

Working Paper - Part 1 Appraisal Summary Table

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		TACTRAN Bordeaux House 31 Kinnoull Street PERTH PH1 5EN	
Proposal Name:	Regional Information Strategies	Name of Planner:	TACTRAN
Proposal Description:	To develop a region-wide approach to travel information provision.	Estimated Total Public Sector Funding Requirement:	TBA
Funding Sought From: (if applicable)	TBA	Amount of Application:	TBA

Background Information	
Geographic Context:	<p>The region is at the heart of Scotland, connected to and connecting other parts of the Country and beyond by a number of strategically important road and rail transport corridors. With three thriving and increasingly prosperous cities and a range of smaller towns, villages and rural areas, transport links provide the vital lines of communication for the movement of people and goods that the region's economy and social well-being depends on.</p> <p>The region includes parts of the Loch Lomond and Trossachs and Cairngorms National Parks, with some of the most scenic rural areas of Scotland. A number of other major attractions are located across the region, making tourism an important and growing contributor to the local economy.</p>
Social Context:	<p>The RTS identified the following key issues. Each of these issues has a facet which impacts on regional travel information requirements. (eg explaining services, highlighting alternatives, completing information gaps).</p> <ul style="list-style-type: none"> • Access to healthcare facilities, notably following centralisation of health care, including parking at major hospitals, PT access, emergency and non emergency transport • Increasing elderly population presents challenges of maintaining accessibility for these people • Difficulty in providing desired levels of evening public transport services • Variable daytime public transport provision in certain areas • Access to Universities and Colleges within TACTRAN area and beyond • Provision of accessible public transport for mobility and visually impaired travellers is variable across the region • Differences in public transport fare levels across TACTRAN area, with high PT fares creating a barrier for some low-income travellers • Insufficient /patchy Taxi Card and/or DRT Services • High levels of car ownership (despite relatively low incomes), low level of public transport and proximity to services in rural and suburban areas • Community severance caused by certain major roads (notably the Kingsway in Dundee) • Pockets of severe deprivation in certain areas which might benefit from improved transport links

Background Information	
Economic Context:	<p>The RTS identified the following key issues. Again, there is a key role for a regional travel information strategy to play in tackling each of these issues.</p> <ul style="list-style-type: none"> • Need to maintain and improve strategic transport links within the region, to the rest of Scotland and beyond • Connectivity problems between existing and new location of housing, employment and key services in certain parts of the region • Dispersed economic activity, and ongoing dispersion of population out of traditional centres is increasing the need to travel • Timing, speed, frequency and cost of public transport options to major centres not perceived to be optimal and may compound image of peripherality • Parking in city and town centres and in tourist areas - scope for improved management of Car, Coach and HGV • Need for increased promotion of the overall TACTRAN region as a tourist destination • Lack of regional air connections to UK and European destinations (particularly for business travel) • Seasonal congestion caused by high levels of traffic in tourist areas • Bottlenecks and network constraints (including some outwith TACTRAN) may be limiting economic growth • Freight traffic (notably timber and extractive industries) on rural roads • General congestion within city and town centres at peak times and its impact on bus reliability and links to external markets • Road/Bridge Tolls • Road infrastructure and traffic management restrictions sub-optimal for freight • Real and perceived peripherality • Road maintenance backlog • Significant growth in 'white van' goods delivery • Need to improve streetscape in towns and cities to maintain/boost economic vitality and quality of life-

Planning Objectives	
Objective:	Performance against planning objective:
Information which improves the reliability and integration of people movements around the region	Major Positive – reliability and integration will be fostered by improved information availability.
Information which demonstrates accessibility to the transport network for everyone	Major Positive – improved travel information will help to demonstrate the range of accessibility available.
Information which contributes to a shift to more sustainable travel	Moderate Positive – increased information will help to encourage consideration of more sustainable modes.
Information tailored to promote active and healthy travel options	Moderate Positive – increased information will help to encourage use of healthier travel options.
Information that contributes to passengers' perceptions of safety when using the transport system	Minor Positive – increased information may increase users' perceptions of safety.
Information that contributes to awareness of an integrated multi-modal/multi-operator regional transport network	Major Positive – properly targeted and marketed travel information will raise awareness of the full range of travel options available.
Ensuring that information provision supports/complements other national, regional and local strategies and policies	Moderate Positive – essentially a reactive interaction between information and strategies/plans.

Implementability Appraisal	
Technical:	There are a range of actions proposed, which are described in the accompanying document. Some of the actions are more easily achieved than others, however none are likely to pose any significant technical challenges.
Operational:	Some of the proposed actions require operational leads, others are more capital intensive. None pose significant operational challenges, although there would always be a requirement to identify staff resources (possibly additional resources) and/or revenue funding.
Financial:	The actions have a range of funding requirements, identified in the separate action plan leading into overall delivery of the RTS. The preferred plan will be based on available funding, with options prioritised according to their performance against the planning objectives. It is therefore reasonable to conclude that there will be no financial issues as the strategy will be contained within available financial resources.
Public:	The focus of the strategy is on delivering improvements to the information provided to the public – hence it is reasonable to conclude that the public will be supportive of the actions proposed.

Government's Objectives for Transport	
Objective	Assessment Summary
Environment:	<p>Improved information can be used to encourage more sustainable travel habits – travelling less, and using more sustainable modes. The Regional Travel Information Strategy (RTIS) nests below the Regional Transport Strategy, which was subject to a detailed STAG appraisal and Strategic Environmental Assessment (SEA). However the RTIS itself might have some negative impacts – encouraging increased travel volumes, for example.</p> <p>On balance it is concluded that it could be expected to have a Minor Positive benefit for the environment.</p>

Government's Objectives for Transport	
Objective	Assessment Summary
Safety:	<p>Information could be tailored to facilitate safer travel – particularly through its impact on personal security, but also by encouraging a shift to safer modes. The number of travellers affected, and the degree of improved safety, is likely to be quite small.</p> <p>It is concluded that the strategy could be expected to have a Minor Positive benefit for Safety.</p>
Economy:	<p>The cost of providing many of the actions is relatively modest, and not all the benefits are likely to be monetisable. Undoubtedly significantly improved information will have positive benefits for the economy – facilitating more efficient travel, and ensuring travellers are aware of the full range of travel options, for example. This is likely to have some positive benefits for EALIs. Although the “economic value” accruing to each traveller affected is likely to be fairly small, as this impact builds up every time a journey is “improved” through access to better information, the total value of benefits may well be significant. More information will be identified on a case-by-case basis as investment is brought forward.</p> <p>It is concluded that, taking into account the relatively low value of certain interventions, the strategy could be expected to have a Moderate Positive benefit for the Economy.</p>
Integration:	<p>Information about travel choices, and facilitating of multi-modal journeys, contributes positively to transport integration. It is also firmly aligned with other government policies, such as the National Transport Strategy, and can be used to support/promote many wider government policies such as active travel. It can also support transport/land use policy integration by informing travellers of all the travel options available to them.</p> <p>It is concluded that the strategy would have a Major Positive benefit for Integration.</p>
Accessibility & Social Inclusion:	<p>Imperfect information about travel opportunities can have a restrictive affect on vulnerable people groups. The value of the strategy has been underpinned by mainstreaming of equalities issues – a separate Equalities Impact Assessment (EqIA) has been produced.</p> <p>It is concluded that the strategy would have a Moderate Positive benefit for Accessibility/Social Inclusion.</p>