

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**14 DECEMBER 2010****SINGLE OUTCOME AGREEMENT ANNUAL PROGRESS REPORTS****REPORT BY DIRECTOR**

This report seeks the Partnership's endorsement of Single Outcome Agreement Annual Reports covering the 4 constituent Council areas.

1 RECOMMENDATIONS

1.1 That the Partnership :-

- (i) notes and endorses the Angus, Dundee City, Perth & Kinross and Stirling Single Outcome Agreement Annual Reports for 2009/10, as outlined in the report; and
- (ii) supports continued working with Community Planning Partnerships to ensure that the Partnership's activity and Revenue and Capital Programmes maximise the Partnership's contribution to the successful delivery of SOA Outcomes.

2 BACKGROUND

- 2.1 As Members are aware, the Partnership has a statutory duty to engage in Community Planning. Through ongoing implementation of the Regional Transport Strategy (RTS) and associated RTS Delivery Plan, Tactran is progressively aligning its delivery priorities and activity in support of achieving broader public sector outcomes through Single Outcome Agreements (SOAs).
- 2.2 At its meeting on 23 June 2009 the Partnership endorsed the Community Planning Partnership Single Outcome Agreements (SOAs) covering the four partner Council areas (Report RTP/09/20 refers). In doing so the Partnership noted that the four SOAs had been formally signed by the Chair/Deputy Chair on behalf of Tactran during May/June 2009, in line with Scottish Government expectations that all public bodies should commit formally to supporting the delivery of SOAs.
- 2.3 Tactran officers contribute to the development and implementation of each of the SOAs through attendance at the relevant Community Planning Partnership (CPP) management groups and/or relevant CPP thematic groups, principally those dealing with the economy and environmental issues. This continues to be a significant and growing area of work.
- 2.4 CPPs were asked to submit Annual Reports to Scottish Government by the end of September 2010, outlining their progress towards achieving local and national outcomes. This report summarises progress in those SOA areas where the Partnership is either contributing directly, has a potential role to play in fulfilling SOA Outcomes locally and nationally, or there are links with RTS Objectives.

3 DISCUSSION

Angus SOA Annual Report

- 3.1 The Annual Report provides an overview of progress, with links to more detailed full-year progress reports which were prepared by thematic partnership groups in June 2010. The document is available on the Tacran website at:
http://www.tacran.gov.uk/documents/AngusSOAAnnualReport2009_10.pdf
and via the following link http://www.angus.org.uk/pdfs/Angus_SOA_0910.pdf
- 3.2 In summary, performance overall is positive with 55 out of 83 SOA Indicators having met or exceeded targets against National Outcomes.
- 3.3 In areas where the Partnership is directly engaged, progress has been positive overall. In relation to National Outcomes 1 and 2 on the economy, new business starts and business survival have exceeded targets despite the recession. Visitor numbers and tourism is below target as a result of the economic downturn.
- 3.4 In relation to National Outcome 9 on community safety, progress is also positive with the reduction in numbers of people killed or seriously injured in road accidents exceeding target compared with national casualty reduction targets. Road safety remains a high priority for the SOA in 2010/11.
- 3.5 In terms of National Outcome 10, on quality and sustainable places, the trends are again positive overall. The Angus Citizen Survey indicates that 87% of the population are able to access amenities and services through a variety of affordable and sustainable means. The participation of Tacran in the Angus Rural and Environmental Partnership (AREP) is acknowledged (page 31 of report refers), along with work which is ongoing through AREP on contributing to the development of an improved set of indicators and targets for accessibility and transport.
- 3.6 In relation to National Outcome 14 on reducing carbon footprint, progress has been below target, partly related to problems with measuring carbon footprint. A sub-group of AREP is working on Climate Change adaptation and mitigation measures with partner agencies, including the potential for Travel Plans and promoting more sustainable travel options. In support of this the www.tacranconnect.com website has been promoted to CPP agencies through the Angus Economic Partnership.

Dundee SOA Annual Report

- 3.7 The Annual Report can be viewed on the TACTRAN website at <http://www.tacran.gov.uk/documents/DCCSOAAnnualReport2010.pdf> or via the following link <http://www.dundeepartnership.co.uk/file.php?id=2381>.

- 3.8 In relation to National Outcomes 1 and 2 on the economy, work and enterprise, the majority of Indicators relating to employment have experienced little or no change, or have seen a slight deterioration, reflecting the general economic downturn. A key focus is maximising the role Dundee can play in the emerging renewables sector, with an aim of up to 2000 new jobs in manufacturing and operations and maintenance. The Dundee Port Access road improvement project within the Tactran Capital Programme is directly supporting this initiative. The report highlights the www.tactranconnect.com gateway (page 6 of report refers) as a “one stop shop” multi-modal travel information facility supporting improved accessibility.
- 3.9 In relation to National Outcome 9 on community safety the report highlights particular success, with crime levels falling significantly in all categories.
- 3.10 In relation to National Outcomes 12 and 14 and the Dundee environment progress against Indicators has been steady or positive. There is recognition of the need to focus across the wider Tayside area in relation to achieving environmental and sustainability objectives, particularly in relation to reducing emissions and carbon footprint. The developing cross-public sector partnership working through the SusTay initiative, as reported to the Partnership on 14 September (Report RTP/10/31 refers) will contribute to meeting SOA Outcomes in relation to developing integrated and sustainable approaches to reducing transport’s impact on carbon footprint in Dundee and also Angus, Perth & Kinross and north Fife.
- 3.11 The work Tactran is currently undertaking on developing detailed proposals for strategic Park & Ride serving each of the key approaches to the City; on the Tay Estuary Rail Study to provide more attractive and frequent rail options; regional development of Travel Planning and travel information initiatives, such as www.tactranconnect.com; and joint work with Dundee City on developing Demand Responsive Transport options for improving accessibility and tackling social exclusion, are also contributing positively in these areas.

Perth & Kinross SOA Annual Report

- 3.12 The 2009/10 Annual Report can be viewed on the Tactran website at <http://www.tactran.gov.uk/documents/DCCSOAAnnualReport2010.pdf> or via the following link <http://www.pkc.gov.uk/NR/rdonlyres/BB553E6E-6039-4D73-9581-21E78A4F47D0/0/SOAreportv10.pdf>.
- 3.13 The report indicates positive overall performance, with steady or improving performance in 12 out of 15 Outcomes.
- 3.14 In relation to National Outcomes 1 and 2 on the economy, the report states that the outlook remains challenging as a result of the impact of the recession on businesses, the economy and individuals. A number of initiatives with business have been established to address these challenges. The development of a programme of events for the Perth 800 year of celebration helped to mitigate the effects of the economic downturn on tourism.

- 3.15 The report highlights a number of transport and infrastructure measures which have been implemented to support business, including improved public transport links to Aviva at Pitheavlis and SSE at Inveralmond, and the increasingly successful service 333 between Ninewells and Perth Royal Infirmary, which has both economic and social benefits. The report also identifies work on improving business and transport infrastructure priorities, including the A9/A94 link road and Tay crossing and associated links and infrastructure improvements in and around Crieff Road. The report states that detailed studies on these transport proposals, which have been supported by significant Revenue and Capital contributions by Tactran in each of the past 4 financial years, will be completed for inclusion in the Local Development Plan (as referred to in a separate report).
- 3.16 The report identifies other priorities in the Regional Transport Strategy which will support future economic growth, including improvements to the A9; continued development of rail links; enhanced road and rail links to Perth Harbour; improved Park & Ride facilities; and proposed development of a multi-modal transport interchange at Perth Station (page 6 of report refers). The current work Tactran is progressing on developing Park & Ride and TERS, and support for improving links to Perth Harbour through Tactran Capital Programme, are contributing directly to these objectives. The report also indicates an aim to increase passengers using local bus services by 1.5%/annum through reviewing service frequency and routes.
- 3.17 In terms of National Outcome 9 on community safety, 2009/10 saw a slight increase in people killed or seriously injured but the overall trend is reduction, with a commitment to build on partnership working to reduce road traffic casualties.
- 3.18 In relation to National Outcome 10 on quality and sustainable places a continuing reliance on the car is highlighted. The proportion of residents able to access key services is comparable with national averages but public transport access is lower. The report comments that there has been little change in travel habits to work and school since 2001/02. Addressing this 90% of Schools now have a School Travel Plan, with the remainder working towards this. The report states that there will be continued work with employers to promote sustainable travel to work and the core work of the Travel Plan Officer and on other initiatives, including Park & Ride and travel information, including <http://www.tactranconnect.com/>, will all support this.
- 3.19 In relation to National Outcomes 12 and 14 on sustainable environment progress in relation to carbon footprint and carbon emissions reduction has been steady or is improving against targets. The Partnership's work referred to above on Travel Planning; Travel Information; Park & Ride; TERS; contributing to the development and implementation of Air Quality Management Action Planning through freight studies; contributing through the Capital Programme to the Connect 2 pedestrian and cycling bridge and other key priorities; and joint working on transport sustainability through SusTay, is all supporting progress in these areas.

Stirling SOA Annual Report

- 3.20 A Draft SOA Annual Report has been submitted to Scottish Government. The Draft Report document can be viewed on the Tactran website at <http://www.tactran.gov.uk/documents/StirlingSOAAnnualreport2010draft.pdf>. The Annual Report currently remains in Draft pending formal approval by Stirling Council.
- 3.21 The Stirling Annual Report takes the form of a “high level” summary of progress the CPP has made on SOA processes; on collaborative activity coordinated via the structure of the CPP; and the commitment of CPP partners to the vision of the SOA, rather than a detailed commentary on the actions of Community Planning partners and their contributions towards achieving outcomes and targets.
- 3.22 Overall performance is positive, with 30 out of 49 Primary Indicators above or on target, with a further 18 indicators only slightly below target. Those indicators where performance is slightly below (18) or well below (1) target are largely related to the impact of the economic downturn – e.g. employment, rates of house building, and social deprivation in terms of the greater impact of the recession on vulnerable groups and people.
- 3.23 The report explains how each of the Critical Partnership groups, including the Economic and Environmental Partnerships which Tactran officials contribute directly to, are preparing a detailed Action Plan of activity to progress outcomes. The approach being used in this is aimed at ensuring that plans are clear, attributable and resourced and demonstrate the actions needed by partners to achieve a difference.
- 3.24 The report also includes an overview of the work of the Critical Partnerships in 2009/10. In terms of the Economic Partnership the primary focus has been on future proofing economic success and encouraging business resilience through supporting and skills development. The role of transportation in maintaining sustainable economic growth is largely recognised and addressed “below the waterline”.
- 3.25 In terms of Community Safety the issue of road deaths and injuries is given a High Priority in terms of policing and road safety awareness and education. Motorcyclist safety on rural routes is also a particular concern in this area.
- 3.26 For the Environmental Partnership relevant platforms for action include protecting and enhancing the built and natural environment and ensuring environments promote sustainable and healthy lifestyles and wellbeing. The report indicates a need for more detailed understanding of the state of the environment and the collaborative actions needed to protect, enhance and enjoy this responsibly. This will be a key area for the Critical Partnership moving forward.
- 3.27 The Partnership’s work on developing strategic Park & Ride proposals serving the south of Stirling, on Travel Planning, Travel Information, engaging with Transport Scotland on the development of proposed improvements to the strategic road and rail networks, including improved local rail services, are all contributing to the ongoing work on supporting SOA delivery. In addition the work on developing the RTS Monitoring Framework will help to inform development of more focussed SOA Indicator sets.

4 CONSULTATIONS

- 4.1 The Partnership's involvement within SOAs is the subject of ongoing development through individual Community Planning Partnership mechanisms and consultation with the relevant officers who have lead responsibility for SOA development within Councils.

5 RESOURCE IMPLICATIONS

- 5.1 In line with the Partnership's statutory duty to engage in Community Planning an increasing proportion of officer time is being committed to SOA development and input.
- 5.2 As SOAs evolve there will be increasing alignment of the Partnership's activity and RTS Delivery Plan priorities with SOAs and SOA Delivery/Action Programmes. As discussed in the separate report on the 2011/12 Revenue Budget, it is intended that the proposed 2011/12 RTS Revenue Programme will be developed by aligning RTS Delivery Plan priorities and activities with supporting SOA Outcomes.

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NOTE

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 the above Report :-

SOA Annual Progress Report for Angus : September 2010

SOA Annual Progress Report for Dundee : September 2010

SOA Annual Progress Report for Perth & Kinross : September 2010

Draft SOA Annual Progress Report for Stirling : September 2010

Report to Partnership RTP/09/20, Single Outcome Agreements, 23 June 2009

Report to Partnership RTP/10/31, Director's Report, 14 September 2010