

Annual Report 2010/11



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Foreword



Councillor Will Dawson,
Chair of *tactran*

We are pleased to present *tactran's* 2010/11 Annual Report.

During the year the Partnership focussed on progressing development and delivery of key strands of the Regional Transport Strategy (RTS) and aligning RTS delivery priorities with Community Planning Single Outcome Agreements through increasing engagement in Community Planning. Offering "Key Agency" support in the development of emerging Strategic and Local Development Plans was also a particularly significant and increasing area of activity and staff resource commitment.

Through our RTS Revenue Programme of £448,000 significant progress was made on development of strategic Park & Ride proposals; the Tay Estuary Rail Strategy; improving travel information; continued support and working with partner agencies in the promotion and adoption of Active Travel Plans and more sustainable travel policies and measures; developing a Health & Transport Action Plan in consultation with Health Boards and Scottish Ambulance Service; and promoting more sustainable approaches to the movement of freight.



Eric Guthrie, *tactran*
Director

Working with partner Councils and other stakeholders Capital projects totalling approximately £2.14 million in support of delivering the Regional Transport Strategy were progressed or completed during the year.

In response to the economic downturn and its impact on public sector funding the Partnership reduced its Core operating costs by approximately 9%, generating equivalent savings in partner Council contributions. Moving forward the impact of the wider economic recession will present increasing challenges in identifying and securing Revenue and Capital funding. The Partnership will continue to seek operational efficiencies and alternative sources of funding to support delivery of the Regional Transport Strategy.

We gratefully acknowledge the contribution made by Partnership Members, *tactran* Executive staff and Proper Officers, partner Council staff and the many other agencies who have collaborated on and supported the work of the Partnership throughout the year.

For more information on *tactran*, our Regional Transport Strategy and related delivery activity visit **www.tactran.gov.uk**.

1. Partnership Board and Governance

Regional Transport Partnership Board membership is prescribed by legislation. The *tactran* Board consists of 10 Councillors appointed by our 4 partner Councils and 5 non-Councillor Members, who are appointed by the Partnership subject to endorsement by Scottish Ministers.

Board Membership during 2010/11 was :-

Councillor Members
Angus Council
Councillor Iain Gaul
Councillor John Whyte
Dundee City Council
Councillor Brian Gordon
Councillor Will Dawson (Chair)
Councillor Dave Bowes
Perth & Kinross Council
Councillor Ann Gaunt
Councillor Alan Jack (Deputy Chair)
Councillor John Kellas
Stirling Council
Councillor Colin O'Brien
Councillor Jim Thomson
Non-Councillor Members
Mr Ken Armstrong
Mr James (Doug) Fleming
Professor Malcolm Homer (until 30 April 2010)
Mr Gavin Roser
Mr David Scotney (from September 2010)
Mr Bill Wright

Current Councillor appointments extend until the next Council elections in May 2012. A number of changes to non-Councillor members occurred during the year.

Ken Armstrong, Operations Director of NHS Tayside replaced Professor Tony Wells as health sector representative following Tony's retiral as Chief Executive of NHS Tayside on 31 March 2010.

David Scotney was appointed to the Partnership in September 2010 initially for a term of 2 years, filling a vacancy created by the resignation of Professor Malcolm Horner at the end of April 2010. Malcolm was one of the original non-Councillor members appointed at the inception of the RTPs and his contribution to development of the Regional Transport Strategy and the work of the Partnership from 2006 to 2010 generally is greatly appreciated.

The Partnership also agreed to extend the term of appointment of Bill Wright, another original non-Councillor member, for a further 2 years until September 2012 reflecting Bill's ongoing contribution to the work of *tactran*.

Recognising the key relationships between strategic land use and transport planning the Partnership has appointed TAYplan Strategic Development Plan Manager, Pam Ewen, as an ad-hoc Advisor to the Partnership Board.

Further information on the Partnership Board and members can be found on the Partnership's website **www.tactran.gov.uk**

Partnership Business

The Partnership met on 4 occasions in 2010/11 :-

- 15 June 2010 in Perth
- 14 September 2010 in Stirling
- 14 December 2010 in Forfar
- 29 March 2011 in Perth

At its meeting on 14 December 2010 the Partnership agreed to hold all future meetings in Perth.

The Executive Committee deals with any matters of urgency or otherwise arising between quarterly Partnership meetings. At 31 March 2011 Executive Committee membership was :-

Councillor Will Dawson (Chair)
Councillor Alan Jack (Deputy Chair)
Councillor John Whyte
Councillor Jim Thomson
Mr Bill Wright

During 2010/11 the Executive Committee met on 2 occasions. On 21 June 2010 the Committee interviewed candidates and appointed to a vacancy for a non-Councillor Member. On 9 November 2010 the Committee considered and approved responses to consultations on Development Planning Management Transport Appraisal Guidance and on Public Sector Equality Duty Draft Regulations, and also approved revisions to the 2010/11 Revenue Programme. The Committee also approved the 2009/10 Annual Report.

Full information on the Partnership Board, its meetings and related business can be accessed via the website **www.tactran.gov.uk**.

Partner and Stakeholder Liaison

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

Chief Officers Liaison Group :- the strategic forum for liaison on operational policy and delivery;

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

Public Transport Officers Liaison Group :- focuses on public transport elements of the RTS;

Sustainable Travel Liaison Group :- focuses on Travel Planning, walking, cycling and other sustainable travel aspects of the RTS.

Officer liaison groups meet quarterly, or as required, to agree input to Partnership priorities and business and to coordinate development and delivery of the RTS.

External Stakeholder Liaison

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

Buses Forum;

Freight Quality Partnership;

Rail Forum;

Health and Transport Working Group;

Walking & Cycling Forum;

Equalities Forum.

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

Public Services Reform Reporting

In addition to the statutory requirement under the Transport (Scotland) Act 2005 to publish an Annual Report, the Public Services Reform (Scotland) Act 2010 placed new duties upon RTPs to publish certain financial and other information annually. The Act requires that separate statements are published as soon as practicable after the end of each Financial Year giving information 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 2010/11 at its meeting on 21 June 2011 and these were published and are available for inspection on the website www.tactran.gov.uk

2. Partnership Resources

Core Staffing

The Partnership has continued to operate with the approved RTP “Model 1” staffing establishment approved in 2006. Staff in post at 31 March 2011 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**
- **Acting Travel Plan Officer (Temporary) – Penny Stoddard**
- **Technician/Graduate Engineer (Strategy) - Vacancy**
- **Technician/Graduate Engineer (Projects) - Vacancy**
- **Administrative Assistant – Muriel Muirhead**

In response to public sector financial constraint there was a continuing freeze on recruitment during 2010/11.

Proper Officers

The Partnership Board and staff are supported by three Proper Officers who provide professional Administration and Governance, Financial and Legal expertise and support under a Service Level Agreement with Perth & Kinross Council. They are :-

- **Secretary – Gillian Taylor, Head of Democratic Services, Perth & Kinross Council**
- **Treasurer – John Symon, Head of Finance, Perth & Kinross Council**
- **Legal Officer – Ian Innes, Head of Legal Services, Perth & Kinross Council**

Headquarters

The Partnership is headquartered centrally within the region in Perth at :-

Bordeaux House
31 Kinnoull Street
Perth
PH1 5EN

telephone – 01738 475775

e-Mail – info@tactran.gov.uk

fax – 01738 639705

Revenue Funding

Operational funding is provided by Scottish Government Grant in Aid and requisitioned income from partner Councils in accordance with an agreed contribution formula.

Core Budget

The 2010/11 budget of £430,000 for day to day running costs represented an 8.5% saving compared with 2009/10 (11% saving in real terms) and a 9% reduction in Council contributions.

Savings were generated through vacancy management; a 50% reduction in training and conferences expenditure; a negotiated property rental freeze; reduction in Secretariat support costs through transfer of duties "in-house"; plus other smaller cost efficiencies. Core funding contributions were :-

	£
Scottish Government Grant in Aid	230,000
Angus Council	45,800
Dundee City Council	56,800
Perth and Kinross Council	60,600
Stirling Council	36,800
Total	430,000

A detailed breakdown of actual Core expenditure for 2010/11 is provided in Table 1 over.

An underspend of £23,477 on Core expenditure, achieved through in-year staffing cost and staff travel economies, negotiated reductions in energy costs and rates, reduced communications and insurances costs and other operational efficiencies was carried forward into 2011/12 to assist in offsetting anticipated reductions in Scottish Government and partner Council funding as a result of the general economic downturn and impacts upon public sector funding.

Table 1

Core Revenue Budget 2010/11	Approved Budget	Actual Expenditure	Variance
Expenditure	£	£	£
Staff Costs			
Salaries	250,800	241,676	(9,124)
Superannuation	46,400	44,605	(1,795)
National Insurance	21,500	20,615	(885)
Training/Conferences	3,300	6,477	3,177
	322,000	313,373	(8,627)
Property Costs			
Energy, Repairs etc	5,500	3,766	(1,734)
Cleaning	2,500	2,587	87
Rent	12,000	12,000	0
Rates	8,000	4,731	(3,269)
	28,000	23,084	(4,916)
Supplies & Services			
Office Consumables	4,500	5,783	1,283
Communications	6,500	3,519	(2,981)
Insurance	7,500	5,568	(1,932)
Information Technology	2,000	1,528	(472)
Hospitality	1,000	467	(533)
Board Expenses – Misc	2,000	779	(1,221)
	23,500	17,644	(5,856)
Transport Costs			
Staff Travel	6,000	3,988	(2,012)
Expenses – Board Members	1,000	785	(215)
	7,000	4,773	(2,227)
Third Party Payments			
Audit Fees External	11,300	9,930	(1,370)
PKC Finance Service	14,200	14,000	(200)
PKC Secretariat Service	8,000	8,000	0
Other Third Party Payments	16,000	15,719	(281)
	49,500	47,649	(1,851)
Gross Expenditure	430,000	406,523	(23,477)

Regional Transport Strategy Revenue Programme

Scottish Government Grant in Aid of £385,000 supported development and delivery of the RTS during 2010/11. This amount was supplemented by Deferred Income of £9,300 and additional Scottish Government Air Quality Grant funding of £53,775, secured jointly with Perth & Kinross Council, giving a total RTS Revenue Programme Budget of £448,075.

During the year a number of adjustments were made to the Revenue Programme to take account of delays with, or opportunities to advance, individual projects. The Partnership Board regularly monitored and approved revisions through quarterly reporting. The Executive Committee approved final year-end revisions to take account of changes in project deliverability and to maximise programme commitment.

The budgeted and final Revenue Programme expenditure is shown in Table 2 below:-

Table 2 : RTS Revenue Programme 2010/11

Expenditure on Projects	Budget	Actual Expenditure	Variance
	£		£
Development of RTS and Delivery Plan	38,000	26,833	(11,167)
Regional Transport Model	9,000	8,435	(565)
Tay Estuary Rail Service	20,000	18,728	(1,272)
Park & Ride Strategy	70,000	69,740	(260)
Buses Strategy	50,000	50,000	0
Travel Information Strategy	20,000	26,691	6,691
Walking & Cycling Initiatives	43,000	43,000	0
Travel Planning Measures	84,300	84,439	139
Strategic Air Connectivity	50,000	50,000	0
Freight Quality Partnership	63,775	60,791	(2,984)
Road Safety Campaign	0	2,500	2,500
Gross Expenditure	448,075	441,157	(6,918)

Summary information on individual projects is outlined in pages 13 to 17 of this Report. More detailed financial information is given in the Partnership's 2010/11 Audited Accounts, which are available for inspection on the [tactran](http://tactran.org.uk) website or at the Partnership Headquarters.

3. Regional Transport Strategy Delivery

tactran's primary role and purpose is to develop and oversee the delivery of a Regional Transport Strategy (RTS), setting out a 15-year Vision and Objectives for addressing transport issues and needs across the Tayside and Central region, and supported by a RTS Delivery Plan. The *tactran* Regional Transport Strategy 2008 – 2023 received Ministerial approval in June 2008.

The RTS and more detailed sub-Strategies for Walking & Cycling, Buses, Park & Ride and Travel Information are available to view or download at www.tactran.gov.uk

The Strategy and Delivery Plan set out a balanced and integrated package of proposed actions and interventions which aim to promote :-

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

The RTS sets out 23 strategic actions to achieve these key objectives.

RTS Delivery Plan

Our Delivery Plan identifies the key transportation infrastructure, systems and service enhancements which are required to support delivery of the RTS by 2023. This has been drawn up in consultation and agreement with our partner Councils and a range of other key stakeholders.

The Delivery Plan is not a fully costed programme. It provides a framework for determining associated Capital and Revenue programmes and priorities through ongoing development and consultation with partner Councils, Scottish Government, Transport Scotland, transport providers and other stakeholders. Prioritisation and implementation will be subject to resource availability and appraisal of individual projects against objectives, including their contribution towards promoting sustainable economic growth locally, regionally and nationally.

The Delivery Plan incorporates relevant Scottish Government priorities identified in the Strategic Transport Projects Review (STPR), including :-

- strategic Park & Ride/Park & Choose around Dundee and at Bannockburn;
- road safety and capacity enhancements on the A9 between Stirling and Inverness;
- improving rail services between Inverness/Aberdeen and the Central Belt; and
- improving the A90 through or around Dundee.

During the early years of the RTS a considerable degree of focus has been on developing the business case for key strands of the Delivery Plan. Work on strategic Park & Ride/Choose and the Tay Estuary Rail Strategy was progressed in close collaboration with Transport Scotland. Progress on developing and delivering RTS priorities during 2010/11 is outlined below.

Transport Modelling

tactran jointly funded work with TAYplan and Transport Scotland using the Transport Model for Scotland (TMfS) to assess the transportation impacts of proposed spatial strategies for the emerging TAYplan Strategic Development Plan.

Tay Estuary Rail Strategy

The Tay Estuary Rail Study (2009) demonstrated a positive business case for introducing incremental short, medium and long-term enhancements to rail services between Arbroath – Dundee – Perth - Glasgow, with improved services at intermediate stations. Working with Transport Scotland the scope for introducing local service enhancements as a complement to the STPR priority scheme for enhancing Highland Main Line services between Inverness - Edinburgh/Glasgow was further developed. This work included investigation of the potential for introducing low-cost local service enhancements as a complement to planned Highland Main Line and Glasgow - Perth/Dundee timetable improvements scheduled for introduction in December 2011. The business case for introducing a roughly hourly stopping service between Arbroath - Glasgow was also updated.

Work will continue in consultation with Transport Scotland, Network Rail and First ScotRail during 2011/12, to promote introduction of local service enhancements with the December 2011 rail timetable and subsequent timetable revisions. The case will also be made for incorporating TERS proposals within future Scottish Government High Level Output Statements for the rail industry and the next ScotRail franchise specification.

Park & Ride/Choose

The Regional Park & Ride Strategy maps out a comprehensive strategy for developing and enhancing Park & Ride/Choose facilities serving the travel to work catchments around Dundee, Perth and Stirling. Work on proposals at Dundee and Stirling complement and take forward proposals in the STPR for a network of strategic Park & Ride/Choose facilities around nationally strategic transport nodes.

A comprehensive study of site options for a facility serving the A90 corridor west of Dundee identified two potential locations for further detailed appraisal - one on Riverside Drive and one off A90 north west of Swallow Roundabout. On A92 south of Dundee the Partnership approved a preferred location adjacent to the Tay Bridge Roundabout on A92/B946. Further development of the A92 Tay South project awaits the outcome of the St Andrews and East Fife Local Plan Examination, which commences in Spring 2011.

Comprehensive studies of site options for additional Park & Ride facilities at A90 East of Perth and at Stirling South, near Bannockburn, which will supplement existing successful Park & Ride facilities serving Perth and Stirling respectively, were also undertaken.

Developing these strategic priorities identified in the Regional Park & Ride Strategy and the STPR towards implementation will remain a priority in 2011/12.

Travel Planning

Travel Planning and promoting Active Travel in support of achieving modal shift and behavioural change remains a key element of the RTS. A budget of £83,400, representing just under 20% of available RTS Revenue Programme funding, was allocated towards supporting Travel Planning activity. Of this £30,000 was allocated to the Sustainable Travel Grant Scheme, which offers match funding to public sector and not-for-profit organisations to encourage and support more sustainable travel behaviour by staff and visitors. Initiatives funded included :-

- staff travel mapping study – Murray Royal Infirmary, Perth;
- travel plan training – Dundee City Council;
- pool bikes and staff cycle equipment – Tayside Fire & Rescue;
- pool bikes and staff bike shelter – Dundee University;
- secure staff and visitor cycle parking – Arbroath Infirmary;
- secure cycle storage – Zero Waste Scotland, Stirling;
- electric pool bikes and staff cycle parking – Stirling University;
- staff cycle training – Angus Council.

Further expenditure included promotion and development of a Travel Plan Implementation Toolkit, “Travel Know How”, in partnership with the TPI Consultancy. This initiative aims to offer web-based support for public and private sector organisations seeking to develop, implement and maintain Active Travel Plans. The full product will be launched in 2011/12, following trialling with public and private sector bodies.

A Business Liftshare pilot scheme, aimed at encouraging lift sharing for business travel, to reduce mileage claims and organisational carbon emissions, was trialled with Dundee University, Dundee City Council, Stirling University and Perth & Kinross Council.

Development and promotion of the **www.tactranliftshare.com** lift-sharing website continued with active scheme membership increasing to nearly 3,000.

During the period June 2010 – March 2011 Penny Stoddard joined the team as Acting Travel Plan Officer, under a staff secondment arrangement with Stirling Council, providing maternity cover for the full-time Travel Plan Officer.

Travel Information

A high priority within the RTS and Regional Travel Information Strategy is building on and developing existing local, regional and national travel information sources, with the aim of reducing real and perceived barriers to travelling more efficiently and sustainably, by helping residents and visitors make more informed and sustainable travel choices.

Following the launch of our ground-breaking regional multi-modal travel information database and journey planner, **www.tactranconnect.com** in March 2010, work continued on developing the site through the inclusion of real time and scheduled bus information and innovative social media interaction, including providing real time updates during times of travel disruption.

A Regional Bus Information Strategy was adopted in March 2011 following consultation with stakeholders, in particular partner Councils and the Regional Buses Forum. The Strategy aims to build on existing best practice and develop consistent standards of bus information in all of its printed and electronic formats across the region. This will be developed and implemented through further consultation with partner Councils and bus operators.

Walking & Cycling

A grant of £43,000 was made to Stirling Council, supplementing contributions by Sustrans and Transport Scotland, to enhance and develop walking and cycling infrastructure, including closing gaps in the National Cycle Network and supporting implementation of the Regional Walking & Cycling strategy. Improvements funded included :-

- NCN 765 Argaty Path Link (phase 2)
- NCN 765 Doune to Burn of Cambus
- Strathblane cycleway improvement (phase 2)

Bus Based Measures

A grant of £50,000 was made to Angus Council to joint fund implementation of a programme of bus infrastructure improvements on the strategic Montrose – Arbroath – Dundee Quality Bus Corridor, supporting the Dundee and Angus Bus Punctuality Improvement Project with operators.

Health and Transport

Work continued on development of a Regional Health & Transport Action Plan in consultation with NHS Tayside, NHS Forth Valley and Scottish Ambulance Service. The developing Action Plan will identify measures to address the key relationships between transport and health, as identified in the RTS – i.e. promoting active travel to improve health and wellbeing; addressing the impacts transport has upon public health; and improving access to healthcare.

This work will be progressed to completion during 2011/12, aligning with work at a national level on Scottish Government's national Healthcare Transport Framework and in consultation with Community Planning Partnerships.

Freight Transport

Freight transport elements of the RTS are progressed through the Regional Freight Quality Partnership (FQP), which 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. A regional Freight Action Plan sets out proposals for addressing issues related to lorry parking and routeing; promoting more sustainable approaches to freight distribution; timber transport; and improving road and rail access and facilities at Ports.

Priority actions during 2010/11 included informing a Scottish Freight and Logistics Group (ScotFLAG) review of lorry parking arrangements and facilities through earlier research on lorry parking in the *tactran* region; ongoing consideration of accommodating lorry parking within Park & Ride proposals, where appropriate; investigation of potential for transporting timber by rail at Crianlarich and contributing generally to the work of the Stirling & Tayside Timber Transport Group, including part funding the Group's Timber Transport Officer post; and undertaking a study into freight vehicle priority routes and route constraints for HGVs on strategic roads across the region.

Working in partnership with Perth & Kinross Council's Air Quality Management team, Scottish Government Air Quality grant totalling £53,775 was secured to develop proposals for a trial Freight Consolidation Centre scheme in Perth.

Strategic Air Connectivity

The RTS recognises the economic importance of maintaining direct regional air connections to key UK and European destinations. The Partnership contributed £50,000 towards a partnership fund which secured continued operation of strategically important air services between Dundee Airport and London City Airport, which had been under threat of withdrawal.

Road Safety

tactran is a member of the Tayside Road Safety Forum. In line with the RTS objective of improving road safety a contribution was made towards a Tayside Police led road safety campaign "Lets Decide – Walkwise" which offered every school in Tayside the opportunity to participate in a programme encompassing practical roadside and in-class child pedestrian training.

RTS Capital Programme

A 2010/11 Capital Programme totalling £1.98 million, funded from RTS Capital Grant allocations by Dundee City Council and Perth & Kinross Council, was taken forward during the year. This amount supplemented £2.5 million allocated to continuing approved schemes in previous years.

The 2010/11 programme included a range of projects designed to change travel attitudes and behaviours; improve walking & cycling infrastructure; support Quality Bus Corridor infrastructure and service improvements; advance Park & Ride/multi-modal interchange priorities within the Regional Park & Ride Strategy; pilot Demand Responsive Transport services in Dundee; progress design work on major road infrastructure enhancements around Perth; and improve road links to Ports.

Spend on projects progressed and/or completed included :-

	£
Dundee Health Central Smarter Choices Project	200,000
“Connect 2” cycle/footpath bridge in Perth design work	97,000
Secure cycle parking in Dundee City Centre	6,000
Dundee – Perth Quality Bus Corridor improvements	4,000
Passenger waiting facilities at Broxden Park & Ride, Perth	205,000
A9/A94 Perth link road and Tay Crossing design	262,000
Perth Western Edge roads infrastructure design	86,000
Improved road links to Port of Dundee	142,000
Improved road links to Perth Harbour	21,000
Total	1,023,000

A number of Capital Programme projects are being progressed across more than one financial year with spend “in year” reported within the relevant Annual Report. Where delays resulting from land acquisition, procurement or other issues have required re-profiling of expenditure, slippage is managed within the relevant Council Capital Programme(s).

The regionally managed Capital Programme was supplemented by allocations towards specific RTS Delivery Plan projects totalling £1.356 million within the Angus Council and Stirling Council Capital Programmes, with completed works including :-

	£
Arborath Bus Station improvements	469,000
Improved road links to Montrose Port via A92 and A935 in Angus	334,000
Various cycle/pedestrian improvements within Stirling	10,000
Completing Doune – Argaty Crossing gap in NCN	99,000
Programme of road safety measures on A811 in Stirling	206,000
Total	1,118,000

4. Regional Transport Strategy Monitoring

The RTS sets out 23 strategic actions to achieve our key Objectives. Good progress towards delivering on each of the strategic actions was reported within the 2009/10 Annual Report and will be updated bi-annually.

The RTS Monitoring Framework defines 24 Performance Indicators (PIs) which aim to monitor and measure progress towards achieving RTS Objectives. These PIs 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, 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 2010/11, for those indicators which can be currently reported, is given in Appendix A. 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.

The trends that are apparent are outlined below:-

Economy Objective Measures and Trends

- there are few discernable trends for the proportion of the strategic road network experiencing congestion, with 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;
- driver perceptions of traffic growth appear to be lessening. Transport Scotland no longer collects data on driving three or more times per week in congested traffic therefore it is proposed to replace the current Indicator 3 with an indicator measuring congestion delays experienced by drivers.

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 has increased by car and public transport. 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 varied over the two years. The most significant changes were to accessibility to Post Offices, reflecting the closure of a number of sub-Post Offices. In 2008/09 only 0.2% of non-car owning households were more than 60 minutes from a Post Office by public transport (or walking). Two years later this had increased to 1.3%, while the corresponding figures for more than 30 minutes travel time had increased from 0.7% to 2.6%. The only other major change was a fall in the proportion of households within 30 minutes of the nearest swimming pool, reflecting 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 high rate of 94%;
- the proportion of schools in the region with a Travel Plan increased from 70% to 76% (figures exclude Dundee City for which statistics are not available);
- 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 *tactran* Liftshare increased reflecting successful promotional campaigns. However, the number of registered journeys decreased. Current publicity campaigns are aimed at increasing journeys registered as well as general membership;
- 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 data for how safe adults feel when travelling by public transport (Indicator 20) is no longer collected in the Scottish Household Survey. It is proposed to replace this with an indicator that identifies the proportion of adults who feel safe & secure on the bus during the evening.

Since the development and approval of the RTS Monitoring Framework a number of data sets previously collected nationally via the Scottish Household Survey have been amended or discontinued, affecting the ability to monitor trends in Active Travel (Indicator 18) and personal safety when travelling by public transport (Indicator 20). It is proposed to replace these with revised measures/indicators.

Consideration will also be given during 2011/12 to updating the Monitoring Framework to more appropriately reflect emerging experience of policy integration through the Strategic and Local Development Planning system and also new public sector duties in relation to Climate Change.

5. Engaging & Influencing Locally, Regionally and Nationally

Community Planning and Single Outcome Agreements

Regional Transport Partnerships have a statutory duty to engage in Community Planning. *tactran* is committed to playing a full and active part within Community Planning Partnerships and supporting SOA delivery. Our RTS Objectives have been mapped against the Scottish Government's Strategic Objectives and National Outcomes, demonstrating close alignment between the RTS and Scottish Government's strategic aims and priorities.

The Partnership is a formal signatory to the Angus, Dundee, Perth & Kinross and Stirling SOAs. *tactran's* own governance procedures and RTS delivery priorities are being progressively aligned to support delivery of National and Local Outcomes identified in SOAs and associated Action Programmes.

Partnership officers sit on the Community Planning Partnerships and relevant thematic groups in each CPP area. *tactran* and its RTS contribute positively to supporting economic growth, environmental and sustainability outcomes, as well as being relevant to supporting health & wellbeing and community safety outcomes in each CPP area.

Our ongoing work on Travel Planning, Health & Transport, Park & Ride/Choose, Travel Information and promoting more sustainable movement of passengers and freight generally is particularly relevant.

Development Planning

The Planning etc (Scotland) Act 2006 confers "Key Agency" status on Regional Transport Partnerships. Development Planning authorities must engage with RTPs and *tactran* has a duty so support the Development Plan process.

Contributing to development of the emerging TAYplan Strategic Development Plan for the Dundee City, Angus, Perth & Kinross and North East Fife region and the 6 Local Development Plans covering our 4 partner Council areas plus the Cairngorms National Park and the Loch Lomond and the Trossachs National Park was a significant and increasing area of activity during 2010/11. Officers were closely involved in supporting development of the Main Issues Report, Proposed Plan and Action Programme for the Strategic Development Plan and similar work on the emerging Local Development Plans in Stirling, Perth & Kinross, Dundee and Angus.

Formal consultations reported to and considered by the Partnership :-

- TAYplan Main Issues Report and Environmental Report
- Perth & Kinross Local Development Plan Main Issues Report;
- Stirling Local Development Plan Main Issues Report

Influencing Policy Nationally and Locally

tactran engages proactively in the development of transport and other related policy development through close collaboration and liaison with other RTPs, Transport Scotland and Councils in responding to relevant policy and project consultations.

Consultations responded to during 2010/11 included :-

- Scottish Government : Independent Budget Review
- Scottish Government : National Planning Framework Action Programme
- Scottish Government : Public Sector Climate Change Duties
- Scottish Government : Public Sector Equality Duty Draft Regulations & Order
- Transport Scotland : Development Plan Management Transport Appraisal Guidance
- Transport Scotland : Scottish Ferries Review
- Transport Scotland : Commonwealth Games Transport Plan
- UK Department for Transport : Trans-European Network – Transport (TEN-T)
- UK Department for Transport : High Speed Rail - Investing in Britain's Future
- Network Rail : Scotland Route Utilisation Strategy (Generation 2)
- Angus Council Public Transport Policy Statement
- Dundee City Council Air Quality Action Plan
- Loch Lomond and the Trossachs National Park : Draft Park Plan

Strategic policy and delivery liaison with other RTPs continued through the active participation of the Chair and Director in the RTP Chairs Forum and the Regional Transport Partnerships Lead Officers Group.

Issues of cross-RTP interest included working collaboratively to promote the case for extension of High Speed Rail to Scotland and on other rail policy; liaison with the Confederation of Passenger Transport (CPT) on strategic buses issues; engaging with CoSLA and Scottish Government on strategic transport priorities and implementation of the STPR. Consultations responded to jointly with other RTPs included:-

- Christie Commission on the Future Delivery of Public Services
- Department for Transport : High Speed Rail - Investing in Britain's Future
- Transport Scotland : ScotRail Franchising Policy Statement

tactran officers contributed to national professional and policy development through membership and contribution to various 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)

6. Glossary

RTPs	Regional Transport Partnerships
RTS	Regional Transport Strategy
TERS	Tay Estuary Rail Strategy/Study
DRT	Demand Responsive Transport
STPR	Strategic Transport Projects Review
SDP	Strategic Development Plan
LDP	Local Development Plan
CPP	Community Planning Partnership
SOA	Single Outcome Agreement
PI	Performance Indicator
NCN	National Cycle Network;
CoSLA	Convention of Scottish Local Authorities
CPT	Confederation of Passenger Transport
SCOTS	Society of Chief Officers of Transportation in Scotland
ATCO	Association of Transport Co-ordinating Officers

Appendix A – RTS Monitoring Framework

Objective	Sub-objective	Indicator	Baseline	2009/10	2010/11	
Economy	Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors	Indicator 1 Labour market catchment population by car and public transport	Within 30 mins	12.1%	12.7%	Within 30 mins 31.4%
			Within 60 mins	32.2%	Subsequent update - 2010/11	Within 30 mins 31.4%
	% of working age population within 30/60 minutes of key employment centres by public transport					
	% of working age population within 30/60 minutes of key employment centres by car - baseline data will not be available till 2011/12					
		Indicator 2 Proportion of road network experiencing congestion				
	Addressing issues of peripherality associated with the tactran area Improving the efficiency, reliability and integration of the movement of goods and people					
			Total lost time per annum (hours)	Average Annual Daily Flow	Total lost time per annum (hours)	
		A92 - Forgan Roundabout to Forfar Road (Tealing) via Tay Bridge	126,286	11,848	109,570	103,881
		A92 - Forfar Road (Tealing) via Tay Bridge to Forgan Roundabout	139,549	11,692	113,971	106,468
		A90 - Forfar Road Junction to Inchture	92,216	17,685	138,799	113,761
		A90 - Inchture to Forfar Road Junction	174,720	16,999	163,354	139,292
		A9 - from junction with B934 to Luncarty	23,825	13,057	26,913	28,871
		A9 - from Luncarty to junction with B934	26,193	12,949	35,790	32,522
		M90 - Bridge of Earn to Friarton and to Broxden	13,875	17,081	13,972	20,031
		M90 - Friarton and Broxden to Bridge of Earn	61,743	15,761	65,837	63,887
		TOTAL	658,407	14,633	668,206	608,713
		Indicator 3 Proportion of congested / unreliable journeys				
	% of adults (aged 16+) who drive 3 or more times per week in congested traffic		30%	48%	Data no longer collected Subsequent update - 2011/12	
	% of adults (aged 16+) very or quite concerned about traffic growth		53%			

Objective	Sub-objective	Indicator	Baseline	2009/10	2010/11
Economy	Addressing issues of peripherality associated with the tactran area Improving the efficiency, reliability and integration of the movement of goods and people	Indicator 4 Impact of congestion on bus services The Angus and Dundee Bus Punctuality Improvement Partnership's (BPIP) Monitoring Report will be made available in 2011. Where available, this will be supplemented with bus operator Automatic Ticket Machine (ATM) data for Strategic Routes to create the base year data.	Baseline	2009/10	2010/11
	Addressing issues of peripherality associated with the tactran area	Indicator 5 Journey time and service frequency between key locations by all modes Number of flights per week from Dundee Airport	Baseline figures are for 2009/10	Average no. of direct services per week from tactran regional centres	Journey time (minutes) Subsequent update - 2011/12
		Express coach Central Aberdeen Central Edinburgh Central Glasgow Aberdeen Airport Edinburgh Airport Glasgow Airport London	49	50 63 93 0 0 0 8	100 107 102 n/a n/a n/a 597
		Rail Aberdeen Railway Station Edinburgh Waverley Railway Station Glasgow Queen Street Railway Station Aberdeen Airport Edinburgh Airport Glasgow Airport London Kings Cross Railway Station	161 165 179 30 0 0 20	88 84 78 107 n/a n/a 357	
		Road (car journey time) Aberdeen Railway Station Edinburgh Waverley Railway Station Glasgow Queen Street Railway Station Aberdeen Airport Edinburgh Airport Glasgow Airport London Kings Cross Railway Station		102 108 104 122 82 123 507	

Objective	Sub-objective	Indicator	Baseline	2009/10	2010/11	
Accessibility, Equity and Social Inclusion	Improving access to employment	Indicator 6 Number of employees covered by Travel Plans				
		% of Council employees covered by Travel Plans % of Health Boards employees covered by Travel Plans	Baseline figures are for 2009/10	94% -	94% 58%	
	Improving access to public services, including health and education	Indicator 7 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%	Subsequent update - 2010/11	14.5%	
		% of non-car owning households more than 60 minutes from hospital by public transport	5.2%		6.4%	
		Indicator 8 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%	Subsequent update - 2010/11	8.3%	
		% of 16 to 24 year olds more than 60 minutes from a further or higher education establishment by public transport	10.2%		10.6%	
		Indicator 9 Proportion of schools with a Travel Plan				
		% of primary and secondary schools with a Travel Plan (excluding Dundee)	Baseline figures are for 2009/10	70%	76%	
Indicator 10 Proportion of non-car owning households more than 30 and 60 minutes from retail, recreation and leisure facilities by public transport						
Improving access to retail, recreation and leisure facilities		% 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%	
		% of non-car owning households more than 30/60 minutes from the nearest Post Office by public transport	0.7%	0.2%	2.6%	
		% of non-car owning households more than 30/60 minutes from the nearest leisure centre by public transport	4.4%	1.0%	4.0%	
		% of non-car owning households more than 30/60 minutes from the nearest swimming pool by public transport	10.7%	1.2%	8.1%	
				Subsequent update - 2010/11	1.3% 1.0% 1.2%	

Objective	Sub-objective	Indicator	Baseline	2009/10	2010/11					
Accessibility, Equity and Social Inclusion	Reducing severance and social and economic isolation caused by transport, or by a lack of it	Indicator 1 (see above)								
		Indicator 10 (see above)								
	Improving the accessibility and inclusivity of the transport system	Indicator 11	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 figures are for 2009/10	63.2% 67.5% 71.4%	Subsequent update - 2011/12				
Environment	Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions	Indicator 12	Proportion of the bus network covered by minimum standard travel information in line with the future development of the Regional Bus Information Strategy							
			Baseline figures are being prepared following adoption of the Regional Bus Information Strategy in 2011							
	Promoting a transport system that respects both the natural and the built environment	Indicator 13	Equivalent CO ₂ emissions saved by the tactran Lifishare scheme and other measures							
			Equivalent CO ₂ emissions saved by the tactran Lifishare Scheme (tonnes)	Baseline figures are for 2009/10	3,397	No updated data available				
	Indicator 16	Air quality – PM ₁₀ and NO ₂ measurements								
	Annual hourly mean concentrations (µgm-3) at air quality monitoring locations									
	Dundee Lochlee Road	PM ₁₀	n/a	53	NO ₂	54	PM ₁₀	n/a	NO ₂	55
	Seagate	PM ₁₀	n/a	52	NO ₂	51	PM ₁₀	n/a	NO ₂	51
	Union Street	PM ₁₀	21	43	NO ₂	45	PM ₁₀	17	NO ₂	40
	Whitehall Street	PM ₁₀	n/a	47	NO ₂	38	PM ₁₀	n/a	NO ₂	41
	Broughty Ferry Road	PM ₁₀	18	n/a	NO ₂	n/a	PM ₁₀	15	NO ₂	n/a
	Mains Loan	PM ₁₀	13	n/a	NO ₂	n/a	PM ₁₀	13	NO ₂	n/a
	Atholl Street	PM ₁₀	26	60	NO ₂	56	PM ₁₀	21	NO ₂	56
	High Street	PM ₁₀	20	27	NO ₂	25	PM ₁₀	16	NO ₂	30

Objective	Sub-objective	Indicator	Baseline	2009/10	2010/11
Environment	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 Car passenger Bus Rail Walk Cycle Other (motorcycle, taxi, etc)	62% 6% 11% 2% 15% 2% 3%	60% 6% 11% 3% 18% 1% 1%	Subsequent update - 2011/12
Health and Wellbeing	Helping to meet or better all statutory air quality requirements in the tactran area	Indicator 15 Number of members and users of lift-sharing schemes			
		Involvement in car sharing arrangement (from Scottish Household Survey) – baseline data not available Number of members of tactran Lifshare Number of journeys registered	2,290 1,034	2,833 765	3,693 731
Health and Wellbeing	Promoting a culture of active and healthy travel	Indicator 16 (see above) Proportion of children taking active travel modes to school (walking/cycle)			
		% 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	48.5% 2.7% 0.6% 6.9%	49.4% 2.5% 0.5% 5.9%	48.7% 3.3% 0.7% 7.9%
Health and Wellbeing	Helping to meet or better all statutory air quality requirements in the tactran area	Indicator 17 Proportion of active travel mode (walk or cycle) trips made by tactran area residents			
		% of adults (aged 16+) who walk as a means of transport more than 3 days in a week % of adults (aged 16+) who cycle as a means of transport more than 3 days in a week	40% 1%	Data no longer collected Data no longer collected	Data no longer collected

Objective	Sub-objective	Indicator	Baseline	2009/10	2010/11
Safety & Security	Improving transport-related safety	Indicator 19 Number of persons killed or seriously injured in road accidents	Total number 352 Per 100 million veh km 6.3	Total number 314 Per 100 million veh km 5.7	Total number 266 Per 100 million veh km 4.9
	Improving real or perceived levels of personal security on the transport network	Indicator 20 How safe adults feel when travelling by public transport % of adults (aged 16+) who feel very or fairly safe when travelling by bus in the evenings % of adults (aged 16+) who feel very or fairly safe when travelling by train in the evenings	56% 51%	Data no longer collected	Data no longer collected
Integration	Improving integration of all transport modes	Indicator 21 Number of buses in the tactran area able to carry cycles Number of buses in the tactran area able to carry cycles	Baseline figures are for 2009/10	1	Subsequent update - 2011/12
	Ensuring integration with land-use planning	Indicator 22 Number of Park & Ride car and cycle spaces at railway stations, Park & Ride sites and other key interchanges in the region Park & Ride sites Railway stations Strategic bus interchanges	Baseline figures are for 2009/10	Car spaces (racks/lockers) 991 827 381 Cycle spaces (racks/lockers) 21 183 250	Subsequent update - 2011/12
Ensuring a fit with other relevant national, regional and local strategies and policies	Ensuring integration with land-use planning	Indicator 23 Proportion of major developments with Transport Assessments	Number of major developments 8 % requiring Transport Assessments 50%	Number of major developments 1% % requiring Transport Assessments 0%	No updated data available
	Ensuring a fit with other relevant national, regional and local strategies and policies	Indicator 24 Compatibility of Structure Plans, Local Plans and 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.	2009/09 - data available only for Angus and City of Dundee 2009/10 - data available only for City of Dundee		

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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