TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

14 MARCH 2023

ACTIVE TRAVEL UPDATE

REPORT BY STRATEGY OFFICER (SUSTAINABLE TRANSPORT)

Purpose

This report asks the Partnership to note progress in 2023/24 Active Trave Capital programme and the appointment of ARUP to develop the Regional Active Travel Network; to endorse the 2023/24 Active Travel Capital projects and criteria and note progress in the Active Travel Transformation Project.

Summary

This report provides an update on various Active Travel initiatives, noting:

- Work is continuing on delivering the 2022/23 Active Travel Capital programme, with a reallocation of funding from one project to two projects;

- Consultants ARUP have been commissioned to undertake a review of the Regional Active Travel Network including for digital mapping and dashboard facility;

- All RTPs have been asked to submit active travel bids to Transport Scotland for 2023/24 and Tactran has submitted 14 projects including resources at a total estimated cost of £649,750, which the Partnership is asked to endorse. At the time of writing a response from Transport Scotland is awaited; and

- Officers have submitted an application to the Active Travel Transformation Project, regarding future year funding.

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1 **RECOMMENDATIONS**

1.1 That the Partnership:

(i) notes progress being made in the 2022/23 Active Travel Capital Programme, including reallocation of funding as outlined within the report;

(ii) notes the appointment of ARUP for the Regional Active Travel Network digital mapping and dashboard facility;

(iii) endorses the 2023/24 Active Travel Capital Programme criteria and projects; and

(iv) notes update on the Transport Scotland Active Travel Transformation Project.

2   BACKGROUND

2.1   At its meeting on 15 March 2022 the Partnership approved the criteria for Tactran Active Travel Grant for 2022/23 (Report RTP/22/06 refers).

2.2   At its meeting on 14 June 2022 June the Partnership received an Active Travel Update Report and approved projects to be funded by the Regional Active Travel Development Fund and Tactran Active Travel Grant in 2022/23 (Report RTP/22/16 refers).

2.3   At its meeting on 20 September 2022 the Partnership was informed that Tactran had been awarded £85,000 from Sustrans to undertake a review of the Regional Active Travel Network including for digital mapping and dashboard facility (Report RTP/22/22 refers). At its meeting in December the Partnership noted that procurement for the review of the Regional Active Travel Network and digital mapping was progressing (Report RTP/22/29 refers).

2.4   At its meeting on 20 September 2022, the Partnership noted that Transport Scotland are undertaking an Active Travel Transformational Project review which is considering active travel grants, funding delivery partners and governance.

3   DISCUSSION

2022/23 Regional Active Travel Capital Programme

3.1   At its meeting in June 2022 the Partnership approved £600,000 Capital Funding available to Tactran for Active Travel projects in 2022/23 with the following criteria, to:

- take forward the recommendations of the 13 active travel audits previously undertaken at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas;
- develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN); and
- develop and implement access to key services within the Tactran Region.

3.2   The Partnership agreed to award funding to 12 Active Travel projects as follows:

- Angus Council Friockheim to Arbroath active travel route. Further consultation and feasibility of routes leading to preferred route option, on audit in 2020 (£30,000)
- Angus Council Sidlaw Path Network (Newtyle to Dundee Circular) active travel route. Consultation and design (£30,000)
- Angus Council NCN 1 improvements from Arbroath to Easthaven, feasibility and design (£30,000)
- Angus Council - Montrose to Brechin Caledonian Railway line – feasibility study to transform to active travel corridor (£30,000)

- Dundee City Council - Perth Road to Hawkhill Strategic Active Travel Corridor, feasibility and preliminary design (£65,000)
- Dundee City Council - Pitkerro Road feasibility and prelim design (£65,000)
- Dundee City Council Harefield Road – Strathmore Avenue, Feasibility/Preliminary Design (£65,000)
- Dundee City Council Strathmartine Road Strategic Active Travel Corridor, Feasibility and Preliminary Design (£65,000)
- Perth & Kinross Council Pittenzie Road - Construction of shared-use path from Broich Road to Community Campus in Crieff. Construction (£50,000)
- Perth & Kinross Council Station Road, Errol – construction (£25,000)
- Stirling Council Kings Highway from Stirling to Drymen (£65,000)
- Stirling Council South of Stirling and Eastern Villages Active Travel Masterplan (£80,000)

3.3 In late January 2023, Angus Council officers notified Tactran that the Montrose to Brechin Caledonian Railway line feasibility study was being taken forward utilising their Cycling, Walking and Safer Routes (CWSR) funding. As a result, Tactran officers in consultation with Transport Scotland and Local Authority officers sought to reallocate the £30,000 assigned to that project. On 13 February 2022 the Executive Committee approved the re-allocation of funding to:

- Dundee City Council Arbroath Road Active Freeway route identification and concept design (£15,000)
- Perth and Kinross Council additional contribution to Pittenzie Road construction of shared use path from Broich Road to Community Campus in Crieff (£15,000)

3.4 All projects are progressing towards a completion.

Regional Active Travel Network

3.5 At its meetings in September and December 2022, the Partnership was informed that Sustrans has awarded Tactran £85,000 to undertake a review of the Regional Active Travel Network including for digital mapping and dashboard facility and that procurement of consultants was under way.

3.6 The aim is for this work is to provide an active travel network and evidence base that will:

- Assist Tactran and partners to identify priorities for route development;
- Assist Tactran and partners to track progress in delivering the regional active travel network;
- Provide supporting evidence for grant bids for route development; and
- Support high level Scottish Government, regional and local issues, including social, economic and environmental goals.

3.7   In January 2023, Tactran appointed consultancy ARUP, following a procurement exercise undertaken through Public Contracts Scotland and approval by Executive Committee, this work is underway and progressing towards completion.

2023/24 Regional Active Travel Capital Programme

3.8   All RTPs were asked to submit proposed active travel bids for 2023/24 to Transport Scotland by 16 December 2022. This is significantly earlier than in previous years.

3.9   Both Sustrans and Transport Scotland have provided active travel funding to Tactran since 2014/15 and 2018/19 respectively. This funding amounted to £100,000 and £500,000 in 2022/23. Following discussions with Transport Scotland, it has been indicated that this funding in its entirety will come from Transport Scotland from 2023/24 onwards and is likely to amount to circa £600,000 to £650,000 as in 2022/23. Tactran's submission includes a proposal for staff/consultancy support required to provide programme management and support.

3.10   As in previous year's there were 3 criteria for identifying suitable projects, with a slight amendment to the third criteria, in consultation with partnership authorities and Transport Scotland as shown underlined below:

- A: Take forward the recommendations of the 13 active travel audits previously undertaken at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas;
- B: Develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN);
- C: Develop and implement access to key services and <u>regional hubs</u> within the Tactran Region.

3.11   Follow discussions with partner Local Authorities as to which projects best meet or closely meet the criteria and priorities, Table 1 below identifies projects submitted to Transport Scotland on 16 December 2022:

Organisation	Project	Criteria	Proposed Grant
Angus Council	Coherent network of routes across the town of Brechin	A	£25,000
Angus Council	Coherent network of routes across the town of Forfar	A	£25,000
Angus Council	Coherent network of routes across the town of Monifieth	A	£25,000
DCC	D&A College Campus, linking to NCN1.	B, C	£18,000
DCC	Strathmartine Active Travel Audit High Impact Actions.	A	£40,000
DCC	Coldside Active Travel Audit High impact actions.	A	£40,000
DCC	Lochee Active Travel Audit High impact actions	A	£40,000
DCC	Maryfield Active Travel Audit High impact Actions	A	£40,000
PKC	Kinross Park and Ride Sustainable Transport Hub – (construction)	C	£50,000
PKC	Woodside – Coupar Angus shared use path beside A94 extension (construction)	B	£100,000
Stirling Council	Active Travel routes development – feasibility and concept design	C	£100,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	C	£40,000
Tactran	Active travel mapping and delivery plan – develop interface options (further development of 2022/23 digital mapping project)	A, B, C	£22,000
Tactran	Programme management and support – people resource	A, B, C	£84,750
Total submission costs			**£649,750**

Table 1: Projects submitted to Transport Scotland on 16 December 2022.

3.12 The above projects in Table 1 utilise £649,750 of the circa £600,000 to £650,000 available.

3.13 The Partnership is asked to endorse the change in criteria and the projects submitted to Transport Scotland. At the time of writing Transport Scotland has yet to confirm funding and an update will be provided at the next Partnership meeting.

Active Travel Transformation Project

3.14 The National Active Travel budget has been growing year on year since its inception, doubling to £80m pa in 2018/19, and is currently £150m pa (2022/23).

3.15 The Scottish Government recently announced record funding for Active Travel in its draft budget proposal, with almost £190m allocated to Active Travel for 2023/24. Commitment has also been made to a generational shift in funding to ensure that at least £320m or 10% of the total transport budget is allocated to Active Travel by 2024-25.

3.16 The Active Travel Transformation Project was initiated in February 2022 which focussed on a phased project plan. This set out to develop evidenced proposals for an alternative holistic system for Active Travel delivery and make recommendations on the delivery model required to implement this system.

3.17 At its meeting in September 2022 the Partnership noted a national Active Travel Delivery Partnership has been formed which comprises key partners including RTP and local authority representatives as well as third sector organisations. Tactran has formed a working group of RTP Officers to consider these discussions and form collective responses to the Transport Scotland delivery partnership.

3.18 Tactran continues to participate in the associated workshops and continues to work jointly with the other RTPs on how a regional model for Active Travel delivery may operate.

3.19 As part of the ongoing Active Travel Transformation Project, in January 2023 Tactran responded to Transport Scotland's Partner Assessment and Project Pipeline application request. The primary purpose of this was to allocate funding for delivery of eligible construction-ready Active Travel schemes in 2023/24. However, it also asked for specific organisation information for those organisations that are developing Active Travel projects for future years.

3.20 Therefore, Tactran completed the application form, mainly for future years, but also included a couple of 2023/24 projects that had previously been submitted to Transport Scotland, but not yet had a commitment confirmed. The completed application is included at Appendix A for information.

4   CONSULTATIONS

4.1   Tactran Officers have consulted with partner authorities as well as Sustrans and Transport Scotland in identifying priorities and projects.

5   RESOURCE IMPLICATIONS

5.1   Tactran is anticipating a grant of circa £600,000 to £650,000 from Transport Scotland for active travel projects in 2023/24.

6   EQUALITIES IMPLICATIONS

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

Merry Smith Strategy Officer (Sustainable Transport)

For further information contact Merry Smith, merrysmith@tactran.gov.uk / telephone 07469 444063

<u>NOTE</u>

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

Report to Partnership, RTP/22/06 2022/23 Budget and Programme, 15 March 2022

Report to Partnership, RTP/22/16 Active Travel Progress Report, 14 June 2022

Report to Partnership, RTP/22/22 2022/23 Budget and Monitoring, 20 September 2022

Report to Partnership, RTP/22/29 2022/23 Budget and Monitoring, 13 December 2022

Appendix A

Active Travel Transformation Fund 2023/24 Partner Assessment and Project Pipeline

Self-Assessment and Project Pipeline Application

The application form has been divided into two separate stages. It should be completed in line with the advice set out in the accompanying document: "*Active Travel Transformation Fund 2023/24 – Self Assessment & Project Pipeline Guidance/ Q&A*".

The first stage (Sections A-D) consists of a high-level self-assessment. As outlined in the guidance document, this will form a core element of a blended assessment supported by evidence of previous performance held by Transport Scotland and an assessment of recent Active Travel (AT) project applications and delivery by each organisation.

The second stage (Section E) invites partners to provide information on their current project pipeline with a focus on those elements which can be delivered in 2023/24.

Partner Self-Assessment

The first stage of the assessment **(Sections A-D)** involves a self-assessment covering the following areas.

- A. Organisational Capacity and Capability [1]
  - Background information
  - Information on:
    - Active Travel spend;
    - Full Time Equivalent (FTE) Active Travel resource
  - Skills and capacity priorities

- B. AT Policy and Strategy
  - network coverage, ambition, status of delivery of local AT strategies and masterplans and evidence of compliance with mandatory design guidance
  - alignment with Transport Scotland's AT strategic vision and outcomes including evidence of how the organisation is contributing to the National Transport Strategy and relevant policies including the 20% reduction in car km by 2030.
  - alignment with wider mobility strategy including any public transport plans
  - evidence of meaningful public engagement and consultation on AT Strategy/ Network Plan/s
  - undertaken assessment to quantify potential growth for AT

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[1] Some of this information was previously supplied or similar to that supplied for the *ATTP Capacity and Capability* survey

- alignment of planning and projects with neighbouring authorities and / or RTPs

C. <u>Track record for delivering</u>
- evidence of track record for delivery by type of scheme, (and those currently being consulted on)
- level of ambition and scale of those schemes
- evidence of where any capital or revenue AT schemes have not been retained including Spaces for People

D. <u>Evidence of Local Leadership & Support</u>
- Information on how well supported AT is by local Leaders and Elected Members with supporting evidence including:
  - Evidence of strategy/ masterplan approval by relevant decision making committee/ board. E.g. Council Plan, adopted AT and wider mobility strategies
  - statements and Manifesto commitments from Council Leaders and portfolio lead members;

Project Pipeline

The second stage of the assessment **(Section E)** invites partners to provide information on their current project pipeline, with a focus on those elements which can be delivered in 2023/24.

E. <u>Project Pipeline[2]</u>
- Organisations are asked to provide details of their proposed 2023/24 projects, together with supporting information on:
  - evidence of the strategic case;
  - timelines for development and implementation;
  - projected costings for 2023/24 spend; and
  - outline of any additional staffing resource that will be required to support delivery.

The self-assessment (**Sections A-D**) forms the initial element of a blended assessment that will be supplemented by: evidence of previous performance held by Transport Scotland and quality of recent active travel applications submitted by each organisation.

In responding to **Sections A-D**, organisations should select the overall level which best describes your organisation (see table overleaf). As there are multiple criteria it is likely that you will not fit neatly into one, so please select the level that best describes your organisation. This means you can select a level if you feel you meet most of the criteria listed for that level.

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[2] Proposals are also invited for multi-year projects or programmes but for the 2023/24 assessment applications must provide detailed information on the elements which can be delivered next financial year i.e. 2023/24

Appendix A

The four levels are as follows:

Level	Definition
Level 1	Some evidence of local leadership and support for AT, general high level policy commitments in place but no active travel strategy or pipeline of projects, and only isolated interventions to date
Level 2	Strong local leadership and support for AT in place, with detailed strategy and planned network in place with evidence of recent delivery
Level 3	Very strong established local leadership and support for AT, comprehensive network plans, programme of past delivery evidenced and future pipeline defined, with AT mode share increasing.
Level 4	Established culture of AT delivering increased cycling and walking rates, supported by implementation of a detailed integrated network underpinned by supportive policies to reduce car use

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It is anticipated that the self-assessment will be updated on an annual basis with partners able to demonstrate where progress has been made against the assessment criteria.

Where possible, the assessment looks to avoid being overly resource intensive, with organisations updating their assessment only where there have been material changes rather than being expected to complete a new assessment each year.

Partners' responses will be assessed by a Transport Scotland appointed consultant with technical experience and expertise in this field. Transport Scotland will thereafter receive recommendations to assist in identifying the appropriate support.

Appendix A

Section A: Organisational Capacity & Capability

A1: Applicant Details

Applicant Name	Tactran
Primary Contact name and job title	Merry Smith
Primary Contact email	merrysmith@tactran.gov.uk
Primary Contact phone number	07469444063
Secondary Contact name and job title	Niall Gardiner
Secondary Contact email	niallgardiner@tactran.gov.uk
Secondary Contact phone number	07919990370

A2: We recognise that many schemes you deliver will have elements of AT alongside other areas of focus such as maintenance.

What is the approximate total capital budget your organisation has committed for AT this financial year? Please only include funding from non-Transport Scotland sources.

In common with other Model 1 RTP's Tactran receives no capital funding, other than capital grant funding bid for from Transport Scotland, Sustrans and other funding organisations.

A3: Does your organisation have an AT Team?   Yes / No

A4: What is the approximate **total headcount working on AT** at your organisation? Please provide the full time equivalent (FTE), including any contingent labour/ temporary additional resource.

All of employees within Tactran work on the active travel remit as part of their roles within the organisation. We have one full time equivalent dedicated Sustainable Travel Officer within our structure and one FTE shared post between Cycling Scotland and Tactran (currently unfilled and under review).

A5: Please outline the priority area/s where your organisation needs additional staff resource to help progress your active travel strategy development and implementation?

Tactran priority areas are to update its Regional Active Travel Network in partnership with our constituent local authorities and to assist in the feasibility and design of the network. Tactran has been in discussion with our constituent Local Authorities regarding how best to provide support to their Active Travel teams to assist in delivering priority schemes. Currently Tactran envisages needing additional Active Travel staff resource available within our organisation to deliver both the Regional Active Travel Network and to provide a common facility for our local authorities to

assist in delivering local active travel schemes. Minimum of 2 Active Trave Officers or equivalent consultancy support.

Appendix A

Section B: AT Policy and Strategy

This section seeks to understand **how developed your AT Strategy (or equivalent) is**, including its coverage and status of delivery.

Please provide evidence of the following:

B1: Network coverage, ambition, status of delivery of local AT strategies and masterplans including evidence of compliance with mandatory design guidance

Active Travel is an important component of the current Regional Transport Strategy 2015-2036 (RTS) and plays a significant role in meeting the RTS objectives and priorities. The Active Travel Strategy is a sub-strategy within the RTS, which also includes a Regional Active Travel Network (aspirational and existing). There is an accompanying RTS Delivery Plan and monitoring framework.

Links to existing RTS, Delivery Plan and Monitoring Framework

Tactran is currently developing a new RTS, with Active Travel playing a prominent role in line with Scottish Government policy and mode hierarchy. As part of this Tactran has commissioned consultants to update the Regional Active Travel Network.

Tactran Active Travel projects are expected to comply with design guidance, such as Cycling by Design and Designing Streets.

B2: Alignment with Transport Scotland's AT strategic vision and outcomes, including evidence of how the organisation is contributing to the National Transport Strategy and relevant policies including the 20% reduction in car km by 2030

As noted above, Tactran has a current RTS in place and is currently developing a new Regional Transport Strategy (RTS), which takes cognisance of National Government Transport policies and strategies, including AT strategic vision and outcomes, NTS, STPR2 and 20% reduction in car km.

Active Travel will be an integral part of the RTS and its integration with other policy areas and other modes is a strength of the RTS.

B3: Alignment with wider mobility strategy including any public transport plans

In addition to an Active Travel sub-strategy, Tactran's current RTS includes a number of sub-strategies that are integrated, such as Bus, Rail, Travel Planning and Health & Transport.

The developing new RTS will ensure integration between policy areas and sustainable mobility modes.

In addition to Active Travel projects, Tactran is also involved with 2 Bus Alliances (Tayside and Forth Valley) and taking forward 3 Local Rail Development Fund projects where integration of sustainable transport is part of the consideration for future investment. Tactran also works in partnership with ScotRail, Network Rail, NHS and other community partners, for example utilising MaaS projects.

B4: Evidence of meaningful public engagement and consultation on AT Strategy/ Network Plan/s

There was extensive public and stakeholder consultation in producing the current RTS 2015-36, which includes the Active Travel sub-strategy and Regional Active Travel Network. A consultation report is available on the Tactran website, alongside other supporting documents.

Public and stakeholder engagement is crucial to the development of the new RTS and there has been considerable consultation with public and stakeholders, including market research. Further mandatory consultation will be undertaken in finalising the new RTS.

Supporting documents for both the current RTS and the developing new RTS are available on the Regional Transport Strategy page of the Tactran website

B5: Undertaken assessment to quantify potential growth for AT. Please provide details.

Tactran undertook 13 Active Travel Audits at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas. These audits included an assessment of Active Travel use and prioritisation. These Audits have since been used by our constituent Local Authorities to assist in design of local active travel networks. The Active Travel Audits are available on the Tactran website.

In addition, as part of the development of the new RTS, modelling of policies and interventions will be undertaken, including potential growth in active travel.

B6: Alignment of planning and projects with neighbouring authorities and / or RTPs

Tactran is a partnership of 4 Local Authorities, Angus, Dundee City, Perth & Kinross & Stirling Councils. Tactran's RTS is a statutory document, setting out the policy framework for our Local Authorities.

There is regular liaison between our 4 constituent Local Authority Active Travel Officers and Tactran's Sustainable Transport officer and through various Transport Liaison group meetings.

Tactran annually co-ordinates Regional Active Travel Development Grant projects with our constituent Local Authorities ensuring the Active Travel projects meet with our RTS and defined criteria for Active Travel.

We have also worked with our neighbouring RTPs on cross border projects and have established an RTP Active Travel Group.

As mentioned above Tactran is updating its Regional Active Travel Network, including digital mapping and accompanying delivery plan.

Section C: Track Record

This section seeks to understand **your track record for delivering capital and revenue AT schemes**, and the **level of complexity** of schemes delivered.

C1: In responding, applicants should provide examples of high quality schemes which they have delivered in the last 5 years in the space below (and those currently being consulted upon).

Please also complete the table on the next page, ticking all those that apply or providing information on types of relevant schemes which you have undertaken but are not referred to in the additional space at the end of the table

Over the past 5 years Tactran has co-ordinated and delivered approximately 50 Active Travel projects throughout the region totalling approximately £1.7m. These projects range from audits, feasibility and design to implementation. This has been achieved in partnership with our Local Authorities and, depending upon the project, has either been delivered by Tactran directly (mainly in case of feasibility and audits) or by the relevant partner with Tactran co-ordinating project management. The projects that have been delivered have assisted in progressing towards meeting the Active Travel objectives within our RTS and have had three main criteria:

- A: Take forward the recommendations of the 13 active travel audits previously undertaken at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas;

- B: Develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN); and

- C: Develop and implement access to key services within the Tactran Region.

The projects implemented either by Tactran or in partnership with our constituent Local Authorities cover the majority of projects outlined in Track Record: Types of Schemes table below i.e. new segregated cycleways, new junction treatment, new permanent footway, new shared use facilities, segregated safer cycle routes, minor works, cycle parking, new road crossings, school streets, cycle counters etc. Tactran's role in

delivering these ranges from direct involvement to grant funding Local Authorities to complete e.g. Tactran may undertake feasibility, but Local Authority constructs. Further detail for each of the approximately 50 projects can be provided if required.

C2: Applicants should also provide information on any capital or revenue AT schemes which have not been retained, including permanent AT infrastructure and schemes funded through the Spaces for People programme.

All schemes have been implemented and retained. Tactran played a key role during lockdown in arranging co-ordinating meetings with our constituent Local Authority officers to share best practice in delivering Spaces for People and also undertook the monitoring of Spaces for People measures introduced by our constituent Local Authorities.

Track Record: Type of Schemes

Scheme categorisation	Complexity	What does this look like?	Please tick as appropriate	
			Completed	Consulting
New Segregated Cycleway (Permanent)	High	Urban, high density, complex junctions, side roads; high quality segregated shared use path connecting nearby communities involving land acquisition		x
	Medium	Suburban, medium density, fewer junctions/turning movements.	x	
	Low	New facility in low density location, few/no junctions	x	
New junction treatment	High	Separation in time and space for all AT movements, protected junctions.		
	Medium	Protection of key movements for walking, wheeling and cycling across a junction		
	Low	Minor advantages to enable defensive positioning and improve accessibility	x	

New permanent footway	High	Large-scale town centre accessibility improvements such as pedestrianisation including area-wide traffic and car parking removal; new rural footway connecting facilities/ communities		
	Medium	Conversion of carriageway to footway on a medium to large scale		
	Low	Addressing severance in existing walking routes	x	
New shared use (walking & cycling) facilities	Low	Only acceptable if tackling severance in an existing walking/cycling network in urban areas or providing a rural connection alternative to hostile conditions	x	
Installing segregation to make an existing cycle route safer	Medium	Use of permanent kerbs, side road treatments, junction work	x	
	Low	Installation of cycle lane separators (e.g. wands)		
Improvements / minor works programme to make an existing walking/cycle route safer	Medium/high	Area wide accessibility improvements including use of permanent kerbs, side road treatments, junction work, speed limit reduction, lighting and surfacing improvements.		x
	Low	Installation of cycle lane or footway separators (e.g. wands or thermoplastic kerbs), lowered speed limits (as part of wider scheme)		
Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)	High	Large scale, area-wide traffic removal in a highly populated/town centre location OR very large scale fast/heavy traffic removal from rural 'quiet lanes'		
	Medium	Area-wide through traffic removal on a smaller/less ambitious scale		
	Low	Selective road closures		
Bus priority measures at single locations (e.g. bus gates)	High	A bus priority measure that significantly improve conditions for walking and cycling as a result (e.g. as a result of the bus gate, x miles of road is now suitable for cycling in mixed traffic		x
Provision of secure cycle parking facilities	Medium	Large-scale provision of free and publicly accessible on-street cycle parking or secure parking at schools/workplaces/hospitals/transport interchanges	x	
	Low	Sheffield/Hornsey stands or similar in public places	x	
	High	Major active travel structures over significant watercourses or roads		

New road crossings	Medium	Crossing addresses a severance issue and will create a continuous walking/wheeling/cycling route (e.g. new signalised crossing of a main road between LTN cells)		
	Low	E.g. Introducing a pedestrian phase on existing signalised crossing, only if part of high propensity walking route		
Restriction or reduction of car parking availability (e.g. controlled parking zones)	Low	Introduction of a controlled parking zone to eliminate pavement parking where footways are not of an accessible width and/or reduce overall number of car parking spaces and/or reduce commuter parking in residential areas (e.g. close to destinations such as shops/NHS sites/transport interchanges)		
School Streets / Safer Routes to School	High	Timed closure on an area-wide basis and/or including a bus route and / or other coordinated series of supply and demand based measures at multiple schools		
	Medium	Routes to school that convert high volumes of journeys to AT relative to the cost of the scheme and needs of the local area	x	x
	Low	Timed closure of single minor road outside a school, removal of parking, installation of high quality paths / cycle paths		
Spaces for People	High	Creation of temporary segregated cycleways which are to be retained in the short term which will be upgraded to permanent layouts. Creation of experimental low traffic neighbourhoods which will be upgraded to permanent layouts		
	Medium	A series of linked interventions which deal with barriers to walking, wheeling and cycling to improve network coherence, including crossings and modal filters		
	Low	Isolated interventions such as parklets, individual crossings and individual modal filters		
Parking Management	Medium	Organisation has developed plans for enforcement of pavement parking	N/A	
	Low	Reduction of private car parking spaces in support of other projects or in favour of blue badge parking and loading bays.		

20mph	High	Organisation has developed plans to introduce 20mph speed limits as a default position with higher limits by exception across their authority area.		
Barrier Removal	Medium	Organisation has developed plans for the systematic review and removal of barriers on footways, cycle tracks and shared use paths so they are accessible to all.		
Other types of intervention not covered in list above (please add additional rows as required)		See response to C1.		

Appendix A

Section D: Evidence of Local Leadership and Support

This section seeks to understand **how supportive your Leaders and Elected Members are of AT.**

Commitment of Partners
The self-assessment should be signed by the Lead Councillor / Chair and Chief Executive of the partner organisation leading the proposal.

D1. Based on the evidence provided by [name of organisation] in responding to this survey we believe that Level 2 best describes the current status of our organisation in relation to AT delivery.

Organisation	Name	Job title	Signature
Tactran	Cllr Andrew Parrott	Chair	AParrott@pkc.gov.uk
Tactran	Mark Speed	Director	markspeed@tactran.gov.uk

Supporting evidence should also be provided where available for the following:

D2: Evidence of strategy/ masterplan approval by relevant decision making committee/ board. E.g. Council Plan, adopted AT and wider mobility strategies

> There are a number of relevant documents that have been approved by the Tactran Partnership Board including statutory RTS approved by Scottish Government:
> - Tactran RTS 2015-2036 (which contains Active Travel strategy and regional active travel network)
> - Tactran Delivery Plan
> - Tactran Monitoring Framework
> - Tactran Active Travel Audits

D3: Any other relevant statements and/or manifesto commitments from Council Leaders, portfolio lead members, the administration or Chairs of your organisation

> Tactran Partnership Board annually approves a programme of Active Travel revenue and capital programmes. The relevant Board reports and minutes can be found on the Partnership Board Meetings page of the Tactran website. In addition, Tactran Annual Reports describe annual progress.

Section E: Project Pipeline

In responding to the self-assessment **partners are also asked to provide details of their project pipeline**.

Partner organisations should provide detail on projects that have a clearly established strategic case that could be delivered in part or fully in 2023/24.

Funding will be made direct from Transport Scotland to organisations for delivery of construction ready projects in 2023/24. Applications may also be made for larger, more complex multi-year projects but those must be programmed to start construction in 2023/24 with the elements to be delivered next financial year clearly outlined.

Estimated total scheme costs must be set out in the application with a breakdown of spend in each financial year. Ambitious schemes taking several years to complete, if successful, will be prioritised for funding in subsequent years for the duration of the scheme, subject to satisfactory progress being made and available budget.

Organisations should provide details of their proposed AT 2023/24 projects together with supporting information on:
- evidence of the strategic case;
- timelines for development and implementation;
- projected costings for 2023/24 spend; and
- outline of any additional staffing resource if required to support delivery.

Transport Scotland is looking to utilise any unallocated budget for 2023/24 which has not been committed through existing funding programmes to support the delivery of high quality construction ready projects with partners that are most prepared to deliver them. However, in order to support all partners to develop their pipeline of projects ahead of the proposed increase of the AT budget to £320m (or 10% of the total transport budget) from 2024/25, partners are also invited to outline both their potential projects and what resource they need to deliver them or to begin to develop this pipeline.

By inviting all partners to provide information on both their proposed pipeline (at the outset) and resource needed to support its development and implementation, it will provide Transport Scotland with the information needed to:
- Accelerate the building of the 2023/24 pipeline to match any increases in budget;
- Provide rapid funding support to those partners which are most ready to deliver high quality AT infrastructure projects;
- Provide alternative targeted support for those partners unsuccessful in receiving additional funding for delivery of projects in 2023/24;
- Ensure flexibility in funding high quality projects from a wider range of partners to ensure AT programme is maximised; and
- Inform the development of the preferred delivery model option from 2024/25.

Appendix A

The Transformation Fund 2023/24 budget is a capital fund which Transport Scotland will look to utilise to support partner organisations wherever possible.

Eligibility for Funding
The 2023/24 Transformation Fund has an anticipated budget in the region of £20m-£25m. This is a new fund which has not been committed through existing funding programmes in previous financial years. This estimate is correct at time of writing however is subject to the final Scottish budget set for 2023/24 financial year.

In 2023/24 this uplift in funding from 2022/23 will include funding made available to partners:

- to support the delivery of eligible construction ready AT schemes in 2023/24; and as a secondary aim
- to support partners' progress towards successful applications in future years, helping to ensure there is both a route to funding for more partners, and that a wider pipeline of projects is being developed ahead of the budget commitment for 2024/25.

All schemes must be in accordance with Cycling by Design and Designing Streets guidance. Funding for AT schemes will only be granted where scheme design reflects the guidance within these documents and where the scheme is part of an adopted AT strategy or masterplan.

Partners should complete the Section E spreadsheet providing information on their pipeline of projects, and specific detail and estimated costs for those elements which can be delivered in 2023/24.

Guidance on the type of information being requested, including project information at Section E, is provided in the attached document "*Active Travel Transformation Fund 2023/24 – Self Assessment & Project Pipeline Guidance/ Q&A*"

Details of the governance and project reporting will be provided with the grant award letter. Partners will be expected to provide quarterly reports direct to Transport Scotland.

A copy of the Project Pipeline template which partners are required to complete on the Citizen Space portal for Section E can be found below.

*Please expand boxes as required in responding

Project name	Short description of project outlining stages	Strategic Case and Approval	Project Costs (Total Estimate)	Project Timescales	Project Costs (23/24 - Total)	Current funding status / sources (Detail of any internal or external funding available)	Delivery team strucutre	Risk (1-5)	Lead Authority Contact	Any Additional Information
Kinross Park and Ride Sustainable Transport Hub	Construction of new combined cycle and bus shelter at the Kinross park and ride. Kinross P&R is service by an increase number of bus including the Flexi and Ember electric bus which are proving popular. The goal is to provide secure cycle parking, electric bike charging and improved bus shelter with real time information. The new structure would incorporate CCTV	Approved	50,000	2023/24	50,000	2023/24 funding applied for through RTP funding - awaiting decision from TS	Tactran/Perth & Kinross Council	1	Merry Smith	
Woodside - Coupar Angus shared use path beside A94 - extension	Overall goal of linking Coupar Angus and Woodside. A multi-year multi-phase project but this would also create a link from Coupar Angus to Woodside and then into green route network in the Carse area. The overall link will be around 1.8km. Costs at £600 per m - distance is 1.8km in total.	2023/24 Approved	£1.1M	Multi-year	£100,000	2023/24 funding applied for through RTP funding - awaiting decision from TS	Tactran/Perth & Kinross Council	3	Merry Smith	
Regional Active Travel Network	Pipeline of Regional Active Travel Projects	Tactran RTS Delivery Plan. Regional Active Travel Network and Delivery Plan being developed in 2022/23 and 2023/24	£10Ms - £100Ms	Multi year		2022/23 £85k total funding grant provided by Sustrans	Tactran and Angus, Dundee City, Perth & Kinross and Stilring Councils. (Additional resource to accelerate programme requested from Transport Scotland)	3	Merry Smith	Regional Active Travel Network and Delivery Plan being developed in 2022/23 and 2023/24.