C: Promoting a culture of active and healthy lifestyles	S1: Number of persons / children killed or seriously injured in road accidents	Number of bikes available for private use by household
Safety and security: to improve the real and perceived safety and security of the transport network	Improve road safety	5A: Improving transport related safety	How safe adults feel when travelling by bus Perceptions of safety when walking alone in the neighbourhood	Transport Focus – Bus Passenger Survey
		5B: Improving real or perceived levels of personal security related to the transport network	Transport hubs with integration facilities	
		6A: Improving integration of all transport modes	Compatibility of SDP, LDPs and National Park Plans with RTS objectives	
Integration: to improve integration, both within transport and between transport and other policy areas	Safe and secure transport networks	6B: Ensuring integration with land-use planning	Include as an appendix a cross reference between RTS objectives and relevant national, regional, local strategies and policies	
		6C Ensuring a fit with other relevant national, regional, local strategies and policies		

5. CONTRIBUTING & 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, 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 thematic/delivery 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;**
- **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.**

During 2017/18 Tactran contributed to the development of emerging Council area-wide Local Outcomes Improvement Plans (LOPIPs) 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.

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.

Contributing to, supporting and influencing the TAYplan Strategic Development Plan (SDP) for the Dundee City, Angus, Perth & Kinross and North East Fife region, and 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, remained an area of activity and resource commitment during 2016/17. Work on the RTS Refresh was aligned with development of the second TAYplan SDP and the period covered by the approved RTS 2015 - 2036 Refresh was deliberately aligned to coincide with that for the updated SDP.

RTS and STPR delivery priorities are incorporated within the relevant SDP and LDP Action Programmes and this alignment of action programming, monitoring and delivery of complementary land use and transport policy planning has continued through the review and updating of the RTS Delivery Plan during 2017/18.

Development Planning consultations responded to during 2017/18 included :-

- **Dundee Proposed Local Development Plan 2**
- **Perth & Kinross Proposed Local Development Plan 2**
- **Cairngorms LDP: Main Issues Report**

INFLUENCING POLICY NATIONALLY AND LOCALLY

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 2017/18 included :-

- **Scottish Government's consultation, 'Places, People and Planning Position Statement';**
- **Scottish Government's consultation, 'Socio-Economic Duty';**
- **Scottish Government's consultations, 'Improving parking in Scotland', 'Local Bus Services in Scotland', 'The Future of Smart Ticketing in Scotland and 'Building Scotland's Low Emission Zones';**
- **Scottish Government's consultation, 'Free Bus Travel for Older & Disabled People & Modern Apprentices';**
- **Scottish Government's consultation, 'Financial Accounting Arrangements for RTPs'; and**
- **Scottish Government's consultation, 'A Connected Scotland: Tackling Social isolation and Loneliness and Building Stronger Social Connections'.**

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)**
- **ACT Travelwise**

In publishing its Programme for Government in September 2016 the Scottish Government reaffirmed its commitment to reviewing the National Transport Strategy followed by a full review and updating of the STPR, and to bringing forward a Transport Bill which will include measures to improve bus services, better regulate road works, promote responsible parking and advance Low Emissions Zones.

The reviews of the NTS and STPR are being undertaken over a period extending into 2019/20 and are expected to be progressed in alignment with a new Planning Act and updating of the National Planning Framework (NPF4).

As outlined earlier in this report, the NTS review includes a 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 during 2018/19 and beyond.

6. GLOSSARY



ATCO

Association of Transport Co-ordinating Officers

CoSLA

Convention of Scottish Local Authorities

CPP

Community Planning Partnership

CPT

Confederation of Passenger Transport

CRP

Community Rail Partnership

CTRL

Cross Tay Link Road

DfT

Department for Transport

DRT

Demand Responsive Transport

FCC

Freight Consolidation Centre

FQP

Freight Quality Partnership

LDP

Local Development Plan

LOIP

Local Outcomes Improvement Plan

NCN

National Cycle Network

PI

Performance Indicator

QBC

Quality Bus Corridor

RPP2

Report on Policies and Proposals

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

SULP

Sustainable Urban Logistics Plan

TERS

Tay Estuary Rail Strategy/Study

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.

If you need assistance please contact **Tactran on 01738 475775.**

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