

Tactran Regional Transport Strategy 2015-2036 Refresh

RTS Delivery Plan 2016-2021

# **DRAFT 2018 Progress Report**

*26 June 2018*

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# Part 1. Summary

# 1. Summary

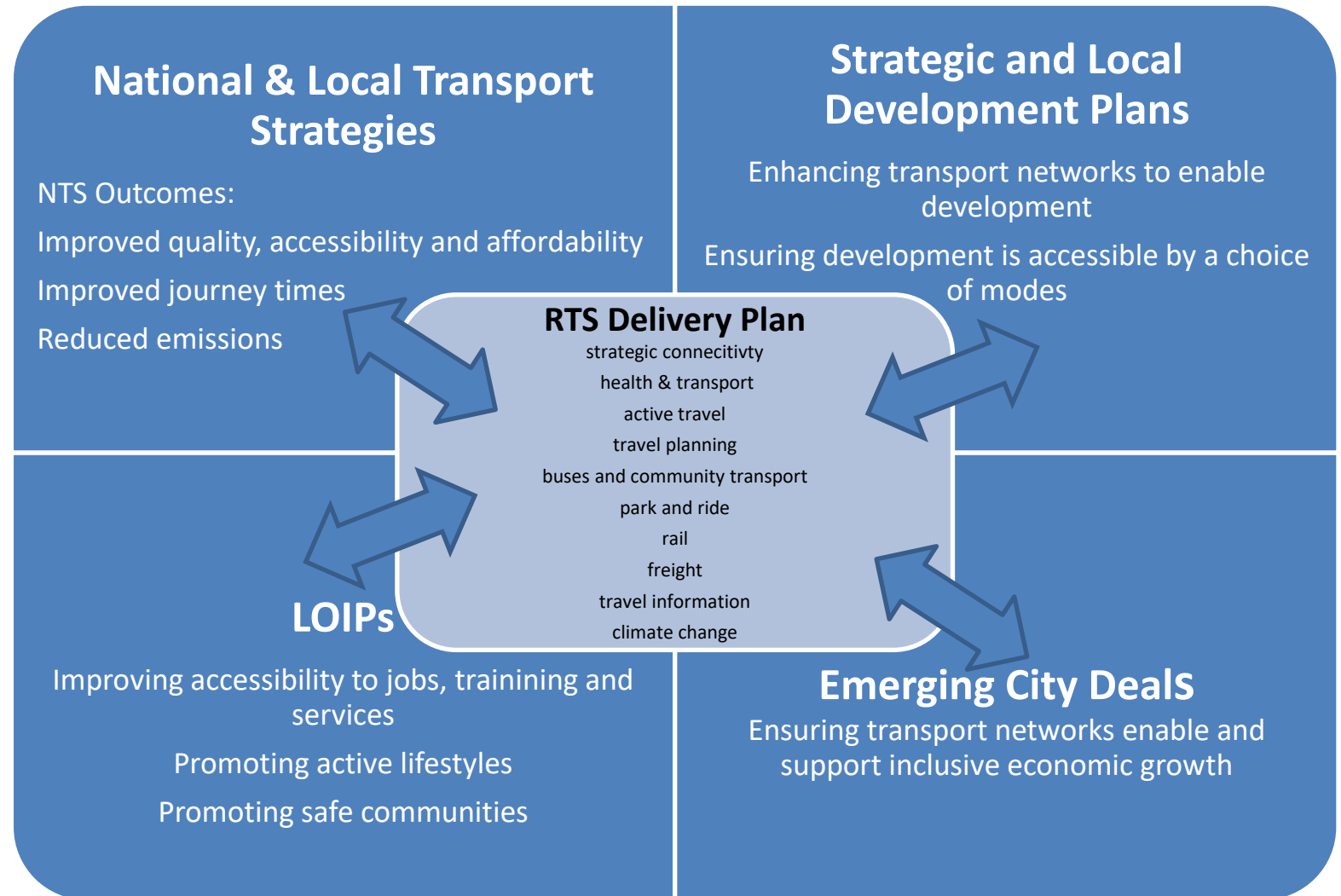
## 1.1 Role of the RTS Delivery Plan 2018 Progress Report

The purpose of the Regional Transport Strategy (RTS) delivery plan is to set out the projects which support the fulfilment of the RTS objectives and policies. Many of these projects have been identified from partners' plans and programmes and accordingly seek to support:

- Local Outcome Improvement Plans (LOIPs)
- Development Plans
- National and Local Transport Strategies
- Emerging City Deals

Figure 1 highlights the key outcomes of the key partnership plans and the RTS's strategic themes which help delivery the outcomes of the partners plans.

Figure 1: How the Delivery Plan supports Partners' Plans



The RTS Delivery Plan is not intended to be a fully costed programme. It is a framework for determining associated Capital and Revenue programmes and priorities which may be implemented by the Partnership, its partner Councils, Scottish Government, Transport Scotland and other relevant delivery agencies.

The RTS Delivery Plan concentrates on projects that will be delivered or developed over the next 5 years and it is intended it will be updated at regular intervals. Prioritisation and implementation of individual RTS interventions is subject to resource availability and appraisal against RTS objectives, including their contribution towards promoting sustainable economic growth locally, regionally and nationally. Securing the revenue and capital finances necessary to support delivery of the RTS is an ongoing and significant challenge for the Partnership and its partners.

This delivery plan progress report:

- reports progress of the identified projects
- identifies whether new plans or programmes produced since the first draft of the delivery plan have identified new projects which should be considered for inclusion

In doing so, the document informs the Tactran Board and partners where strengths and weaknesses lie in delivering transport interventions that support the economic, social and environmental objectives in the region.

# Summary of progress in delivering the projects identified in the RTS Delivery Plan

(a) implemented (b) on programme (c) behind programme (d) not yet progressed

Table 1: Delivery Plan Progress Summary

| 1.Strategic Connectivity   | Projects   | Lead                            | Progress           |
|--|--|---------------------------------|--------------------|
| <b>Rail links and services</b>   | <a href="#">SC1.1</a> Electrification of strategic rail network  | Transport Scotland              | On programme       |
|  | <a href="#">SC1.2</a> Edinburgh Glasgow Improvement Programme (EGIP)   | Transport Scotland              | On programme       |
|  | <a href="#">SC1.3</a> Rail Enhancement on the Highland Main  | Transport Scotland              | On programme       |
|  | <a href="#">SC1.4</a> Rail enhancement between Aberdeen and Central Belt   | Transport Scotland              | On programme       |
| <b>Strategic roads</b>   | <a href="#">SC6.1</a> A9 upgrading from Perth to Inverness   | Transport Scotland              | On programme       |
|  | <a href="#">SC6.2</a> A9 Upgrading from Dunblane to Perth  | Transport Scotland / Tay Cities | On programme       |
|  | <a href="#">SC6.3</a> A90 upgrade through or around Dundee   | Transport Scotland / Tay Cities | On programme       |
|  | <a href="#">SC6.4</a> Dundee West Land Use & Transport Integration   | Dundee CC                       | On programme       |
|  | <a href="#">SC7.1</a> Shaping Perth's Transport Future - Phase 1 Crieff Road improvements  | Perth & Kinross                 | On programme       |
|  | <a href="#">SC7.2</a> Shaping Perth's Transport Future - Phase 2 Cross Tay Link Road (CTRL)  | Perth & Kinross / Tay Cities    | On programme       |
|  | <a href="#">SC7.3</a> Shaping Perth's Transport Future - Phase 3 Berthapark Link   | Perth & Kinross                 | Not yet progressed |
|  | <a href="#">SC7.4</a> Shaping Perth's Transport Future – Transport Plan including Active Travel  | Perth & Kinross                 | On programme       |
|  | <a href="#">SC7.5</a> Stirling City Area Transport Plan: M9/A811 New Junction  | Stirling Council                | Not yet progressed |
|  | <a href="#">SC7.6</a> Stirling City Area Transport Plan: Kildean to Bridge of Allan Corridor – Phases 1 and 2                              | Stirling Council                | Not yet progressed |
|  | <a href="#">SC7.7</a> Stirling City Area Transport Plan: Viewforth Link Road and public realm improvements to adjacent City Centre streets | Stirling Council                | On programme       |
| <a href="#">SC7.8</a> Stirling City Area Transport Plan: Durieshill and South Stirling Gateway Transport Improvements. | Stirling Council   | On programme                    |                    |
| <b>Ports</b>   | <a href="#">SC10.1</a> Inter-modal Regional Rail Freight Facilities at Dundee  | Stirling Council                | On programme       |
|  | <a href="#">SC10.2</a> Inter-modal Regional Rail Freight Facilities at Montrose  | Stirling Council                | On programme       |
|  | <a href="#">SC10.3</a> Inter-modal Regional Rail Freight Facilities at Perth   | Stirling Council                | On programme       |
| <b>Air services</b>  | <a href="#">SC11.1</a> Promote services, routes and facilities at Dundee Airport   | Stirling Council                | On programme       |

| 2. Health and Transport            | Projects   | Lead                            | Progress     |
|------------------------------------|--|---------------------------------|--------------|
| <b>Promoting active travel</b>     | <a href="#">HT1.1</a> Promote active travel as a healthy means of transport, leisure and means of access to services and opportunities   | NHS / Councils / NPAs / Tactran | On programme |
|                                    | <a href="#">HT1.2</a> Expand the role of active prescriptions and social prescribing   | NHS                             | On programme |
|                                    | <a href="#">HT2.1</a> Support delivery of road safety education  | Fire&Rescue                     | On programme |
|                                    | <a href="#">HT2.2</a> Continue programme of Accident Investigation and Prevention (AIP) and road safety measures and ensure road safety considered in new developments through road safety audit procedures                              | Councils                        | On programme |
| <b>Transport and public health</b> | <a href="#">HT3.1</a> Review traffic management at air quality hot spots within AQMAs  | DCC & PKCC                      | On programme |
|                                    | <a href="#">HT3.2</a> Develop and implement Green Procurement Strategies for Council fleet and public service vehicles   | Councils                        | On programme |
|                                    | <a href="#">HT3.3</a> Improve Councils' vehicle fuel consumption efficiency by better management of fleet activities   | Councils                        | On programme |
|                                    | <a href="#">HT3.4</a> DCC will Introduce ECOstars environmental fleet recognition for cars, lorries, buses, coaches and possibly taxis   | Dundee CC                       | On programme |
|                                    | <a href="#">HT3.5</a> DCC in consultation with the Taxi Liaison Group will explore means of reducing emissions from taxis and private car hire vehicles in AQMA  | Dundee CC                       | On programme |
|                                    | <a href="#">HT3.6</a> DCC will explore the feasibility of a Low Emission Zone for the central area of the city   | Dundee CC                       | On programme |
|                                    | <a href="#">HT3.7</a> Transport Scotland will work with key partners to investigate the use of hydrogen as a transport fuel  | Transport Scotland              | On programme |
|                                    | <a href="#">HT3.8</a> Transport Scotland will continue to engage with partners on the role less carbon intensive fuels such as LPG, CNG and biofuels can play in the transition to a near zero emission road transport sector by 2050    | Transport Scotland              | On programme |
|                                    | <a href="#">HT3.9</a> Transport Scotland will review the impacts of trunk roads on AQMAs at Dundee, Perth and Crieff and implement mitigation where trunk roads are the primary contributor to air pollutants by 2020                    | Transport Scotland              | On programme |
|                                    | <a href="#">HT3.10</a> Design, develop and implement a two-level modelling system on regional and local scales to provide evidence for appraising and identifying potential transport and planning solutions to local air quality issues | SEPA                            | On programme |
|                                    | <a href="#">HT3.11</a> Undertake detailed modelling of TAYplan area cities and associated adjoining spaces, covering areas associated with highest levels of poor air quality  | SEPA                            | On programme |
|                                    | <a href="#">HT3.12</a> Transport Scotland, in further consultation with partner organisations, ensure the NLEF criteria, tests, and processes are developed, agreed, and finalised   | Scottish Government             | On programme |

| 2. Health and Transport     | Projects  | Lead                | Progress           |
|-----------------------------|---|---------------------|--------------------|
| <b>Access to healthcare</b> | <a href="#">HT7.1</a> Scottish Government to provide an annual update on evaluation of the national Transportation Noise Action Plan (TNAP) | Scottish Government | On programme       |
|                             | <a href="#">HT7.2</a> Work in Partnership to integrate NHS appointment process with Travel Options  | NHS                 | Behind programme   |
|                             | <a href="#">HT9.1</a> Improve efficiency and co- ordination of transport and healthcare service delivery                                    | NHS                 | Not yet progressed |
|                             | <a href="#">HT10.1</a> Increase travel to healthcare facilities by active and sustainable modes   | NHS                 | On programme       |
|                             | <a href="#">HT10.2</a> Improve active and sustainable travel infrastructure to healthcare facilities  | NHS                 | On programme       |
| <b>NHS staff travel</b>     | <a href="#">HT11.1</a> Work to eliminate unnecessary commuting or business journeys by NHS staff  | NHS                 | Behind programme   |
|                             | <a href="#">HT12.1</a> Ensure that all NHS staff travel is undertaken by active or sustainable modes, where appropriate                     | NHS                 | Behind programme   |
|                             | <a href="#">HT12.2</a> Improve provision of active and sustainable travel infrastructure for staff arriving by these modes                  | NHS                 | Behind programme   |

| 3. Active Travel   | Projects  | Lead                     | Progress           |
|--|---|--------------------------|--------------------|
| <b>Strategic integration</b>   | <a href="#">AT1.1</a> Each local authority to develop an Active Travel Strategy   | Councils                 | On programme       |
| <b>High quality infrastructure</b>   | <a href="#">AT2.1</a> Continue to develop and maintain community links  | Councils                 | On programme       |
|  | <a href="#">AT3.1</a> Enhance active travel networks, taking account of priorities in the TAYplan Green Network Strategy          | AC/PKC/DCC               | On programme       |
|  | <a href="#">AT3.2</a> Enhance active travel networks, taking account of priorities in the Central Scotland Green Network Strategy | Stirling Council         | On programme       |
|  | <a href="#">AT3.3</a> NWCN Long Distance Route: Crook of Devon to Kinross   | Perth&Kinross            | Not yet progressed |
|  | <a href="#">AT3.4</a> NWCN Long Distance Route: Cross-Scotland Pilgrim Way - Iona to St Andrews                                   | Perth&Kinross / Stirling | On programme       |
|  | <a href="#">AT3.5</a> NWCN Long Distance Route: Angus Coastal Path  | Angus                    | Not yet progressed |
|  | <a href="#">AT3.6</a> NWCN Long Distance Route: Pitlochry - Ballater  | Perth&Kinross            | Not yet progressed |
|  | <a href="#">AT3.7</a> NWCN Long Distance Route: Stirling to Drymen  | Stirling                 | Not yet progressed |
|  | <a href="#">AT3.8</a> NWCN Cycleway: NCN 76 - Manor Powis Roundabout  | Stirling                 | On programme       |
|  | <a href="#">AT3.9</a> NWCN Cycleway: NCN 765 Stirling to Callander  | Stirling / LLTNPA        | On programme       |
|  | <a href="#">AT3.10</a> NWCN Cycleway: Dundee Green Circular - alternative to Docks  | Dundee CC                | On programme       |
|  | <a href="#">AT3.11</a> NWCN Cycleway: NCN 775 Almondbank to Lochearnhead  | Perth&Kinross            | On programme       |
|  | <a href="#">AT3.12</a> Aspirational NCN 777 Cycling Route: Bridge of Earn to Newburgh   | Perth&Kinross / Fife     | Not yet progressed |
| <a href="#">AT3.13</a> Aspirational NCN 755 Cycling Route: Drymen to Strathblane | Stirling  | Not yet progressed       |                    |



| 3. Active Travel                                 | Projects  | Lead                   | Progress           |
|--|---|------------------------|--------------------|
|  | <a href="#">AT3.14</a> Aspirational NCN 765 Cycling Route: Keir Roundabout to Bridge of Allan                                       | Stirling               | On programme       |
|  | <a href="#">AT3.15</a> Regional Walking and Cycling Route: Montrose - Dunkeld (via Brechin, Forfar, Kirriemuir, Alyth, Blairgowrie) | Angus / Perth&Kinross  | Not yet progressed |
|  | <a href="#">AT3.16</a> Regional Walking and Cycling Route: Arbroath - Brechin   | Angus                  | Not yet progressed |
|  | <a href="#">AT3.17</a> Regional Walking and Cycling Route: Dundee - Forfar  | AC/DCC                 | Not yet progressed |
|  | <a href="#">AT3.18</a> Regional Walking and Cycling Route: Dundee - Kirriemuir  | AC/DCC                 | Not yet progressed |
|  | <a href="#">AT3.19</a> Regional Walking and Cycling Route: Dundee - Blairgowrie (via Coupar Angus)                                  | AC/DCC/PKC             | Not yet progressed |
|  | <a href="#">AT3.20</a> Regional Walking and Cycling Route: Perth - Blairgowrie  | Perth&Kinross          | Not yet progressed |
|  | <a href="#">AT3.21</a> Regional Walking and Cycling Route: Perth - Crieff (via Auchterarder)  | Perth&Kinross          | Not yet progressed |
|  | <a href="#">AT3.22</a> Regional Walking and Cycling Route: Stirling – Denny - Larbert   | Stirling               | On programme       |
|  | <a href="#">New</a> Great Trossachs Path: Callander to Inversnaid   | Great Trossachs Forest | Implemented        |
|  | <a href="#">New</a> Promote Cycle Hire Schemes  | Councils/Private       | On programme       |
|  | <a href="#">New</a> Support safer routes to school and other educational establishments   | Councils               | On programme       |
|  | <a href="#">New</a> Support active travel audits  | Councils/Tactran       | On programme       |
| <b>Making better use of the transport system</b> | <a href="#">AT7.1</a> Evaluate Pilot Cycle Hub at Stirling Station 2013-5 for potential wider roll-out at other railway stations    | Transport Scotland     | Implemented        |
| <b>Influencing travel behaviour</b>              | <a href="#">AT9.1</a> Deliver Mutual Respect Campaign, Give Everyone Cycle Space, aimed at drivers, within the Tactran area         | Cycling Scotland       | On programme       |
|  | <a href="#">AT9.2</a> Continue the promotion and development of cycle projects such as Bikeability Scotland training                | Cycling Scotland       | On programme       |

| 4. Travel Planning          | Projects   | Lead                                    | Progress         |
|-----------------------------|--|---|------------------|
| <b>Travel Plan</b>          | <a href="#">TP1.1</a> Develop Rail Station Travel Plans within the Tactran area                                  | ScotRail                                | On programme     |
| <b>Guidance and Support</b> | <a href="#">TP2.1</a> Tactran and Constituent Councils to develop and implement sustainable staff travel plans   | Tactran / Councils                      | On programme     |
|                             | <a href="#">TP3.1</a> Support and encourage development of Travel Plans with employers within the Tactran region | Tactran / Councils                      | On programme     |
|                             | <a href="#">TP4.1</a> Work to increase uptake and implementation of School Travel Plans                          | Councils                                | Behind programme |
|                             | <a href="#">TP6.1</a> Seek production and implementation of effective Travel Plans in new developments           | Planning authorities                    | On programme     |
| <b>Use of Awareness</b>     | <a href="#">TP7.1</a> Continue to undertake Awareness Campaigns to promote sustainable travel choices            | Tactran / Councils / Transport Scotland | On programme     |

| 4. Travel Planning                              |                       | Projects   | Lead               | Progress     |
|---|-----------------------|--|--------------------|--------------|
| <b>Campaigns</b>                                | <a href="#">TP7.2</a> | Encourage all employers across all sectors to become Cycle Friendly    | Cycling Scotland   | On programme |
| <b>Promote Regional Liftshare and Car Clubs</b> | <a href="#">TP8.1</a> | Promote and support lift sharing schemes at a regional and local level | Tactran / Councils | On programme |
|   | <a href="#">TP9.1</a> | Support for the establishment and promotion of Car Clubs in the region | Councils           | On programme |

| 5. Buses & community transport     |                       | Projects   | Lead                                   | Progress           |
|------------------------------------|-----------------------|--|--|--------------------|
| <b>Network Coverage</b>            | <a href="#">B1.1</a>  | Engage with public passenger transport service providers to ensure the delivery of high quality, reliable and efficient public transport services  | Operators / Councils                   | On programme       |
|                                    | <a href="#">B2.1</a>  | Determine the public transport service requirements over and above the commercial network through consultation, monitoring and review  | Operators / Councils                   | On programme       |
|                                    | <a href="#">B2.2</a>  | Secure public transport services considered necessary to meet requirements which would otherwise not be met by commercial public transport services  | Operators / Councils                   | On programme       |
|                                    | <a href="#">B4.1</a>  | Ensure Development Plans take due cognisance of the capacity of the road network and opportunities for both existing and future public transport provision   | Councils                               | On programme       |
| <b>Infrastructure and Vehicles</b> | <a href="#">B6.1</a>  | Create a new transport interchange in the heart of Perth City that links directly with trails and cycleways  | Perth&Kinross                          | Not yet progressed |
|                                    | <a href="#">B7.1</a>  | Provide and maintain bus infrastructure, such as bus stops, bus shelters and associated infrastructure, including CCTV, lighting, buildouts, laybys, raised kerbs, etc. and ensure it meets the needs of the elderly, disabled and other encumbered passengers | Councils                               | Behind programme   |
|                                    | <a href="#">B12.1</a> | Introduce measures to encourage uptake of low emission vehicles  | Transport Scotland /Operators/Councils | On programme       |
|                                    | <a href="#">B13.1</a> | Encouragement will be given to meeting the needs of the elderly, disabled and other encumbered passengers through the provision of accessible taxi, CT and DRT services  | Councils                               | On programme       |
| <b>Network Performance</b>         | <a href="#">B15.1</a> | Assist with development of a successful multi-operator and multi-modal travel ticket   | Transport Scotland /Operators/Councils | On programme       |
|                                    | <a href="#">B17.1</a> | Dundee and Angus Bus Punctuality Improvement Partnership (BPIP)  | Angus /DCC/Operators                   | Behind programme   |
|                                    | <a href="#">B19.1</a> | Lobby Scottish Government to include non-registered CT services in free bus travel scheme  | Tactran                                | Not yet progressed |
|                                    | <a href="#">B21.1</a> | Evaluate the Bus Investment Fund (BIF) to learn from supported projects and inform decisions on options for future support for local projects to improve public transport  | Transport Scotland                     | Implemented        |

| 6. Park & Ride  | Projects  | Lead  | Progress           |
|---|---|---|--------------------|
| <b>Promote New Bus and Rail Based Park &amp; Ride</b>                   | <a href="#">PR2.1</a> Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee South of Tay Road Bridge | Transport Scotland / Tactran / DCC Fife Council | On programme       |
|   | <a href="#">PR2.2</a> Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee West                     | TS / DCC / Tactran                              | On programme       |
|   | <a href="#">PR2.3</a> Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee East                     | Transport Scotland / Tactran                    | On programme       |
|   | <a href="#">PR2.4</a> Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee North                    | Transport Scotland / Tactran                    | On programme       |
|   | <a href="#">PR2.5</a> Regional park and ride facilities serving Perth at Perth East   | Perth&Kinross                                   | On programme       |
|   | <a href="#">PR2.6</a> Regional park and ride facilities serving Perth at Perth North  | Perth&Kinross                                   | On programme       |
|   | <a href="#">PR2.7</a> Regional Park & Ride facility- South of Stirling  | Stirling Council                                | On programme       |
|   | <a href="#">PR3.1</a> Strategic Park & Ride facility at Bannockburn, Stirling   | Stirling Council                                | Not yet progressed |
|   | <a href="#">PR4.1</a> A90 Forfar multi-modal Interchange  | Angus Council                                   | Not yet progressed |
|   | <a href="#">PR4.2</a> A90 Brechin multi-modal Interchange   | Angus Council                                   | Not yet progressed |
| <a href="#">New</a> Regional Park & Ride facility – North-east Stirling | Stirling Council  | Not yet progressed                              |                    |
| <b>Enhance Existing Bus and Rail Based Park &amp; Ride Provision</b>    | <a href="#">PR7.1</a> Bike & Go facilities at Perth and Dundee rail stations and Cyclepoint at Stirling rail Station        | ScotRail  | Implemented        |
|   | <a href="#">PR7.2</a> Additional cycling spaces at Dunblane and Bridge of Allan rail stations                               | ScotRail  | Implemented        |
|   | <a href="#">PR7.3</a> Improved waiting facilities at Dunblane and Bridge of Allan rail stations                             | ScotRail  | Implemented        |

| 7. Rail | Projects   | Lead                                       | Progress           |
|---------|--|--|--------------------|
|         | <a href="#">R1.1</a> Tay Estuary Rail Service from Arbroath to Glasgow   | Transport Scotland / Scotrail / Tactran    | On programme       |
|         | <a href="#">R2.1</a> Rail enhancement between Edinburgh and Perth  | Transport Scotland / Network Rail          | Not yet progressed |
|         | <a href="#">R3.1</a> Perth depot stabling and servicing  | Network Rail                               | Not yet progressed |
|         | <a href="#">R5.1</a> Significant improvements to Dundee railway station  | Dundee CC                                  | Implemented        |
|         | <a href="#">R5.2</a> Significant improvements to Perth's rail and bus stations and associated links to the city centre | ScotRail / Perth&Kinross                   | On programme       |
|         | <a href="#">R5.3</a> Stirling Rail Station Enhancement   | Scotrail / Stirling Council / Network Rail | On programme       |
|         | <a href="#">R5.4</a> Relocation of Invergowrie Station to Dundee West  | Tactran                                    | Not yet progressed |
|         | <a href="#">R5.5</a> New Rail Station at Bridge of Earn  | PKC / Fife Council / Tactran / Sestran     | On programme       |
|         | <a href="#">New</a> Investigate whether a relocated Bridge of Allan Station support LTS objectives                     | Stirling Council                           | Not yet progressed |
|         | <a href="#">R6.1</a> Close Cornton Level Crossings and replace with bridge   | Network Rail                               | On programme       |
|         | <a href="#">R12.1</a> Support development of Highland Main Line CRP  | ScotRail                                   | On programme       |
|         | <a href="#">R12.2</a> Support Development of West Highland CRP   | ScotRail                                   | On programme       |
|         | <a href="#">R12.3</a> Support Development of Strathallan CRP   | ScotRail                                   | On programme       |

| 8. Freight | Projects  | Lead                        | Progress           |
|------------|---|-----------------------------|--------------------|
|            | <a href="#">F2.1</a> Implementation of Freight Consolidation Centres at Dundee and Perth  | Tactran                     | Not yet progressed |
|            | <a href="#">F2.2</a> Tactran Freight Quality Partnership to continue to consider the environmental impact of freight transport and bring forward appropriate measures for improving local air quality | Tactran                     | On programme       |
|            | <a href="#">F5.1</a> Improve road connections to Montrose Port  | Montrose PA / Angus Council | Implemented        |
|            | <a href="#">F5.2</a> Improved Road Links to Perth Harbour   | Perth&Kinross               | Not yet progressed |
|            | <a href="#">F6.1</a> Highland Spring Rail Access at Blackford   | Highland Spring             | On programme       |

| 9. Travel Information                                | Projects  | Lead                                    | Progress           |
|--|---|---|--------------------|
| <b>Informing Travel Choices and Awareness</b>        | <a href="#">TI1.1</a> Continue to develop and promote regional travel information through dedicated websites                                      | Tactran / Councils / Traveline Scotland | On programme       |
|  | <a href="#">TI2.1</a> Ensure the availability of comprehensive and accurate roadside bus information  | Councils                                | On programme       |
|  | <a href="#">TI2.2</a> Produce and provide bus service, area or corridor timetable booklets that include all supported and commercial bus services | Councils / Operators                    | On programme       |
| <b>Facilitating Modal Shift/Sustainability</b>       | <a href="#">TI5.1</a> Upgrade and enhancement of VMS car parking navigation signage in Dundee   | Dundee CC                               | Implemented        |
|  | <a href="#">TI5.2</a> Upgrade and enhancement of VMS car parking navigation signage in Perth  | Perth&Kinross                           | Not yet progressed |
| <b>Making Efficient Use of the Transport Network</b> | <a href="#">TI7.1</a> Real Time Information - Stirling Council  | Sestrans / Stirling Council             | Implemented        |
|  | <a href="#">TI7.2</a> Real Time Information - Perth & Kinross Council   | Perth&Kinross                           | On programme       |
|  | <a href="#">TI7.3</a> Intelligent Transport Systems on Trunk Road Network   | Transport Scotland                      | On programme       |
|  | <a href="#">TI7.4</a> Intelligent Transport Systems, Dundee   | Dundee CC                               | Implemented        |
|  | <a href="#">TI8.1</a> Improved Regional Travel Information for Road Freight Industry  | Tactran                                 | Behind programme   |

| 10. Climate Change                            | Projects  | Lead                              | Progress     |
|---|---|-----------------------------------|--------------|
| <b>Low Carbon Vehicles and Infrastructure</b> | <a href="#">CC1.1</a> Promote the uptake and use of cleaner and/or alternative fuels where possible for transport   | SctGvt / Transport Scotland / EST | On programme |
|   | <a href="#">CC1.2</a> Use of electric and alternative fuel vehicles in public sector fleets   | Councils / NPAs / NHS             | On programme |
|   | <a href="#">CC1.3</a> Work with the Scottish Government and other partners to develop a network of publically available electric vehicles charging points across Tactran region | SctGvt / Transport Scotland       | On programme |
|   | <a href="#">CC1.4</a> Dundee eMission   | Dundee CC                         | On programme |
|   | <a href="#">CC1.5</a> Dundee Ultra Low Emission Taxi Scheme   | Dundee CC                         | On programme |
|   | <a href="#">CC1.6</a> Support shared use of plug- in vehicles through Car Clubs in the region   | SctGvt / Councils                 | On programme |
|   | <a href="#">New</a> Support Low Carbon Transport & Travel Hubs  | Councils                          | On programme |
| <b>Eco-driving</b>                            | <a href="#">CC2.1</a> Eco-driver training   | Tactran/Councils                  | On programme |

## Overall progress of Delivery Plan

| Table 2: Overall Delivery Plan Progress |                |                     |                      |                          |                            |
|---|----------------|---------------------|----------------------|--------------------------|----------------------------|
| Delivery Theme                          | Total Projects | implemented (No./%) | on programme (No./%) | behind programme (No./%) | not yet progressed (No./%) |
| Strategic Connectivity                  | 21             | 0                   | 16 (76%)             | 0                        | 5 (24%)                    |
| Health and Transport                    | 24             | 0                   | 19 (79%)             | 4 (17%)                  | 1 (4%)                     |
| Active Travel                           | 31             | 2 (6%)              | 16 (52%)             | 0                        | 13 (42%)                   |
| Travel Planning                         | 9              | 0                   | 8 (89%)              | 1 (11%)                  | 0                          |
| Buses & community transport solutions   | 12             | 1 (8%)              | 8 (67%)              | 2 (17%)                  | 1 (8%)                     |
| Park and Ride                           | 14             | 3 (21%)             | 7 (50%)              | 0                        | 4 (29%)                    |
| Rail                                    | 13             | 1 (8%)              | 8 (61%)              | 0                        | 4 (31%)                    |
| Freight                                 | 5              | 1 (20%)             | 2 (40%)              | 0                        | 2 (40%)                    |
| Travel Information                      | 10             | 3 (30%)             | 5 (50%)              | 1 (10%)                  | 1 (10%)                    |
| Climate Change                          | 8              | 0                   | 8 (100%)             | 0                        | 0                          |
| <b>Total</b>                            | <b>147</b>     | <b>11 (8%)</b>      | <b>97 (66%)</b>      | <b>8 (5%)</b>            | <b>31 (21%)</b>            |

# Part 2. Delivery Plan Policy Framework

## 2. Delivery Plan Policy Framework

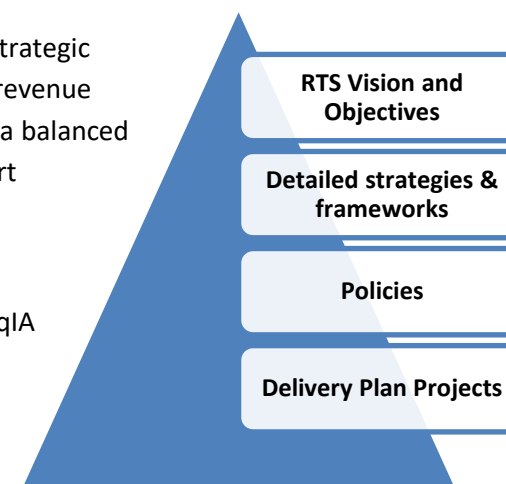
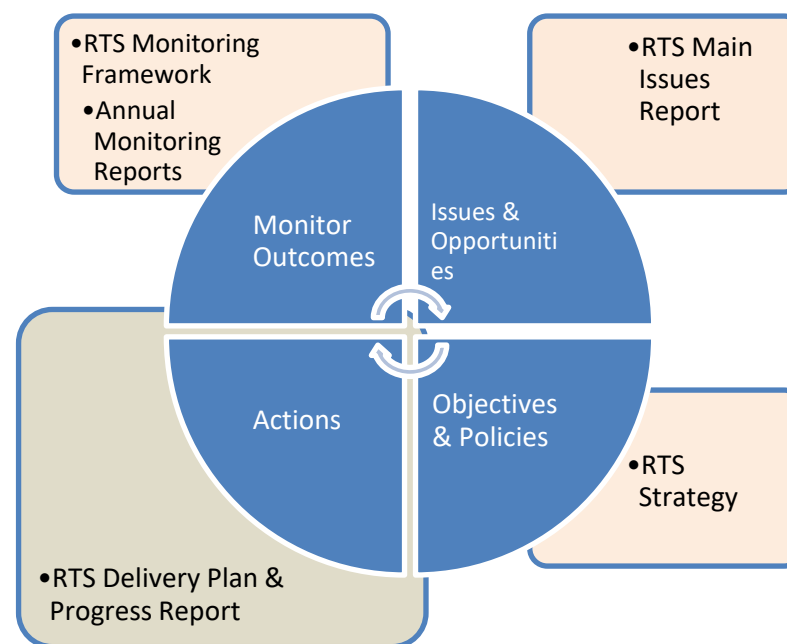
### 2.1 Regional Transport Strategy 2015-2036 Refresh

Tactran's Regional Transport Strategy 2015-2036 Refresh was formally approved by the Minister for Transport and Islands in July 2015. The Refresh extended the horizon to 2036 to align with the second TAYplan Strategic Development Plan and updates our policies and proposals which are aimed at supporting regional economic prosperity; connecting communities and being socially inclusive; and promoting environmental sustainability and improved health and wellbeing.

Following Ministerial approval of the RTS Refresh, the Delivery Plan was refreshed following a comprehensive review of all relevant partner and stakeholder national, regional and local delivery and action plans, as well as consultation with a wide range of partners and stakeholders. The refreshed Tactran RTS Delivery Plan 2016 – 2021 was published following approval by the Partnership in March 2016.

The RTS has identified a series of detailed strategies and framework to support its objectives. And each of these strategic themes contains policy actions. This Delivery Plan identifies – and summarises progress against - the capital and revenue projects which help deliver these policy actions. The RTS Refresh and this associated RTS Delivery Plan constitute a balanced and integrated strategy and package of policies, proposals and supporting actions and interventions which support Tactran's Vision, Objectives and strategic themes.

In accordance with legislative requirements, a Strategic Environmental Assessment (SEA) and full Equality Impact Assessment (EqIA) of the RTS 2015-2036 Refresh have been undertaken and are addressed in separate SEA and EqIA reports. Individual interventions included within this RTS Delivery Plan will be assessed for environmental and equalities impacts by the appropriate project partner.





## 2.2 Monitoring Outcomes: RTS Monitoring Framework

The RTS Delivery Plan focuses on the outputs of the RTS and partners plans and programmes. The RTS Monitoring Framework focuses on the outcomes of the actions. Table 3 below highlights the outcome indicators<sup>1</sup> identified to help measure the success of the interventions identified in this delivery plan.

| Table 3: Content of RTS Delivery Plan  |   |   |   |
|--|---|---|---|
| Detailed strategies and frameworks     | Policies  | Outcomes  | Monitoring Framework Outcome Indicators   |
| <b>Strategic connectivity</b>          | Rail links and services<br>Strategic Roads<br>Inter-regional bus and coach and services<br>Ports<br>Air                           | Reduced congestion, improved journey times and improved transport choices to support economic activity                            | EC3: Journey time and service frequency between key locations by rail/air/ car/coach  |
| <b>Health and transport</b>            | Promoting active travel<br>Transport and public health<br>Access to healthcare<br>NHS staff travel                                | Promoting active lifestyles<br>Ensuring access to healthcare  | S1: Number of persons/children killed or seriously injured<br>EN2: Air quality – NO2 and PM10 measurements<br>H2: Modal share travel to school<br>A2: Public transport journey time to health facilities indicators<br>Proposed Indicator: Drive time to A&E facilities <sup>1</sup>  |
| <b>Active travel</b>                   | Strategic integration<br>High quality infrastructure<br>Making better use of the transport system<br>Influencing travel behaviour | Promoting active lifestyles<br>Minimising consequences of traffic growth such as congestion and pollution                         | Proposed Indicator: Frequency of walking as mode of travel <sup>1</sup><br>EN3: Mode Share  |
| <b>Travel planning</b>                 | Travel plan guidance and support<br>Use of awareness campaigns<br>Promote regional liftshare and car clubs                        | Minimising consequences of traffic growth such as congestion and pollution  | EC2: Proportion of congested journeys<br>EN3: Mode share  |
| <b>Buses &amp; Community Transport</b> | Network coverage<br>Infrastructure and vehicles<br>Network performance  | Ensuring access to jobs, services and opportunities   | EC1: Labour market catchment population by public transport<br>A2: Public transport journey time to further education / retail / recreation indicators<br>S2: How safe people feel when travelling by bus<br>Proposed Indicator: Bus frequency on strategic routes <sup>1</sup><br>Proposed indicator: Adults use of bus and rail in last month <sup>1</sup><br>Proposed Indicator: share of lowest SIMD access data zones <sup>1</sup> |
| <b>Park and ride</b>                   | Promote new bus and rail based park & ride<br>Enhance existing bus and rail based park & ride provision                           | Minimising consequences of traffic growth such as congestion and pollution  | EN3: Mode Share<br>EN2: Air quality – NO2 and PM10 measurements<br>EC2: Proportion of congested journeys  |
| <b>Rail</b>                            | Improving access to the rail network through service and interchange enhancements   | Ensuring access to jobs, services and opportunities<br>Minimising consequences of traffic growth such as congestion and pollution | Proposed Indicator: Numbers entering/leaving the region's rail stations <sup>1</sup>  |

<sup>1</sup> A refreshed RTS Monitoring Framework is being presented to the Partnership at the meeting of 26<sup>th</sup> June. The indicators included in Table 3 are subject to approval of the Report on the RTS Monitoring Framework.

| Table 3: Content of RTS Delivery Plan |  |   |  |
|---------------------------------------|--|---|--|
| Detailed strategies and frameworks    | Policies   | Outcomes  | Monitoring Framework Outcome Indicators  |
| <b>Freight</b>                        | Enhance efficiency of freight networks whilst reducing adverse impacts on communities  |   | EN2: Air quality – NO2 and PM10 measurements<br>EC3: Journey time and service frequency between key locations by rail/air/ car/coach |
| <b>Travel information</b>             | Informing travel choices and awareness<br>Facilitating modal shift/sustainability<br>Making efficient use of the transport network | Ensuring access to jobs, services and opportunities<br>Minimising consequences of traffic growth such as congestion and pollution | EN3: Mode Share<br>A2: Public transport journey time to further education/ retail/recreation indicators                              |
| <b>Climate change</b>                 | Low carbon vehicles and infrastructure<br>Eco-driving  | Minimising the carbon emissions from road transport   | EN1: Transport related CO2 Emissions<br>Proposed indicator: Electric Vehicle registrations <sup>1</sup>                              |

## 2.3 Strategy & Plan updates since publication of the RTS Delivery Plan 2016 – 2021

A number of strategy updates have occurred since the publication of the RTS Delivery Plan 2016 – 2021:

**National Transport Strategy Refresh:** A [refresh of the National Transport Strategy in 2016](#) recommended that a full and collaborative review of the NTS should take place during the fifth session of the Scottish Parliament (from May 2016). The Minister for Transport and the Islands, subsequently announced a full review of the NTS in August 2016.

**Network Rail Scottish Route Study (July 2016):** Whilst the Scottish Route study was published after adoption of the 2016 Delivery Plan, all relevant projects had been included in the RTS Delivery Plan

**Local Outcome Improvement Plans (LOIPs):** The Community Empowerment (Scotland) Act 2015 required each Community Planning Partnership (CPP) to produce a [Local Outcomes Improvement Plan \(LOIP\)](#). The LOIP is a key element in the delivery of public service reform at local level. It provides a vision and focus, based on agreed local [priorities](#), towards which CPPs and community planning partners ensure pace of change and decisiveness in impact for communities; develop new and different ways of working and behaviour; take a more systematic and collaborative approach to performance improvement; and apply strong [governance, accountability](#) and operating arrangements. In all of this, the LOIP provides a shared and explicit plan for local communities in each CPP area, which binds its signatories.

All four councils in the Tactran region have adopted a Local Outcome Improvement Plan. Table 4 summarises the key themes across the LOIPs and cross references these to the strategic themes and respective policy areas in the RTS.

**Table 4: How the RTS delivery plan helps address Local Outcome Improvement Plan themes**

| Themes across the region's LOIPs   | RTS Delivery Themes and Policy Areas  |  |  |   |   |   |   |   |   |   |
|--|---|--|--|---|---|---|---|---|---|---|
|  | Strategic connectivity  | Health and transport                         | Active travel  | Travel planning                             | Buses & community transport                 | Park & ride / park & choose                           | Rail  | Freight                                 | Travel information                            | Climate change                                    |
| <b>Inclusive growth &amp; fair society</b> <ul style="list-style-type: none"> <li>Ensuring access to jobs, services and opportunities</li> <li>Ensuring access education and training</li> <li>Independent lifestyles</li> </ul> |   | Access to healthcare<br><br>NHS Staff Travel | Making better use of the transport system (PT integration) | Promote regional lift sharing and car clubs | Network coverage<br><br>Network performance |   | Improving access to the rail network through service and interchange enhancements |   | Informing travel choices and awareness        |   |
| <b>Connected</b> <ul style="list-style-type: none"> <li>Improving workforce mobility and business competitiveness</li> </ul>   | Rail links & services<br>Strategic roads<br>Inter-regional bus & coach services<br>Access to Ports & air services |  |  |   |   | Enhance existing and promote new bus & rail based P&R |   |   | Enhance efficiency of freight networks        |   |
| <b>Safe and secure / resilient communities</b> <ul style="list-style-type: none"> <li>Independent living</li> </ul>  |   |  | High quality active travel infrastructure                  |   | Infrastructure & vehicles                   |   |   |   | Making efficient use of the transport network |   |
| <b>A reduced carbon footprint</b><br><br><b>Improving local air quality</b>  |   | Impacts of Transport on public health        | High quality active travel infrastructure                  | Travel plan guidance                        |   | Enhance existing and promote new bus & rail based P&R |   | Reducing adverse impacts on communities | Facilitating modal shift/ sustainability      | Supporting low carbon vehicles and infrastructure |
| <b>Improved health outcomes</b> <ul style="list-style-type: none"> <li>Improved physical health for children and young people</li> <li>Improved physical health</li> </ul>   |   | Promoting active travel                      | Influencing travel behaviour                               | Use of awareness campaigns                  |   |   |   |   |   |   |

**Development Plans:** The Tactran region is covered by seven development plans, each of which includes an Action Programme identifying the interventions (including transport interventions) necessary to support the aspirations of the plan. Since June 2016, the Action Programmes for the development plans have all been updated / produced and Appendix A contains links to all the current development plan action programmes.

Any new regionally significant transport interventions that are not currently included in the RTS Delivery Plan are discussed below in 2.4 ‘Proposed New Projects’.

**Local Transport Strategies:** Stirling Council adopted a [new LTS](#) in December 2016 covering the period 2017-2027.

## 2.4 Proposed new projects

It is suggested that a number of new projects be included in the delivery plan as a consequence of:

- Dundee City Plan (LOIP)
- Perth & Kinross LOIP
- Stirling LDP Draft Action programme / Stirling LTS

Table 5 highlights proposed new projects that have emerged from reviewing the content of the delivery plan.

| Table 5: New projects           |   |
|---------------------------------|---|
| Detailed strategy and framework | Suggested amendment   |
| <b>Strategic connectivity</b>   | Include the following interventions identified in the 2016 Stirling LDP Draft Action Programme and 2016 Stirling LTS: <ul style="list-style-type: none"> <li>• A91 Eastern Peripheral Route: junction and widening improvements</li> </ul>  |
| <b>Health and transport</b>     | Reference Scottish Government’s Programme for Government announced intention to establish a Low Emissions Zone in Dundee by 2020.   |
| <b>Active travel</b>            | Amend presentation of Active Travel section to better represent the breadth of work being undertaken to support the RTS and partner plans, including the following new projects: <ul style="list-style-type: none"> <li>• Promote cycle hire schemes</li> <li>• Support safer routes to school and other educational establishments</li> <li>• Support active travel audits</li> </ul> Include the following project previously identified in the RTS active travel network <ul style="list-style-type: none"> <li>• Great Trossachs Path: Callander to Inversnaid</li> </ul> |
| <b>Park and ride</b>            | Include the following interventions identified in the 2016 Stirling LTS:  |

| Table 5: New projects           |   |
|---------------------------------|---|
| Detailed strategy and framework | Suggested amendment   |
|                                 | <ul style="list-style-type: none"> <li>Regional Park &amp; Ride facility – North-east Stirling</li> </ul>   |
| <b>Rail</b>                     | Include the following intervention identified in the 2016 Stirling LDP Draft Action Programme and 2016 Stirling LTS: <ul style="list-style-type: none"> <li>Investigate whether a relocated Bridge of Allan Station support LTS objectives</li> </ul> |
| <b>Climate change</b>           | Include project to ‘explore and support low carbon transport and travel hubs at park and choose sites’ to reflect actions pursued by Dundee, Perth & Kinross and Stirling Councils, and as included within Perth & Kinross LOIP                       |

In addition, all the LOIPs place emphasis on actions to improve access to jobs, services and opportunities. Projects to address this issue are largely included under the ‘Buses’ and ‘Travel Information’ sections. To better relate the ‘delivery theme’ heading to the objectives of both the RTS and the LOIPs it is suggested that the ‘Buses’ delivery theme be renamed ‘Buses and Community Transport’.

## 2.5 Emerging Strategy & Plan updates

### National Transport Strategy Review

Transport Scotland commenced a [review of the NTS in 2017](#). The review seeks to:

- set out an updated vision for what kind of transport system we want for the whole of Scotland over the next 20 years or so
- look at how we can successfully address the strategic challenges facing our transport system and how we can take advantage of any opportunities that present themselves
- inform the update of the Strategic Transport Projects Review (STPR) by setting out the national outcomes we want to achieve from our investment when reviewing recommendations for strategic infrastructure priorities across Scotland
- be aligned with the emerging policy and legislative landscape in Scotland including the outcomes from the independent planning review, Climate Change Plan, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill

The RTS and RTS Delivery Plan may need to be reviewed following the review of the NTS and the STPR. In addition to the NTS review, Bills concerning Transport / Planning / Climate Change will all be presented to Scottish Parliament in 2018/2019.

### City Region Deals

The Scottish and UK Governments are currently considering a City Region Deals covering the [Tay Cities](#) area and have agreed Heads of Terms on a City Region Deal for the [Stirling and Clackmannanshire](#) area. Both City Region Deal proposals currently include transport interventions. Following approval of the City Deals and their content, it is likely that these interventions will be considered for inclusion in the Delivery Plan where they are not already included

The links to all the Strategies and Plans considered in the RTS Delivery Plan are included as [Appendix A](#).

## 2.6 Future risks and opportunities

The ongoing NTS / STPR review as well as the emerging City Deals present issues both regarding which projects are best seen as supporting the economic, environmental and social objectives for the region, as well as which organisation will be responsible for leading on each projects. This needs to be set against continuing financial constraints, both for the public and private sectors.

Table 6 summarises the types of risk and/or opportunities that the major policy and programmes may have on the RTS Delivery Plan.

| Table 6: Potential issues for RTS Delivery Plan delivery |                   |                 |  |                   |
|--|-------------------|-----------------|--|-------------------|
| Type of issue  | NTS / STPR Review | Tay Cities Deal | Stirling & Clackmannanshire City Region Deal | Development Plans |
| Projects   | ✓                 | ✓               | ✓  |                   |
| Resources  |                   |                 |  |                   |
| Capital  |                   | ✓               | ✓  |                   |
| Revenue  |                   | ✓               | ✓  |                   |
| Timing   |                   |                 |  | ✓                 |
| Governance   | ✓                 | ✓               |  |                   |

Tactran will consider these risks and opportunities as part of the ongoing process of reviewing the RTS and RTS Delivery Plan.

# Part 3. Project Progress

# 3.1 Strategic Connectivity

## Promoting a prosperous economy and an attractive location for investment by improving the connectivity of the region to the rest of Scotland and beyond

The strategy aims to support the delivery of economic prosperity in the region by seeking improvements to the strategic networks and services that connect the region to the rest of Scotland, the UK, Europe and globally via the following interventions:

| Strategic Connectivity Themes   | Policies and Proposals  |
|---|---|
| <p><b>Rail links and services:</b> Improving rail journey times and frequency between the region’s major settlements and Scotland’s other cities</p>    | <p>SC1: Work with Transport Scotland to deliver STPR Projects 6: Further Extension of Rail Electrification; 15 Edinburgh to Glasgow Rail Improvements; 17: Highland Main Line rail improvements; and 23: Aberdeen – Central Belt Rail Improvements.</p> <p>SC2: Work with train operators to reduce overcrowding and improve the reliability of passenger services to Edinburgh, Glasgow, Aberdeen and beyond.</p> <p>SC3: Support improvements to the Caledonian Sleeper, East Coast and CrossCountry services to London and other UK cities and regions.</p> <p>SC4: Support the extension of High Speed Rail between London and Central Scotland and to ensure that through services from the region use the new line.</p> <p>SC5: Support the provision of rail freight infrastructure, rolling stock and services to increase the role of rail freight serving the region.</p> |
| <p><b>Strategic roads:</b> Maintaining and improving journey times between the region’s key economic hubs and the rest of Scotland</p>                  | <p>SC6: Work with Transport Scotland to support the delivery of STPR Projects: 16 to upgrade the A9 between Dunblane and Inverness; and 29 to improve the A90 through/around Dundee</p> <p>SC7 Support Partners in delivering improvements to the strategic road network around Perth and Stirling</p>  |
| <p><b>Inter-regional bus and coach services:</b> Providing choice to travel to, around and from the region</p>  | <p>SC8 Support the continuation and development of inter-city bus and coach services</p>  |
| <p><b>Ports:</b> Supporting our ports as vital economic hubs</p>  | <p>SC9 Support the movement of freight by sea</p> <p>SC10 Support the improvement of rail and road links to the region’s ports</p>  |
| <p><b>Air services:</b> Supporting Dundee Airport and connections to Aberdeen, Edinburgh and Glasgow to maintain and improve global competitiveness</p> | <p>SC11 Support the continuation and development of direct routes from Dundee Airport to London and other key destinations</p> <p>SC12 Support the further development of facilities at Dundee Airport</p> <p>SC13 Support enhanced surface access by all modes to Aberdeen, Edinburgh and Glasgow airports</p> <p>SC14 Support the continuation and development of services between Scottish airports and major hubs, including London Heathrow</p>  |



## Rail Links and Services

| Description   |  |                           |   | Progress   |  |              |
|---|--|---------------------------|---|--|--|--------------|
| <b>SC1: Work with Transport Scotland to deliver STPR Projects 6: Further Extension of Rail Electrification; 15 Edinburgh to Glasgow Rail Improvements; 17: Highland Main Line rail improvements; and 23: Aberdeen – Central Belt Rail Improvements</b>  |  |                           |   |  |  |              |
| <b>SC1.1 Electrification of strategic rail network</b> <ul style="list-style-type: none"> <li>Phase 2: Includes electrification between Glasgow/Edinburgh and Stirling/Alloa/Dunblane by March 2019</li> <li>Phase 3: Electrification of routes between Edinburgh, Perth and Dundee</li> <li>Phase 4: Electrification from Dunblane to Aberdeen</li> <li>Phase 5: Electrification from Perth to Inverness</li> </ul>  |  |                           |   | <ul style="list-style-type: none"> <li>Phase 2: Electrification to Stirling/Dunblane/Alloa remains on programme for introduction of full electric services in December 2018</li> <li>Phases 3/4/5: development work ongoing</li> </ul>   |  | On programme |
| Lead Partner<br>Transport Scotland  | Other Partners<br>Network Rail, ScotRail | RTS Objectives<br>1, 3    | Outcome Indicators<br>Journey Time & Freq<br>Rail Use | Proposed Timescale<br>2016-36  | Project included in / supports the following plans<br>STPR (Project 6), TAYPlan SDP, Perth & Kinross LDP, Network Rail CP5 Delivery Plan |              |
| <b>SC1.2 Edinburgh Glasgow Improvement Programme (EGIP)</b> <ul style="list-style-type: none"> <li>Packages of infrastructure and service enhancements Edinburgh to Glasgow including: <ul style="list-style-type: none"> <li>an electrified railway between Edinburgh and Glasgow Queen Street;</li> <li>shorter journey times and more reliable services;</li> <li>a cleaner, greener, quieter railway; improved capacity with less crowding at peak times;</li> <li>transformation of Glasgow Queen Street Station.</li> </ul> </li> </ul> |  |                           |   | EGIP has already delivered a number of infrastructure improvements: <ul style="list-style-type: none"> <li>Haymarket Station redevelopment (December 2013)</li> <li>Cumbernauld electrification (May 2014)</li> <li>Edinburgh Gateway rail/tram interchange (December 2016)</li> </ul> First electric services, using existing Class 380 trains, commenced on the route December 2017. New Class 385 trains will be introduced following the completion of necessary testing and approvals. 8 car services and 42 minute journey time expected for December 2018. Additional 8 car platform extensions expected by December 2019 with the enhanced station concourse and frontage by March 2020. |  | On programme |
| Lead Partner<br>Transport Scotland  | Other Partners<br>Network Rail, ScotRail | RTS Objectives<br>1, 2, 3 | Outcome Indicators<br>Journey Time & Freq<br>Rail Use | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Scotland's Economic Strategy, NPF3, STPR (Project 15), IIP                         |              |
| <b>SC1.3 Highland Main Line rail improvements</b> <p>An average 10 minute journey time reduction; an hourly frequency service between Inverness and Central Belt and improved freight opportunities to be completed in Control Period (CP5) by 2019.</p>  |  |                           |   | <ul style="list-style-type: none"> <li>The project remains on schedule for completion by March 2019</li> <li>New rolling stock will be introduced from the end of 2018</li> </ul>  |  | On programme |

| Description   |   |                        |   | Progress   |  |
|---|---|------------------------|---|--|--|
| Proposals to further improve journey time and service frequency being developed during CP5 for implementation during CP6 by 2024.   |   |                        |   |  |  |
| Lead Partner<br>Transport<br>Scotland   | Other Partners<br>Network Rail,<br>ScotRail | RTS Objectives<br>1, 3 | Outcome Indicator<br>Journey Time & Freq Rail<br>Use  | Proposed Timescale<br>2016-36  | Project included in / supports the following plans<br>STPR (Project 6), TAYPlan SDP, Perth & Kinross LDP, Network Rail CP5 Delivery Plan |
| <b>SC1.4 Aberdeen – Central Belt Rail Improvements</b> <ul style="list-style-type: none"> <li>Phase 1: Line speed improvements</li> <li>Phase 2: Removal of single track at Usan, including a new bridge over Montrose Basin</li> </ul> |   |                        |   | <ul style="list-style-type: none"> <li>NR is progressing improvements for freight traffic, on this route and signalling enhancements as part of phase one.</li> <li>Improvements for a reduction in journey times: TS responded to NR GRIP 2 report during 2014 and 2015. Proposed infrastructure options considered did not deliver the journey time reduction of 20 minutes as outlined in the STPR. TS continues to work closely with NR to deliver Phase One by March 2019.</li> <li>Reference Group met 27 February 2018. The group is led by TS, and includes representatives from ScotRail Alliance, Network Rail, Nestrans, Tactran, Freight and Cross Border Operators, identifying potential infrastructure options for delivery over the 10 year period of the Aberdeen City Regional Deal.</li> <li>ARUP were commissioned October 2017 to undertake a comprehensive option assessment of the route. That detailed work is expected to conclude in 2018</li> </ul> | On programme   |
| Lead Partner<br>Transport<br>Scotland   | Other Partners<br>Network Rail,<br>ScotRail | RTS Objectives<br>1, 3 | Outcome Indicators<br>Journey Time & Freq<br>Rail Use | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>STPR (Project 6), TAYPlan SDP, PKC LDP, Network Rail CP5 Delivery Plan             |

## Strategic Roads

| Description   |  |                         |   | Progress  |   |              |
|---|--|-------------------------|---|---|---|--------------|
| <b>SC6: Work with Transport Scotland to support the delivery of STPR Projects: 16 to upgrade the A9 between Dunblane and Inverness; and 29 to improve the A90 through/around Dundee</b>   |  |                         |   |   |   |              |
| <b>SC6.1 A9 upgrading from Perth to Inverness</b><br>STPR Project 16: Upgrade the A9 to dual carriageway between Perth and Inverness. Dualled by 2025   |  |                         |   | <ul style="list-style-type: none"> <li>• First section of new dualling (Kincaig – Dalraddy) opened Sep 2017</li> <li>• Construction contract for Luncarty-Pass of Birnam expected to be awarded by summer 2018</li> <li>• Draft Orders for Pitlochry – Killiecrankie; Killiecrankie – Glen Garry; GlenGarry – Dalwhinnie; Dalwhinnie – Crubenmore published.</li> </ul>   |   | On programme |
| Lead Partner<br>Transport Scotland  | Other Partners<br>Tactran, PKC, SEPA, SNH                                      | RTS Objectives<br>1,2,5 | Outcome Indicators<br>Journey Time & Freq | Proposed Timescale<br>2016-2021   | Project included in / supports the following plans<br>Scotland's Economic Strategy, STPR (Project 16), IIP, NPF3, National Tourism Development Framework, TAYplan SDP, PKC LDP, CNPA LDP , P&K SOA  |              |
| <b>SC6.2 A9 upgrading from Dunblane to Perth</b><br>Grade separation from (and including) Keir roundabout to south of Broxden roundabout and upgrade between Broxden and Luncarty.<br>PKC LDP action plan requires A9 junction improvements to enable developments at Auchterarder & Aberuthven |  |                         |   | <ul style="list-style-type: none"> <li>• Studies underway to identify and refine options between Keir and Luncarty</li> <li>• Consideration of potential short to medium term works from Tibbermore to Luncarty has been progressed by PKC and further design work is underway</li> <li>• Proposal for A9 Strategic Connectivity around Perth included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.</li> <li>• Likely to be considered as part of the update to STPR</li> </ul> |   | On programme |
| Lead Partner<br>Transport Scotland  | Other Partners<br>Tactran, PKC, Stirling Council, Developers, SEPA, Tay Cities | RTS Objectives<br>1, 5  | Outcome Indicators<br>Journey Time & Freq | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Scotland's Economic Strategy, STPR (Project 16), IIP, NPF3, National Tourism Development Framework, TAYplan SDP, PKC LDP, Perth City Plan 2015-35, P&K SOA, PKC Developer Contribution Supplementary Guidance |              |
| <b>SC6.3 A90 upgrade through or around Dundee</b><br>STPR Project 29: Proposed upgrading of the A90 trunk road through or around Dundee.  |  |                         |   | <ul style="list-style-type: none"> <li>• Proposal for A90 upgrade through and around Dundee included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.</li> <li>• Likely to be considered as part of the update to STPR</li> </ul>   |   | On programme |
| Lead Partner<br>TS, Tay Cities  | Other Partners<br>Tactran, DCC, Angus Council, PKC, TAYplan, SEPA              | RTS Objectives<br>1,4,6 | Outcome Indicators<br>Journey Time & Freq | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>STPR (Project 29), NPF3, TAYplan SDP, TayCities, Dundee LOIP, Angus LDP, Dundee LDP, Dundee SULP  |              |

| Description  |   |                |   | Progress  |   |
|--|---|----------------|---|---|---|
| <b>SC6.4 Dundee West Land Use &amp; Transport Integration</b>  |   |                |   |   |   |
| Transport Infrastructure to facilitate Dundee Western Gateway development aspirations including major improvements to A90/A85 Swallow Roundabout and sustainable transport measures. |   |                |   | A90/A85 Roundabout improvements and sustainable transport measures to be implemented as part of Western Gateway Development. No significant progress. Awaiting a date from the developer to when the swallow roundabout will be upgraded.           |   |
|  |   |                |   | On programme  |   |
| Lead Partner   | Other Partners                          | RTS Objectives | Outcome Indicators                          | Proposed Timescale  | Project included in / supports the following plans  |
| DCC  | Tactran, PKC, SEPA, SNH                 | 1,2,6          | Journey Time & Freq                         | 2016-2021   | TAYplan SDP, Dundee LDP   |
| <b>SC7 Support Partners in delivering improvements to the strategic road network around Perth and Stirling</b>   |   |                |   |   |   |
| <b><u>Perth's Transport Futures</u></b>  |   |                |   |   |   |
| <b>SC7.1 Phase 1 A9/A85 - Crieff Road improvements</b>   |   |                |   |   |   |
| To relieve traffic congestion and facilitate development of west/north west Perth. Cross Almond Link - Link from new A9/A85 junction over River Almond                               |   |                |   | Construction progressing to programme. Balfour Beattie main contractors. School opening 2019 - phase 1 to be completed by then.   |   |
|  |   |                |   | On programme  |   |
| Lead Partner   | Other Partners                          | RTS Objectives | Outcome Indicators                          | Proposed Timescale  | Project included in / supports the following plans  |
| PKC  | Transport Scotland; Developers; Tactran | 1,2,6          | Journey Time & Freq<br>NO2 & PM10 Emissions | 2016-2021   | PKC LDP, TAYplan SDP, Perth City Plan 2015-35, NPF3, SCA City Investment Plans, National Tourism Development                                  |
| <b>SC7.2 Phase 2 Cross Tay Link Road (CLR)</b>   |   |                |   |   |   |
| Construction of new road and bridge over River Tay   |   |                |   | DMRB3 process ongoing. Discussions with landowners. Planning application intended for 2019, year of opening 2021/22. Proposal for Cross Tay Link Road included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017. |   |
|  |   |                |   | On programme  |   |
| Lead Partner   | Other Partners                          | RTS Objectives | Outcome Indicators                          | Proposed Timescale  | Project included in / supports the following plans  |
| PKC<br>Tay Cities  | Tactran, SEPA, SNH                      | 1,2,6          | Journey Time & Freq<br>NO2 & PM10 Emissions | 2016-2021   | Scotland's Economic Strategy, STPR (Project 16), IIP, NPF3, National Tourism Development Framework, TAYplan SDP, PKC LDP, P&K LOIP, TayCities |
| <b>SC7.3 Phase 3 Berthapark Link</b>   |   |                |   |   |   |
|  |   |                |   | Preferred route established and Berthapark development masterplan completed, aiming for project completion in 2022. Timing dependant on build rates. Link required after 750 units.   |   |
|  |   |                |   | Not yet progressed  |   |
| Lead Partner   | Other Partners                          | RTS Objectives | Outcome Indicators                          | Proposed Timescale  | Project included in / supports the following plans  |
| PKC  | Tactran, Developers                     | 1,2,6          | Journey Time & Freq<br>NO2 & PM10 Emissions | 2016-2021   | PKC LDP, TAYplan SDP, Perth City Plan 2015-35, NPF3, SCA City Investment Plans  |
| <b>SC7.4 Shaping Perth's Transport Future - Transport Plan including Active Travel</b>   |   |                |   |   |   |
|  |   |                |   | Initial work underway with detailed programme to be developed during 2018 covering period 2019-21. Cycling masterplan being finalised.  |   |
|  |   |                |   | On programme  |   |
| Lead Partner   | Other Partners                          | RTS Objectives | Outcome Indicators                          | Proposed Timescale  | Project included in / supports the following plans  |

| Description   |                             |                |                                    | Progress  |   |
|---|-----------------------------|----------------|------------------------------------|---|---|
| PKC   | Tactran, Developers         | 1, 3, 4, 6     | Mode split<br>NO2 & PM10 Emissions | 2016-2021   | PKC LDP, Perth City Plan 2015-35                      |
| <b><u>Stirling LTS (City Area Transport Plan)</u></b>   |                             |                |                                    |   |   |
| <b>SC7.5 M9/A811 New Junction</b><br>Improve access to city centre and reduce traffic on A872 and A9. Support events arena and heritage park. Maximise strategic access to Stirling City and minimise traffic to/from trunk roads within the City area.   |                             |                |                                    | DPMTAG identified need for further consideration of strategic interventions, including addressing traffic problems identified at M9 Junc10 Craigforth. Proposal to be considered within investigation to maintain and enhance access to Stirling City via the trunk road network, investigating improvements on M9 Junction 10 Craigforth / M9 Junction 11 Keir / M9 A811 junctions | Not yet progressed                                    |
| Lead Partner  | Other Partners              | RTS Objectives | Outcome Indicators                 | Proposed Timescale  | Project included in / supports the following plans    |
| Stirling Council  | Tactran, Transport Scotland | 1,2,3,6        | Journey Time & Freq                | 2016-36   | Stirling LDP, Stirling LTS (City Area Transport Plan) |
| <b>SC7.6 Kildean to Bridge of Allan Corridor – Phases 1 &amp; 2.</b><br>New road to open up Kildean and improve accessibility and traffic flows north of the river Forth and keep unnecessary traffic from out of the urban area and maintain access to key employment locations. Phase 1 Kildean to Cornton road link; Phase 2 Cornton to Airthrey road link |                             |                |                                    | DPMTAG study reinforced need for intervention in longer term.   | Not yet progressed                                    |
| Lead Partner  | Other Partners              | RTS Objectives | Outcome Indicators                 | Proposed Timescale  | Project included in / supports the following plans    |
| Stirling Council  | Tactran                     | 1,2,3,6        | Journey Time & Freq                | 2016-2036   | Stirling LDP, Stirling LTS (City Area Transport Plan) |
| <b>SC7.7 Viewforth Link Road and public realm improvements to adjacent City Centre streets</b><br>Complete Inner Ring Road to improve traffic flows and accessibility across the city, enhance city centre environment, Viewforth development site, and support modal shift.  |                             |                |                                    | Planning application proposed 2018/19   | On programme  |
| Lead Partner  | Other Partners              | RTS Objectives | Outcome Indicators                 | Proposed Timescale  | Project included in / supports the following plans    |
| Stirling Council  | Tactran                     | 1,2,3,6        | Journey Time & Freq                | 2016-2036   | Stirling LDP, Stirling LTS (City Area Transport Plan) |
| <b>SC7.8 Stirling City Area Transport Plan: Durieshill and South Stirling Gateway Transport Improvements.</b><br>Delivery of road capacity improvements, including park and ride facilities, walking and cycling routes to support outcomes of developments.  |                             |                |                                    | DPMTAG study reinforced need for intervention. Interventions being considered within Durieshill planning application submitted December 2017  | On programme  |
| Lead Partner  | Other Partners              | RTS Objectives | Outcome Indicators                 | Proposed Timescale  | Project included in / supports the following plans    |
| Stirling Council  | TS, Tactran, Developers     | 1,2,3,6        | Journey Time & Freq                | 2016-2036   | Stirling LDP, Stirling LTS(City Area Transport Plan)  |

| Description  |                |                |                     | Progress   |  |              |
|--|----------------|----------------|---------------------|--|--|--------------|
| <b>New A91 Widening and junction Improvements</b><br>Capacity and junction improvements to A91 eastern peripheral route to maintain access to/from the the west of Stirling City and between western Clackmannanshire and the motorway network at Pirnhall |                |                |                     | DPMTAG study reinforced need for intervention. Planning applications relating to Durieshill/South Stirling Gateway will need to pay regard to the Greencornhills – Pirnhall section. |  | On programme |
| Lead Partner   | Other Partners | RTS Objectives | Outcome Indictors   | Proposed Timescale   | Project included in / supports the following plans   |              |
| Stirling Council   | Tactran        | 1,2,3,6        | Journey Time & Freq | 2016-2036  | Stirling LDP, Stirling LTS(City Area Transport Plan) |              |

## Ports

| Description  |  |                |                             | Progress   |  |                    |
|--|--|----------------|-----------------------------|--|--|--------------------|
| <b>SC10 Support the improvement of rail and road links to the region's ports</b>   |  |                |                             |  |  |                    |
| <b>SC10.1 Inter-modal Regional Rail Freight Facilities at Dundee</b><br>Development of freight facilities, building on existing proposals at Dundee Port for inter-model transfer between road, rail and sea-borne freight.      |  |                |                             | Feasibility study into road/rail/sea freight facility at Dundee Port completed. Included in Dundee Sustainable Urban Logistics Plan for 2023 and beyond. |  | Not yet progressed |
| Lead Partner   | Other Partners                                       | RTS Objectives | Outcome Indictors           | Proposed Timescale   | Project included in / supports the following plans |                    |
| DCC  | Forth Ports, Tactran, NR, SEPA                       | 1,3,6          | Congestion<br>CO2 Emissions | 2016-2036  | Dundee SULP, TAYplan SDP, Dundee LDP               |                    |
| <b>SC10.2 Inter-modal Regional Rail Freight Facilities at Montrose</b><br>Development of regional facilities, building on existing proposals at Montrose Port for inter-model transfer between road, rail and sea-borne freight. |  |                |                             | STAG currently being undertaken on behalf of Angus Council.  |  | On programme       |
| Lead Partner   | Other Partners                                       | RTS Objectives | Outcome Indictors           | Proposed Timescale   | Project included in / supports the following plans |                    |
| Angus Council  | Montrose port Authority, Tactran, Network Rail, SEPA | 1,3,6          | Congestion<br>CO2 Emissions | 2016-2036  | Tactran Delivery Plan                              |                    |
| <b>SC10.3 Inter-modal Regional Rail Freight Facilities at Perth</b><br>Development of freight facilities, building on existing proposals at Perth Harbour for inter-model transfer between road, rail and sea-borne freight.     |  |                |                             | No progress to date in implementation  |  | Not yet progressed |
| Lead Partner   | Other Partners                                       | RTS Objectives | Outcome Indictors           | Proposed Timescale   | Project included in / supports the following plans |                    |
| PKC  | Tactran, Network Rail                                | 1,3,6          | Congestion<br>CO2 Emissions | 2016-2036  | Tactran Delivery Plan                              |                    |

# Air

| Description   |  |                |                     | Progress  |  |              |
|---|--|----------------|---------------------|---|--|--------------|
| <b>SC11 Support the continuation and development of direct routes from Dundee Airport to London and other key destinations</b>                            |  |                |                     |   |  |              |
| <b>SC11.1 Promote services, routes and facilities at Dundee Airport</b><br>Continued growth and development of services and facilities at Dundee Airport. |  |                |                     | Public Service Obligation (PSO) London Service extended to April 2019 and will be retendered. Further options for increased destinations and flight options for passengers being investigated. Proposal for Dundee Airport Investment included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017. |  | On programme |
| Lead Partner  | Other Partners   | RTS Objectives | Outcome Indicators  | Proposed Timescale  | Project included in / supports the following plans   |              |
| HIAL  | Transport Scotland, Tactran, DCC, Scottish Enterprise, Air Operators | 1,2,5          | Journey Time & Freq | Ongoing   | Dundee LOIP, TAYplan SDP, Dundee LDP, NPF3, SCA City Investment Plans, National Tourism Development Framework, TayCities |              |

## 3.2 Health and Transport

### Improving health outcomes reducing the adverse impacts of traffic on public health and promoting access to health facilities

| Health and Transport Themes        | Policies and Proposals  |
|------------------------------------|---|
| <b>Promoting Active Travel</b>     | <p>HT1: Increase the number of journeys made by active travel modes by making people aware of the benefits of active travel and ensuring that active travel infrastructure is available and attractive to use.</p> <p>HT2: Contribute to achieving road safety targets</p>  |
| <b>Transport and Public Health</b> | <p>HT3: Improve air quality within any designated Air Quality Management Area (AQMA) to a point where the AQMA is revoked.</p> <p>HT4: Minimise the number of people exposed to intrusive noise levels.</p> <p>HT5: Reduce the rate of road accident casualties and achieve or better national road safety targets.</p> <p>HT6: Reduce the effects of severance on communities caused by transport infrastructure or its use.</p> |
| <b>Access to Healthcare</b>        | <p>HT7: Improve equality of access to healthcare.</p> <p>HT8: Provide, where possible, healthcare services in locations and at times that are readily accessible.</p> <p>HT9: Make transport to healthcare accessible for all, physically, socially and financially.</p> <p>HT10: Ensure transport to healthcare is undertaken by sustainable modes wherever possible.</p>  |
| <b>NHS Staff Travel</b>            | <p>HT11: Find alternatives to travel for staff communications wherever appropriate.</p> <p>HT12: Ensure that essential journeys are undertaken by the most appropriate sustainable modes.</p>   |



## Promoting Active Travel

| Description  |   |                           |                                  | Progress  |   |              |
|--|---|---------------------------|----------------------------------|---|---|--------------|
| <b>HT1: Increase the number of journeys made by active travel modes by making people aware of the benefits of active travel and ensuring that active travel infrastructure is available and attractive to use</b>  |   |                           |                                  |   |   |              |
| <b>HT1.1 Promote active travel as a healthy means of transport, leisure and means of access to services and opportunities</b><br>For everyone living in the region to be able to, and choose to, travel safely by active modes such as walking and cycling for the majority of their local journeys. |   |                           |                                  | Ongoing: Wide range of projects being implemented by Local Authorities, Cycling Scotland and other partners (principally 3 <sup>rd</sup> sector) often taking advantage of a number of external funding sources such as Smarter Choices, Smarter Places, Community Links etc.   |   | On programme |
| Lead Partner<br>Tactran, Councils, Cycling Scotland, Paths for All   | Other Partners<br>Higher and further education, NHS, LLTNPA | RTS Objectives<br>2,3,4,5 | Outcome Indicators<br>Mode Split | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>All Community Planning Partnership LOIPs, Stirling LTS, Tactran HTF, LLTNPA Outdoor Recreation Plan |              |
| <b>HT1.2 Expand the role of active prescriptions and social prescribing</b><br>For everyone living in the region to be able to, and choose to, travel safely by active modes such as walking and cycling for the majority of their local journeys.   |   |                           |                                  | Ongoing: NHST working with Public Health colleagues to encourage Active Travel. Loch Lomond and The Trossachs Countryside Trust 'Walk in the Park' project includes active prescribing elements.  |   | On programme |
| Lead Partner<br>NHS  | Other Partners<br>LA's, LLTNPA, Tactran                     | RTS Objectives<br>2,4     | Outcome Indicators<br>Mode Split | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>Tactran HTF   |              |
| <b>HT2: Contribute to achieving road safety targets</b>  |   |                           |                                  |   |   |              |
| <b>HT2.1 Support delivery of road safety education</b><br>Reduce the number of road casualties in the region.  |   |                           |                                  | Ongoing support to deliver Safe Drive Stay Alive throughout Tactran region. The programme of events was completed across the Tayside region with 1230 young people attending the Dundee event, 1030 in Angus and 1371 in Perth. 3694 participants in the Stirling and Clackmannanshire area.                          |   | On programme |
| Lead Partner<br>Scottish Fire & Rescue Service   | Other Partners<br>Police Scotland, Tactran, LA's            | RTS Objectives<br>5       | Outcome Indicators<br>KSI        | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>All Community Planning Partnership LOIPs  |              |
| <b>HT2.2 Continue programme of Accident Investigation and Prevention (AIP) and road safety measures and ensure road safety considered in new developments through road safety audit procedures.</b><br>Reduce the number of road casualties in the region.   |   |                           |                                  | Ongoing: Local Authorities continue with their programmes for AIP. Angus Council providing funding for mitigation measures at accident sites identified through the AIP programme. PKC AIP budget significantly increased. DCC undertaking new AIP analysis with mitigation measures due to be introduced in 2018/19. |   | On programme |

| Description                             |  |                       |                           | Progress                      |  |
|---|--|-----------------------|---------------------------|-------------------------------|--|
| Lead Partner<br>Constituent<br>Councils | Other Partners<br>Transport Scotland,<br>Police Scotland | RTS Objectives<br>5,6 | Outcome Indicators<br>KSI | Proposed Timescale<br>Ongoing | Project included in / supports the following plans<br>All Community Planning Partnership LOIPs |

## Transport and Public Health

| Description   |                |                         |   | Progress  |  |
|---|----------------|-------------------------|---|---|--|
| <b>HT3: Improve air quality within any designated Air Quality Management Area (AQMA) to a point where the AQMA is revoked.</b>  |                |                         |   |   |  |
| <b>HT3.1 Review traffic management at air quality hot spots within AQMAs.</b><br>Improve air quality at identified hot spots within the regions AQMAs   |                |                         |   | Perth City Centre traffic management being developed as part of CLTR work but limited scope to introduce prior to the CLTR being delivered. Ongoing discussions with Transport Scotland regarding Crieff (A85 trunk road). LEZ now proposed for Dundee City Centre. <a href="#">Dundee AQMA</a> | On programme   |
| Lead Partner<br>DCC, PKC  | Other Partners | RTS Objectives<br>1,4   | Outcome Indicators<br>NO2 & PM10 Emissions                  | Proposed Timescale<br>2016-21   | Project included in / supports the following plans<br>Dundee AQAP, PKC AQAP, Cleaner Air for Scotland, Dundee LOIP, P&K LOIP |
| <b>HT3.2 Develop and implement Green Procurement Strategies for Council fleet and public service vehicles</b><br>To ensure air quality is considered in the tendering process for new Council vehicles  |                |                         |   | All councils continuing to improve the efficiency and emission standards of in-house fleet. DCC likely to increase minimum thresholds for externally provided school buses to minimum of EURO III.  | On programme   |
| Lead Partner<br>Councils  | Other Partners | RTS Objectives<br>3,4   | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>Dundee AQAP, PKC AQAP, Dundee LOIP, P&K LOIP                           |
| <b>HT3.3 Improve Councils' vehicle fuel consumption efficiency by better management of fleet activities.</b><br>Develop fleet management plan to improve fuel efficiency; Investigate fleet activities in relation to pollution hotspots e.g. waste management fleet routes |                |                         |   | DCC has a replacement programme that targets the poorest performing vehicles. Where possible the new vehicles are placed in air quality hot spot areas. PKC have fitted GPS tracking to all fleet vehicles to monitor usage.  | On programme   |
| Lead Partner<br>Councils  | Other Partners | RTS Objectives<br>1,3,4 | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>Dundee AQAP, PKC AQAP, Dundee LOIP, P&K LOIP                           |
| <b>HT3.4 DCC will Introduce ECOstars environmental fleet recognition for cans, lorries, buses, coaches and possibly taxis.</b>  |                |                         |   | Ecstars ongoing and funding applied for to sustain it in 2018/19  | On programme   |

| Description  |                                      |                       |   | Progress   |  |
|--|--------------------------------------|-----------------------|---|--|--|
| To encourage environmental consideration in procurement of vehicles.   |                                      |                       |   |  |  |
| Lead Partner<br>DCC  | Other Partners                       | RTS Objectives<br>3,4 | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>Ongoing  | Project included in / supports the following plans<br>Dundee AQAP, Dundee LOIP                           |
| <b>HT3.5 DCC in consultation with the Taxi Liaison Group will explore means of reducing emissions from taxis and private car hire vehicles in AQMA.</b><br>Enforce no idling for taxis. Increase cleaner taxis in regards to pollutant emissions                             |                                      |                       |   | Proposal will be considered as part of taking forward LEZ. Increasing number of Electric Vehicles make up the Taxi/PHC fleet (approximately 14%) with ongoing infrastructure support from DCC<br><br>For supporting charging infrastructure see <a href="#">CC1.4</a>  | On programme   |
| Lead Partner<br>DCC  | Other Partners<br>Police Scotland    | RTS Objectives<br>1,4 | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>Ongoing  | Project included in / supports the following plans<br>Dundee AQAP, Dundee LOIP                           |
| <b>HT3.6 DCC will explore the feasibility of a Low Emission Zone for the central area of the city</b><br>Improve Air Quality in central Dundee   |                                      |                       |   | Scottish Government announced LEZ to be implemented in Dundee by 2020. With local authorities, The Scottish Government will introduce Low Emission Zones (LEZs) into our four biggest cities between 2018 and 2020 and into all other Air Quality Management Areas by 2023 where the National Low Emission Framework (NLEF) appraisals advocate such mitigation. | On programme   |
| Lead Partner<br>DCC  | Other Partners<br>Transport Scotland | RTS Objectives<br>4   | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Dundee SULP, Cleaner Air for Scotland, Dundee LOIP |
| <b>HT3.7 Transport Scotland will work with key partners to investigate the use of hydrogen as a transport fuel.</b><br>Low Emission Vehicles to improve air quality  |                                      |                       |   | The Scottish Government is taking forward a range of activities to promote the uptake of electric vehicles, as set out in the publication <a href="#">Switched On Scotland</a>   | On programme   |
| Lead Partner<br>Transport Scotland   | Other Partners                       | RTS Objectives<br>3,4 | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Cleaner Air for Scotland, Switched on Scotland     |
| <b>HT3.8 Transport Scotland will continue to engage with partners on the role less carbon intensive fuels such as LPG, CNG and biofuels can play in the transition to a near zero emission road transport sector by 2050</b><br>Low Emission Vehicles to improve air quality |                                      |                       |   | Work ongoing.  | On programme   |
| Lead Partner   | Other Partners                       | RTS Objectives        | Outcome Indicators  | Proposed Timescale   | Project included in / supports the following plans   |

| Description   |  |                       |   | Progress   |   |
|---|--|-----------------------|---|--|---|
| Transport Scotland  |  | 3,4                   | CO2 Emissions<br>NO2 & PM10 Emissions                       | 2016-2021  | Cleaner Air for Scotland, Switched on Scotland  |
| <b>HT3.9 Transport Scotland will review the impacts of trunk roads on AQMAs at Dundee, Perth and Crieff and implement mitigation where trunk roads are the primary contributor to air pollutants by 2020</b><br>Air Quality Management Areas and the trunk road network   |  |                       |   | Transport Scotland is working in close partnership with Perth and Kinross Council and other stakeholders to develop and air quality management plan for Crieff. Work is well underway and detailed options are being considered. Progress in Dundee update will be taken forward via LEZ work  | On programme  |
| Lead Partner<br>Transport Scotland  | Other Partners   | RTS Objectives<br>4   | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Cleaner Air for Scotland, Dundee LOIP, P&K LOIP |
| <b>HT3.10 Design, develop and implement a two-level modelling system on regional and local scales to provide evidence for appraising and identifying potential transport and planning solutions to local air quality issues</b><br>National Modelling Framework (NMF) aims to provide Local Authorities with the information required to improve urban air quality. |  |                       |   | The NMF will provide a two-tiered standardised approach to modelling air quality in Scotland. Detailed models for the first four cities covering areas associated with the highest levels of poor air quality (Glasgow, Edinburgh, Aberdeen and Dundee) will provide evidence for those local authorities to take actions at the city scale to reduce street-level emissions.<br><br>All four city models are now completed, or in the final stages of completion (as is the case with Dundee). The regional model will provide a tool for screening and assessing the potential air quality impacts associated with large-scale planned developments across local authority areas. Work on the regional model will progress further during 2018 | On programme  |
| Lead Partner<br>SEPA  | Other Partners<br>Scottish Government,<br>Transport Scotland | RTS Objectives<br>1,4 | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Cleaner Air for Scotland, Dundee LOIP, P&K LOIP |
| <b>HT3.11 Undertake detailed modelling of TAYplan area cities and associated adjoining spaces, covering areas associated with highest levels of poor air quality</b><br>National Modelling Framework (NMF) aims to provide local authorities with the information required to improve urban air quality.  |  |                       |   | Modelling for Dundee will be able to commence when 3.10 complete to inform LEZ   | On programme  |
| Lead Partner<br>SEPA  | Other Partners<br>Scottish Government,<br>Transport Scotland | RTS Objectives<br>1,4 | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Cleaner Air for Scotland, Dundee LOIP, P&K LOIP |
| <b>HT3.12 Transport Scotland, in further consultation with partner</b>  |  |                       |   |  | On  |

| Description  |                          |                |                                       | Progress  |  |           |
|--|--------------------------|----------------|---------------------------------------|---|--|-----------|
| <b>organisations, ensure the NLEF criteria, tests, and processes are developed, agreed, and finalised</b><br>National Low Emission Framework (NLEF) is designed to enable local authorities to appraise, justify the business case for, and implement a range of, air quality improvements options related to transport (and associated land use). |                          |                |                                       | The NLEF guidance document is being refreshed in line with the developing approach to delivery being undertaken by the four major cities. An update of the documents will be issued during 2018 |  | programme |
| Lead Partner   | Other Partners           | RTS Objectives | Outcome Indicators                    | Proposed Timescale  | Project included in / supports the following plans |           |
| Scottish Government  | Transport Scotland, SEPA | 1,4            | CO2 Emissions<br>NO2 & PM10 Emissions | 2016-2021   | Cleaner Air for Scotland                           |           |

## Access to Healthcare

| Description   |                             |                |                    | Progress   |   |                  |
|---|-----------------------------|----------------|--------------------|--|---|------------------|
| <b>HT4: Minimise the number of people exposed to intrusive noise levels</b>   |                             |                |                    |  |   |                  |
| <b>HT4.1 Scottish Government to provide an annual update on evaluation of the national Transportation Noise Action Plan (TNAP)</b><br>Scottish Government to demonstrate progress on an annual basis on the TNAP and publish on Scottish Government and Scottish Noise Mapping websites |                             |                |                    | The modelling for the third round of noise mapping is complete and the TNAP will be updated during 2018.   |   | On programme     |
| Lead Partner  | Other Partners              | RTS Objectives | Outcome Indicators | Proposed Timescale   | Project included in / supports the following plans              |                  |
| Scottish Government   |                             | 4              | Noise              | 2016-2021  | Tactran Delivery Plan   |                  |
| <b>HT7: Improve equality of access to healthcare.</b>   |                             |                |                    |  |   |                  |
| <b>HT7.2 Work in Partnership to integrate NHS appointment process with Travel Options</b><br>Ensure patients are aware of the travel choices they have to attend health care appointments.  |                             |                |                    | Scottish Ambulance Services Patient Transport Service will sign post patients who do not meet the Patient Needs Assessment for medical transport to other providers.<br><br>Project to be revived - good example from NHS Lothian and their Flow Centre about what is in the 'art of the possible' in terms of appointment management. |   | Behind programme |
| Lead Partner  | Other Partners              | RTS Objectives | Outcome Indicators | Proposed Timescale   | Project included in / supports the following plans              |                  |
| NHS Tayside, NHS Forth Valley   | Tactran, Traveline Scotland | 2,3,6          | Mode Share         | 2016-2021  | Tactran Delivery Plan, All Community Planning Partnership LOIPs |                  |
| <b>HT9: Make transport to healthcare accessible for all, physically, socially and financially.</b>  |                             |                |                    |  |   |                  |

| Description   |                                      |                         |                                 | Progress   |   |                    |
|---|--------------------------------------|-------------------------|---------------------------------|--|---|--------------------|
| <b>HT9.1 Improve efficiency and co- ordination of transport and healthcare service delivery</b><br>To achieve integrated healthcare and transport service delivery that enables patients and their visitors to access healthcare by convenient, affordable transport appropriate to their needs. For the environmental impacts of journeys to healthcare services to be minimised |                                      |                         |                                 | Complex range of issues and will need an intense and focussed push from senior politicians and budget holders to achieve. Developing systems based on Lothian Flow Hub and more sophisticated DRT could have significant positive impacts.   |   | Not yet progressed |
| Lead Partner<br>NHS   | Other Partners<br>Tactran, LA's, SAS | RTS Objectives<br>2,6   | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Tactran HTF, All Community Planning Partnership LOIPs |                    |
| <b>HT10: Ensure transport to healthcare is undertaken by sustainable modes wherever possible.</b>   |                                      |                         |                                 |  |   |                    |
| <b>HT10.1 Increase travel to healthcare facilities by active and sustainable modes</b><br>To achieve integrated healthcare and transport service delivery that enables patients and their visitors to access healthcare by convenient, affordable transport appropriate to their needs. For the environmental impacts of journeys to healthcare services to be minimised.         |                                      |                         |                                 | Diversion of Stagecoach Cross Country services (Fife/Glasgow) into Forth Valley Royal Hospital. Diversion set up using Bus Route Development Grant and funded by NHSFV. Initially the service operated 1 per hour in each direction , now commercially operated at 2 buses per hour in each direction. |   | On programme       |
| Lead Partner<br>NHS   | Other Partners<br>Tactran, LA's      | RTS Objectives<br>2,3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Tactran HTF   |                    |
| <b>HT10.2 Improve active and sustainable travel infrastructure to healthcare facilities</b><br>To achieve integrated healthcare and transport service delivery that enables patients and their visitors to access healthcare by convenient, affordable transport appropriate to their needs. For the environmental impacts of journeys to healthcare services to be minimised     |                                      |                         |                                 | Improved cycling/walking access to Forth Valley Royal Hospital from the local area undertaken prior to opening. Ongoing improvements are being made post opening, to walking 'desire lines' on site – catalyst being feedback from staff/patients.   |   | On programme       |
| Lead Partner<br>NHS   | Other Partners<br>Tactran, LA's      | RTS Objectives<br>3,4   | Outcome Indictors<br>Mode Share | Proposed Timescale<br>Ongoing  | Project included in / supports the following plans<br>Tactran HTF   |                    |

## NHS Staff Travel

| Description  |                                |                       |                                    | Progress  |   |                  |
|--|--------------------------------|-----------------------|------------------------------------|---|---|------------------|
| <b>HT11: Find alternatives to travel for staff communications wherever appropriate.</b>  |                                |                       |                                    |   |   |                  |
| <b>HT11.1 Work to eliminate unnecessary commuting or business journeys by NHS staff</b><br>For the environmental and financial costs of NHS staff travel to be minimised, whilst maintaining an efficient, effective healthcare service.                           |                                |                       |                                    | Evolving models of care will potentially see an increase in travel by NHSFV staff. National agreed position on mileage reimbursement is a significant barrier to change. No effective policy in place at 'national' level to move 'grey fleet' miles into newer, cleaner vehicles. Policy in place to move high mileage 'grey fleters' into lease cars - policy though does not stipulate any constriction on the type of vehicle the staff member can obtain quotes on (No CO <sub>2</sub> cap). |   | Behind programme |
| Lead Partner<br>NHS  | Other Partners<br>Tactran, LAs | RTS Objectives<br>3,4 | Outcome Indictors<br>CO2 Emissions | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>Tactran HTF |                  |
| <b>HT12: Ensure that essential journeys are undertaken by the most appropriate sustainable modes.</b>  |                                |                       |                                    |   |   |                  |
| <b>HT12.1 Ensure that all NHS staff travel is undertaken by active or sustainable modes, where appropriate</b><br>For the environmental and financial costs of NHS staff travel to be minimised, whilst maintaining an efficient, effective healthcare service.    |                                |                       |                                    | (see HT11.1)<br>A small number of electric pool cars have been introduced for 'voluntary' staff use. National agreed position on mileage reimbursement is a significant barrier to change.  |   | Behind programme |
| Lead Partner<br>NHS  | Other Partners<br>Tactran, LAs | RTS Objectives<br>3,4 | Outcome Indictors<br>Mode Share    | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>Tactran HTF |                  |
| <b>HT12.2 Improve provision of active and sustainable travel infrastructure for staff arriving by these modes</b><br>For the environmental and financial costs of NHS staff travel to be minimised, whilst maintaining an efficient, effective healthcare service. |                                |                       |                                    | (see HT11.1)<br>Significant investment in local access routes to and from Forth Valley Royal Hospital (FVRH). Travel Plan promoting active travel with Dr Bike sessions and 'pop up' active travel hub at FVRH.   |   | Behind programme |
| Lead Partner<br>NHS  | Other Partners<br>Tactran, LAs | RTS Objectives<br>3,4 | Outcome Indictors<br>Mode Share    | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>Tactran HTF |                  |

# 3.3 Active Travel

## Improving health outcomes by promoting active travel as part of healthy lifestyle

|  |   |
|--|---|
| Health and Transport Themes                      | Policies and Proposals  |
| <b>Strategic Integration</b>                     | <p><b>AT1: Integration and Coordination</b><br/>Work with Councils, CPPs and other partners to deliver the strategy’s aims and ensure it is supported by non-transport policies and programmes.</p>   |
| <b>High Quality Infrastructure</b>               | <p><b>AT2: Improved Walking and Cycling Links within the Region</b><br/>Develop walking and cycling links to and within town and city centres and to employment, health facilities, services, leisure and tourism activities.</p> <p><b>AT3: Regional Walking and Cycling Routes</b><br/>Establish routes of regional priorities and close gaps in the regional network for walking and cycling in line with expansion of the NCN, national long distance paths, tourism strategies and local active travel strategies.</p> <p><b>AT4: Improved Walking and Cycling Links to Education Facilities</b><br/>Promote walking and cycling links to schools as well as further and higher education facilities. Promote continuation and expansion of school travel plans, Cycle Friendly Schools and Campuses.</p> <p><b>AT5: High Quality Cycle Parking</b><br/>Provide secure and quality cycle parking at key trip destinations and make this an integral part of any infrastructure improvement or expansion.</p> <p><b>AT6: Audit</b><br/>Where opportunities arise, locally focused active travel audits will identify priorities for future investment in developing the regional walking and cycling network.</p> |
| <b>Making Better Use of the Transport System</b> | <p><b>AT7: Public Transport Access</b> Support the provision of improved walking and cycling access at public transport interchanges and on trains/buses</p> <p><b>AT8: Priority</b> Assign greater priority to pedestrians and cyclists in the design and management of the road network and design residential streets to keep vehicles at or below 20mph.</p>  |
| <b>Influencing Travel Behaviour</b>              | <p><b>AT9: Promotion</b><br/>Promote active travel through publicity, events and information provision, Cycling Scotland’s Cycle Friendly schemes, forward planning and joint marketing with relevant partners.</p> <p><b>AT10: Training</b><br/>Support cycle training in schools and workplaces.</p>  |



## Strategic Integration

| Description   |   |                              |                                  | Progress  |  |              |
|---|---|------------------------------|----------------------------------|---|--|--------------|
| <b>AT1: Integration and Coordination</b>  |   |                              |                                  |   |  |              |
| <b>AT1.1 Each local authority to develop an Active Travel Strategy</b><br>Develop for each local authority area a strategic approach to supporting active travel, mapping the appropriate infrastructure improvements required along with supporting promotional work |   |                              |                                  | All Councils have strategies in place. PKC developing Cycle Masterplan for Perth City <ul style="list-style-type: none"> <li>• <a href="#">An Active Travel Strategy for Angus</a></li> <li>• <a href="#">Dundee Cycling Strategy</a></li> <li>• <a href="#">Active Travel Strategy for Perth &amp; Kinross</a></li> <li>• <a href="#">Walking and Cycling to a Healthier Stirling</a></li> </ul> |  | On programme |
| Lead Partner<br>Councils  | Other Partners<br>Tactran, Cycling Scotland, Sustrans, TS | RTS Objectives<br>1, 2, 3, 4 | Outcome Indicators<br>Mode share | Proposed Timescale<br>2016-2021   | Project included in / supports the following plans<br>CAPS, NPF3, Stirling LTS, All Community Planning Partnership LOIPs |              |

## High Quality Infrastructure

| Description   |                                       |                              |                                  | Progress  |   |              |
|---|---------------------------------------|------------------------------|----------------------------------|---|---|--------------|
| <b>AT2: Improved Walking and Cycling Links within the Region</b>  |                                       |                              |                                  |   |   |              |
| <b>AT2.1 Continue to develop and maintain community links</b><br>High quality, local infrastructure to support active travel particularly in urban areas where high levels of cycling can be achieved |                                       |                              |                                  | All Councils continue to bring forward annual programmes of active travel infrastructure, largely funded by Scottish Government Cycling Walking and Safer Streets ring-fenced grant to Councils, as well as <a href="#">Sustrans Community Links</a> funding.<br><br>Tactran Active Travel Grant funding has supported 17 projects between July 2016 and 2018. <ul style="list-style-type: none"> <li>2015/16: 6 projects</li> <li>2016/17: 7 projects</li> <li>2017/18: 4 projects</li> </ul> Stirling Council have been successful in securing Community Links PLUS funding to develop corridors linking the City Centre to Stirling University and Forth Valley College. Angus, Dundee and Perth&Kinross Councils are pursuing Community Links PLUS Bids |   | On programme |
| Lead Partner<br>Sustrans, Tactran,  | Other Partners<br>Transport Scotland, | RTS Objectives<br>1, 2, 3, 4 | Outcome Indicators<br>Mode share | Proposed Timescale<br>2016-2021   | Project included in / supports the following plans<br>CAPS, NPF3, Dundee AQAP, All Community Planning Partnership LOIPs |              |

| Description  |   |                          |                                  | Progress   |   |                    |
|--|---|--------------------------|----------------------------------|--|---|--------------------|
| Councils   |   |                          |                                  | Community Groups   |   |                    |
| <b>AT3: Regional Walking and Cycling Routes</b>  |   |                          |                                  |  |   |                    |
| <b>AT3.1 Enhance active travel networks, taking account of priorities in the TAYplan Green Network Strategy.</b><br>TAYplan Green Network Strategy focussed on Green Networks in Strategic Development Areas, Dundee and Perth core areas and key active travel networks in Carse of Gowrie.   |   |                          |                                  | Dundee City Council have upgraded sections of the Green Circular (NCN77). Masterplans for new development sites in PKC all include significant levels of green networks.   |   | On programme       |
| Lead Partner<br>TAYplan  | Other Partners<br>Tactran, DCC, PKC, Angus Council                      | RTS Objectives<br>3,4,6  | Outcome Indicators<br>Mode share | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>TAYplan SDP, Active Travel Plans                                    |                    |
| <b>AT3.2 Enhance active travel networks, taking account of priorities in the Central Scotland Green Network Strategy</b><br>Central Scotland Green Network (CSGN) stretches from Ayrshire, Inverclyde and Dunbartonshire in the west, to west Fife and the Lothians in the east, including Stirling Council.<br>The strategy aims to transform the area into a place where the environment adds value to the economy and where people's lives are enriched by its quality.<br>A CSGN map can be found on <a href="#">SNH website</a> |   |                          |                                  | NCN 76 enhancements around Cowie and Fallin undertaken as part of Beauty - Denny mitigation works  |   | On programme       |
| Lead Partner<br>SNH  | Other Partners<br>Forestry Commission Scotland, Scottish Enterprise, SC | RTS Objectives<br>3,4,6  | Outcome Indicators<br>Mode share | Proposed Timescale<br>Ongoing  | Project included in / supports the following plans<br>CSGN, NPF3, Stirling LDP, Walking & Cycling to a Healthier Stirling |                    |
| <b>AT3.3 NWCN Long Distance Route: Crook of Devon to Kinross</b><br>New walking and cycling route and link that contributes to the NWCN. Create a continuous link between Stirling, Kinross and beyond to Fife for recreation.   |   |                          |                                  | 5yr priority route. Initial landowner engagement undertaken. Identified as Regional Route in Tactran RTS Active Travel Strategy  |   | Not yet progressed |
| Lead Partner<br>TRACKS   | Other Partners<br>Perth & Kinross Council                               | RTS Objectives<br>2, 3,4 | Outcome Indicators<br>Mode share | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>NWCN Action Plan, NPF3, Active Travel Strategy for Perth & Kinross  |                    |
| <b>AT3.4 NWCN Long Distance Route: Cross-Scotland Pilgrim Way - Iona to St Andrews</b><br>New walking and cycling route and link that contributes to the NWCN. Create a continuous link between Stirling, Kinross and beyond to Fife for recreation.   |   |                          |                                  | Tyndrum to Crianlarich: 1 of 2 phases completed<br>Crianlarich to Killin/Glen Ogle: Feasibility required<br>Killin to Lochearnhead: Completed (NCN7)<br>Lochearnhead to St Fillans: being progressed by LLTNPA. 3 out of 6 phases completed<br>St Fillans to Comrie: Complete (signed via quiet roads)<br>Comrie to Crieff: Outline designs undertaken and land negotiations ongoing |   | On programme       |

| Description   |  |                          |                                 | Progress  |   |
|---|--|--------------------------|---------------------------------|---|---|
|   |  |                          |                                 | Crieff to Perth: Feasibility required<br>Perth to Bridge of Earn: Feasibility required<br>Bridge of Earn to Newburgh: Feasibility required  |   |
| Lead Partner<br>SNH   | Other Partners<br>SC, PKC, LLTNPA, Scottish Pilgrims Route Forum | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>NWCN Action Plan, NPF3, Active Travel Strategy for Perth & Kinross, Walking & Cycling to a Healthier Stirling |
| <b>AT3.5 NWCN Long Distance Route: Angus Coastal Path (NCN1)</b><br>New walking and cycling route and link that contributes to the NWCN. Contributes to completing gaps to create a continuous coastal path. c.9-10 km new path construction of Auchmithie to Montrose section                |  |                          |                                 | Review of existing NCN1 route required to inform longer term maintenance and improvement programme.   |   |
| Lead Partner<br>Angus Council   | Other Partners<br>Sustrans                                       | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>NWCN Action Plan, NPF3, Angus Active Travel Strategy  |
| <b>AT3.6 NWCN Long Distance Route: Pitlochry – Ballater.</b><br>2 No. longer term priority links connecting Rob Roy Way, CATERAN Trail and Deeside Way: Pitlochry to Kirkmichael and Kirkmichael to Ballater  |  |                          |                                 | Longer term priority route: Included in NWCN Project Plan: Feasibility required   |   |
| Lead Partner<br>PKCT  | Other Partners<br>Perth & Kinross Council                        | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>NWCN Action Plan, NPF3  |
| <b>AT3.7 NWCN Long Distance Route: Stirling to Drymen</b><br>New walking and cycling route and link that contributes to the NWCN. Strategic link connecting West Highland Way with routes in Stirling and on to Perth&Kinross and Fife. Provides safe travel connections between communities. |  |                          |                                 | Longer term priority route: Included in NWCN Project Plan: Feasibility required   |   |
| Lead Partner<br>Stirling Council  | Other Partners   | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>NWCN Action Plan, NPF3, Walking & Cycling to a Healthier Stirling   |
| <b>AT3.8 NWCN Cycleway: NCN 76 – Manor Powis Roundabout</b><br>New walking and cycling route and link that contributes to the NWCN. 2km traffic free route avoiding major A91/A905 roundabout and providing safe active travel and recreational connection.                                   |  |                          |                                 | 5yr priority route. Feasibility/Consultation ongoing. Ongoing discussions related to land issues.<br>Sustrans undertaking feasibility.  |   |
| Lead Partner<br>Stirling Council  | Other Partners<br>Sustrans                                       | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2021   | Project included in / supports the following plans<br>NWCN Action Plan, NPF3, Walking & Cycling to a Healthier Stirling   |
| <b>AT3.9 NWCN Cycleway: NCN 765 Stirling to Callander</b><br>New walking and cycling route and link that contributes to the NWCN. 1 No. 5yr priority section Doune to Burn of Cambus and 1 No. longer term priority Burn of Cambus to Callander.  |  |                          |                                 | Stirling to Doune complete. Albeit Glen Rd at risk (see <a href="#">AT3.14</a> )<br>Doune to Burn of Cambus 5yr priority route. Feasibility complete. Sustrans undertaking detailed design and land negotiations<br>Burn of Cambus to Callander: Signage with Drumloist Rd provides interim solution. Feasibility required for route along former rail line |   |
| Lead Partner  | Other Partners   | RTS Objectives           | Outcome Indictors               | Proposed Timescale  | Project included in / supports the following plans  |

| Description  |                            |                          |                                 | Progress  |   |
|--|----------------------------|--------------------------|---------------------------------|---|---|
| Stirling Council   | Sustrans                   | 2, 3,4                   | Mode share                      | 2016-2036   | NWCN Action Plan, NPF3, Walking & Cycling to a Healthier Stirling   |
| <b>AT3.10 NWCN Cycleway: Dundee Green Circular - alternative to Docks</b>  |                            |                          |                                 | Land risk issues resolved so an alternative route is no longer required.  |   |
| New walking and cycling route and link that contribute to the NWCN   |                            |                          |                                 | Upgrading of existing route programmed and scheduled to start in (august) summer 2018   |   |
| Lead Partner<br>DCC  | Other Partners<br>Sustrans | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2021   | Project included in / supports the following plans<br>NWCN Action Plan, NPF3, Dundee Cycling Strategy                         |
| <b>AT3.11 NWCN Cycleway: NCN 775 - Almondbank to Lochearnhead</b>  |                            |                          |                                 | <a href="#">See AT3.4</a>   |   |
| New walking and cycling route and link that contributes to the NWCN. 2 No longer term priorities Almondbank to Crieff and Crieff to Lochearnhead providing new railway path for a traffic free alternative to A85 and link to LLTNP.<br>Part of AT3.4 Pilgrims Way |                            |                          |                                 | On programme  |   |
| Lead Partner<br>PKC, LLTNP   | Other Partners<br>Sustrans | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>NWCN Action Plan, Tactran Delivery Plan                                 |
| <b>AT3.12 Aspirational NCN 777 Cycling Route: Bridge of Earn - Newburgh</b>  |                            |                          |                                 | <a href="#">See AT3.4</a>   |   |
| Aspirational NCN Walking and Cycling Route connecting existing long distance and cross- boundary routes with local walking and cycling links.  |                            |                          |                                 | Not yet progressed  |   |
| Lead Partner<br>Tactran, Fife Council, PKC   | Other Partners<br>Sustrans | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>NWCN Action Plan, Tactran RTS   |
| <b>AT3.13 Aspirational NCN 755 Cycling Route: Drymen to Strathblane</b>  |                            |                          |                                 | Route identified as Aspirational NCN 755 in Tactran's RTS Active Travel Strategy. No progress to date. Feasibility required                                       |   |
| Aspirational NCN Walking and Cycling Route connecting existing long distance and cross- boundary routes with local walking and cycling links.  |                            |                          |                                 | Not yet progressed  |   |
| Lead Partner<br>Tactran, SC  | Other Partners<br>Sustrans | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Walking&Cycling to a Healthier Stirling                                 |
| <b>AT3.14 Aspirational NCN 765 Cycling Route: Keir Roundabout to Bridge of Allan</b>   |                            |                          |                                 | Route identified as facility alongside de-trunked A9 and aspirational NCN 765 in Tactran's RTS Active Travel Strategy. Design work commenced by Stirling Council. |   |
| Aspirational NCN Walking and Cycling Route connecting existing long distance and cross- boundary routes with local walking and cycling links.  |                            |                          |                                 | On programme  |   |
| Lead Partner<br>Tactran, SC  | Other Partners<br>Sustrans | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran Active Travel Strategy, Walking&Cycling to a Healthier Stirling |
| <b>AT3.15 Regional Walking and Cycling Route: Montrose - Dunkeld (via Brechin, Forfar, Kirriemuir, Alyth, Blairgowrie)</b>   |                            |                          |                                 | Route identified in Tactran's RTS Active Travel Strategy. No progress to date. Feasibility required   |   |
|  |                            |                          |                                 | Not yet progressed  |   |

| Description   |                |                          |                                 | Progress  |   |
|---|----------------|--------------------------|---------------------------------|---|---|
| Regional Walking and Cycling Route connecting existing long distance and cross-boundary routes with local walking and cycling links.  |                |                          |                                 |   |   |
| Lead Partner<br>Tactran, AC, PKC  | Other Partners | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS |
| <b>AT3.16 Regional Walking and Cycling Route: Arbroath - Brechin</b><br>Regional Walking and Cycling Route connecting existing long distance and cross-boundary routes with local walking and cycling links.                      |                |                          |                                 | Route identified in Tactran's RTS Active Travel Strategy. No progress to date. Feasibility required   | Not yet progressed  |
| Lead Partner<br>Tactran, AC   | Other Partners | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS |
| <b>AT3.17 Regional Walking and Cycling Route: Dundee – Forfar</b><br>Regional Walking and Cycling Route connecting existing long distance and cross-boundary routes with local walking and cycling links.                         |                |                          |                                 | Route identified in Tactran's RTS Active Travel Strategy. No progress to date. Feasibility required   | Not yet progressed  |
| Lead Partner<br>Tactran, AC, DCC  | Other Partners | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS |
| <b>AT3.18 Regional Walking and Cycling Route: Dundee - Kirriemuir</b><br>Regional Walking and Cycling Route connecting existing long distance and cross-boundary routes with local walking and cycling links.                     |                |                          |                                 | Route identified in Tactran's RTS Active Travel Strategy. No progress to date. Feasibility required   | Not yet progressed  |
| Lead Partner<br>Tactran, AC, DCC  | Other Partners | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS |
| <b>AT3.19 Regional Walking and Cycling Route: Dundee - Blairgowrie (via Coupar Angus)</b><br>Regional Walking and Cycling Route connecting existing long distance and cross-boundary routes with local walking and cycling links. |                |                          |                                 | Route identified in Tactran's RTS Active Travel Strategy. Some initial feasibility work carried out by the Pintappie path network group which could help form part on the route | Not yet progressed  |
| Lead Partner<br>Tactran, Angus Council, DCC, PKC  | Other Partners | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS |
| <b>AT3.20 Regional Walking and Cycling Route: Perth - Blairgowrie</b><br>Regional Walking and Cycling Route connecting existing long distance and cross-boundary routes with local walking and cycling links.                     |                |                          |                                 | Tactran active travel audit carried out in 2017 looking at options from Perth to Scone. Feasibility required  | Not yet progressed  |
| Lead Partner<br>Tactran, PKC  | Other Partners | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS |
| <b>AT3.21 Regional Walking and Cycling Route: Perth - Crieff (via Auchterarder)</b>   |                |                          |                                 | Perth and Kinross Countryside Trust possibly commissioning a feasibility study  | Not yet progressed  |

| Description   |                            |                          |                                 | Progress  |  |
|---|----------------------------|--------------------------|---------------------------------|---|--|
| Regional Walking and Cycling Route connecting existing long distance and cross-boundary routes with local walking and cycling links.  |                            |                          |                                 | from Muthill to Auchterader in summer 2018  |  |
| Lead Partner<br>Tactran, PKC  | Other Partners             | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS  |
| <b>AT3.22 Regional Walking and Cycling Network: Stirling– Denny – Larbert Connections</b><br>Stirling to Plean/Cowie/Denny and Fallin/Cowie/Plean to Larbert/Denny<br>Regional Walking and Cycling Route connecting existing long distance and cross-boundary routes with local walking and cycling links |                            |                          |                                 | Fallin to Cowie improvements undertaken as part of Beaully-Denny mitigation works in 2017.<br>Feasibility and design required for all other routes. |  |
| Lead Partner<br>Tactran, SC   | Other Partners             | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS, Stirling LTS, Walking and Cycling to a Healthier Stirling |
| <b>New: <u>Great Trossachs Path: Callander to Inversnaid</u></b><br>Connect Rob Roy Way and NCN7 with West Highland Way   |                            |                          |                                 | Completed.  |  |
| Lead Partner<br>The Great Trossachs Forest  | Other Partners<br>LLTNPA   | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021   | Project included in / supports the following plans<br>NWCN, Tactran RTS, Walking and Cycling to a Healthier Stirling         |
| <b>AT4: Improved Walking and Cycling Links to Education Facilities</b>  |                            |                          |                                 |   |  |
| <b>New: Support safer routes to school and other educational establishments</b>   |                            |                          |                                 | Ongoing: Councils continue to provide and improve safer routes to schools through CWSS and community links funding                                  |  |
| Lead Partner<br>Councils  | Other Partners<br>Sustrans | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS  |
| <b>AT6: Audit</b>   |                            |                          |                                 |   |  |
| <b>New: Active Travel Audits</b><br>Undertake a programme of active travel audits to inform local strategy and scheme development   |                            |                          |                                 | TACTRAN Active Travel Grant funding supported theundertaking of 13 audits across the region between 2016 and 2018                                   |  |
| Lead Partner<br>Tactran   | Other Partners<br>Councils | RTS Objectives<br>2, 3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following plans<br>Tactran RTS  |

## Making Better Use of the Transport System

| Description  |  |                        |                                 | Progress  |   |             |
|--|--|------------------------|---------------------------------|---|---|-------------|
| <b>AT7: Public Transport Access</b>  |  |                        |                                 |   |   |             |
| <b>AT7.1 Evaluate Pilot Cycle Hub at Stirling Station 2013-5 for potential wider roll-out at other railway stations</b><br>Intended outcome is for pilot to inform possible future developments elsewhere. |  |                        |                                 | Project evaluated as success with hubs being considered at Dundee. Stirling Cycle Hub continues as a ongoing concern supported by Transport Scotland. |   | Implemented |
| Lead Partner<br>FEL, Transport Scotland  | Other Partners<br>ScotRail, Stirling Council, Sustrans | RTS Objectives<br>3, 4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021   | Project included in / supports the following plans<br>CAPS 2017-2020, NPF3, Stirling LTS, Tactran RTS |             |

## Influencing Travel Behaviour

| Description   |  |                           |                                 | Progress  |   |              |
|---|--|---------------------------|---------------------------------|---|---|--------------|
| <b>AT9: Promotion</b>   |  |                           |                                 |   |   |              |
| <b>AT9.1 Deliver Mutual Respect Campaign, Give Everyone Cycle Space, aimed at drivers, within the Tactran area</b><br>Intended outcome is improved road safety to encourage greater participation in active travel  |  |                           |                                 | Annual support by Tactran and constituent Councils.   |   | On programme |
| Lead Partner<br>Cycling Scotland  | Other Partners<br>Vulnerable Road Users Forum, Tactran, Councils | RTS Objectives<br>3, 4, 5 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>Ongoing   | Project included in / supports the following plans<br>CAPS 2017-2020, NPF3, Tactran RTS |              |
| <b>AT9.2 Continue the promotion and development of cycle projects such as Bikeability Scotland training.</b><br>Use resources and training available to LAs to enable projects such as Bikeability Scotland, Cycle Friendly Schools, Cycling Friendly Campus, Cycle Friendly Employer, Cycle Friendly Communities, Practical Awareness Training and Making Cycling Mainstream to be promoted, with the intended outcome of more people of all ages cycling. |  |                           |                                 | <b>Bikeability</b><br>The percentage of schools completing Level 2 training across the region has risen from 38% in 2015/16 to 42% in 2016/17. The 2016/17 regional figure compares favourably to the national average of 37.7%. The target delivery rate for the current academic session is 60% and all four partner Councils are expected to record significant increases during 2018.<br><br><b>Cycle Friendly Schools</b><br>2018: 24 schools awarded CFS status. 15 schools working towards award |   | On programme |

| Description  |  |                         |                                 | Progress   |   |                 |
|--|--|-------------------------|---------------------------------|--|---|-----------------|
|  |  |                         |                                 | <b>Cycle Friendly Communities</b>  |   |                 |
|  |  |                         |                                 | 2018: 11 communities awarded CFC status  |   |                 |
| Lead Partner<br>Cycling Scotland,<br>Bikeability<br>Delivery Forum | Other Partners<br>Sustrans,<br>constituent<br>Councils | RTS Objectives<br>3,4,5 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>Ongoing  | Project included in / supports the following plans<br>CAPS 2017-2020, NPF3, Tactran RTS |                 |
| <b>AT11 Promotion</b>  |  |                         |                                 |  |   |                 |
| <b>New: Promotion of cycle hire facilities</b>                     |  |                         |                                 | <u>Nextbike</u> operates 23stations and 160 bikes in Stirling.                               |   | On<br>programme |
| Support development and promotion of cycle hire facilities         |  |                         |                                 | Bike and Go available at major rail stations (Stirling, Perth & Dundee) in the Tactran area. |   |                 |
| Lead Partner<br>ScotRail, Nextbike                                 | Other Partners<br>Councils, Transport<br>Scotland      | RTS Objectives<br>3,4,5 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>Ongoing  | Project included in / supports the following plans<br>CAPS 2017-2020                    |                 |



# 3.4 Travel Planning

## Reducing congestion, improving local air quality and reducing the carbon footprint by promoting sustainable travel

| Travel Planning Themes                                 | Policies and Proposals   |
|--|--|
| <p><b>Travel Plan Guidance and Support</b></p>         | <p>TP1: Maintain close working relationships with the Scottish Government, other RTPs, local authorities, travel organisations, business organisations and stakeholders to share best practice and establish a seamless approach to implementing and coordinating effective Travel Plans.</p> <p>TP2: Provide support and advice to establish effective Travel Plans throughout the public sector.</p> <p>TP3: Encourage the development of private sector Travel Plans with major employers.</p> <p>TP4: Provide support and advice to School Travel Plan Coordinators.</p> <p>TP5: Develop and implement a Travel Plan for Tactran staff and business travel.</p> <p>TP6: Encourage the production and implementation of effective Travel Plans in new developments.</p> |
| <p><b>Use of Awareness Campaigns</b></p>               | <p>TP7: Promote sustainable transport and travel choice to the community and encourage local authorities to promote initiatives in their area.</p>   |
| <p><b>Promote Regional Liftshare and Car Clubs</b></p> | <p>TP8: Promote and support a regional lift sharing scheme, particularly within major employers.</p> <p>TP9: Support the establishment of Car Clubs in the region.</p>   |

## Travel Plan Guidance and Support

| Description  |  |                         |                                 | Progress   |   |              |
|--|--|-------------------------|---------------------------------|--|---|--------------|
| <b>TP1 Maintain close working relationships with the Scottish Government, other RTPs, local authorities, travel organisations, business organisations and stakeholders to share best practice and establish a seamless approach to implementing and coordinating effective Travel Plans.</b>                         |  |                         |                                 |  |   |              |
| <b>TP1.1 Develop Rail Station Travel Plans within the Tactran area.</b><br>Develop Rail Station Travel Plans for appropriate stations in the Tactran area to improve transport integration and sustainable travel.   |  |                         |                                 | Travel plans for Stirling and Perth Stations have been completed. Montrose Station Travel Plan to be developed next.   |   | On programme |
| Lead Partner<br>Scotrail   | Other Partners<br>Tactran, Councils,<br>Living Streets | RTS Objectives<br>2,3,6 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021  | Project included in / supports the following Plans<br>Tactran RTS, ScotRail Franchise                               |              |
| <b>TP2 Provide support and advice to establish effective Travel Plans throughout the public sector.</b>  |  |                         |                                 |  |   |              |
| <b>TP2.1 Tactran and Constituent Councils to develop and implement sustainable staff travel plans.</b><br>Staff Travel Plans including encouraging flexible working, car / liftsharing / alternative modes, salary sacrifice, bicycle scheme, active travel and are consistent with relevant local air quality plans |  |                         |                                 | All councils have implemented or are reviewing current staff travel plans.   |   | On programme |
| Lead Partner<br>Tactran, Councils  | Other Partners   | RTS Objectives<br>3,4   | Outcome Indictors<br>Mode Share | Proposed Timescale<br>Ongoing  | Project included in / supports the following Plans<br>Dundee AQAP, PKC AQAP, Cleaner Air for Scotland, Stirling LTS |              |
| <b>Policy TP3: Encourage the development of private sector Travel Plans with major employers.</b>  |  |                         |                                 |  |   |              |
| <b>TP3.1 Support and encourage development of travel plans with employers within the Tactran region</b><br>Staff Travel Plans including encouraging flexible woking, car/liftsharing/alternative modes, salary sacrifice, bicycle scheme, active travel  |  |                         |                                 | 46 organisations registered on the <a href="#">TravelKnowHow</a> site as of April 2018.<br><br>Research underway looking at the impact of the toolkit on travel patterns across the different workplaces registered. |   | On programme |
| Lead Partner<br>Tactran, Councils  | Other Partners   | RTS Objectives<br>3,4   | Outcome Indictors<br>Mode Share | Proposed Timescale<br>Ongoing  | Project included in / supports the following plans<br>Tactran RTS, Stirling LTS                                     |              |
| <b>TP4: Provide support and advice to School Travel Plan Coordinators.</b>   |  |                         |                                 |  |   |              |

| Description  |  |                       |  | Progress   |  |                  |
|--|--|-----------------------|--|--|--|------------------|
| <b>TP4.1 Work to increase uptake and implementation of School Travel Plans.</b><br>Continue to support schools in developing Green Travel Plans through school co-ordinator and collect activity data to assess their use.       |  |                       |  | <ul style="list-style-type: none"> <li>All Angus school have travel plans</li> <li>Limited progress in Dundee</li> <li>PKC working with Living Streets to increase the the uptajke of travel plans</li> <li>Stirling LTS includes a target of all schools to have a 'live' school travel plan in line with Council guidance by June 2017</li> <li>June 2018: 26 Cycle Friendly Schools in the tacran region</li> </ul> |  | Behind programme |
| Lead Partner<br>Councils   | Other Partners<br>Living Streets, Tacran | RTS Objectives<br>3,4 | Outcome Indictors<br>Travel to school; | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Dundee AQAP, PKC AQAP, Stirling LTS, Angus LOIP  |                  |
| <b>TP6: Encourage the production and implementation of effective Travel Plans in new developments.</b>   |  |                       |  |  |  |                  |
| <b>TP6.1 Seek production and implementation of effective Travel Plans in new developments</b><br>Seek to ensure all relevant planning applications have travel plan conditions applied in accordance with current best practice. |  |                       |  | Ongoing: All authorities either have (i.e. in adopted LDPs), or are working towards (i.e. in proposed LDPs) a requirement for relevant developments to produce and implement travel plans. however some concern over ability to review and monitor effectiveness.  |  | On programme     |
| Lead Partner<br>Planning authorities   | Other Partners<br>Tacran                 | RTS Objectives<br>3,4 | Outcome Indictors<br>Mode Share        | Proposed Timescale<br>Ongoing  | Project included in / supports the following plans<br>Angus, Cairngorms, Dundee, LLTNPA, Perth&Kinross, Stirling Development Plans, DCC AQAP, PKC AQAP |                  |

## Use of Awareness Campaigns

| Description   |                |                        |                                 | Progress   |  |              |
|---|----------------|------------------------|---------------------------------|--|--|--------------|
| <b>TP7: Promote sustainable transport and travel choice to the community and encourage local authorities to promote initiatives in their area.</b>                    |                |                        |                                 |  |  |              |
| <b>TP7.1 Continue to undertake Awareness Campaigns to promote sustainable travel choices.</b><br>Support behaviour change campaigns which have shown to be effective. |                |                        |                                 | Various programmes ongoing within the local authority areas with a general reliance on external funding such as Smarter Choices, Smarter Places ( <a href="#">SCSP funded projects</a> )<br>Cycling Scotland leading on a number of promotions including Cycle Friendly Communities and Give Everyone Cycle Space.<br>'On the Go' promoted by Tacran, Angus, Dundee and Perth&Kinross Councils |  | On programme |
| Lead Partner<br>Councils, TS, Tacran, LLTNPA  | Other Partners | RTS Objectives<br>3, 4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021  | Project included in / supports the following plans<br>Tacran Delivery Plan, Tacran RTS |              |

| Description   |  |                |                    | Progress  |  |              |
|---|--|----------------|--------------------|---|--|--------------|
| <b>TP7.2 Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning etc)</b><br>Intended outcome is an increase in commuting to work by bike |  |                |                    | Tactran / Cycling Scotland embedded officer continues to develop and promote Cycle Friendly Employer scheme.<br>2018: 22 Employers in the region currently Cycle Friendly Employers (CFE). Currently working with 32 employers towards <a href="#">CFE status</a> |  | On programme |
| Lead Partner  | Other Partners                             | RTS Objectives | Outcome Indicators | Proposed Timescale  | Project included in / supports the following plans |              |
| Cycling Scotland,   | Sustrans, Healthy Working Lives, employers | 3,4            | Mode Share         | 2016-2021   | CAPS 2017-2020                                     |              |

## Promote Regional lift sharing and Car Clubs

| Description   |                              |                |                    | Progress   |  |              |
|---|------------------------------|----------------|--------------------|--|--|--------------|
| <b>TP8: Promote and support a regional liftshare scheme, particularly within major employers.</b>   |                              |                |                    |  |  |              |
| <b>TP8.1 Promote and support lift sharing schemes at a regional and local level</b><br>Strategic Objective: Promoting a prosperous, inclusive and sustainable Economy.<br>Local Outcome: Employment opportunities for all |                              |                |                    | Ongoing: The <a href="#">Tactran liftshare</a> schemes cover Angus / Angus Council / Dundee / Dundee Council / NHS Tayside(Dundee) / Dundee University / Abertay University / Stirling / University of Stirling<br>June 2018: Total number of registered liftshare users = 4,441 |  | On programme |
| Lead Partner  | Other Partners               | RTS Objectives | Outcome Indicators | Proposed Timescale   | Project included in / supports the following plans         |              |
| Tactran, Councils   |                              | 1,2,3          | Mode Share         | Ongoing  | Tactran RTS, Stirling LTS, Dundee LOIP, Perth&Kinross LOIP |              |
| <b>TP9: Support the establishment of Car Clubs in the region.</b>   |                              |                |                    |  |  |              |
| <b>TP9.1 Support for the establishment and promotion of Car Clubs in the region.</b><br>Establish and support car clubs as an efficient, affordable and effective alternative to car ownership.                           |                              |                |                    | Dundee Co-Wheels established and expanded but may be reviewed as part of Mobility Integrated Living Laboratory ( <a href="#">MILL</a> ) project. Car club (ecar) established in Stirling. No current car clubs in Angus or Perth & Kinross..                                     |  | On programme |
| Lead Partner  | Other Partners               | RTS Objectives | Outcome Indicators | Proposed Timescale   | Project included in / supports the following plans         |              |
| Councils  | Tactran, Scottish Government | 1,2,3          | Mode Share         | 2016-2021  | Switched on Scotland Roadmap                               |              |

# 3.5 Buses and community transport

## Promoting an inclusive society by ensuring access to jobs, services and opportunities

|   |   |
|---|---|
| Bus and community transport themes        | Policies and Proposals  |
| <p><b>Network Coverage</b></p>            | <p><b>B1: Accessibility to Key Destinations:</b> Work with local authorities, operators and developers to ensure that existing and new employment, education, retail, healthcare, and tourism destinations are serviced by road based passenger transport.</p> <p><b>B2: Pattern and Frequency of Bus Services:</b> Encourage the development of direct, frequent services on strategic routes, supported by an appropriate secondary network of scheduled and demand responsive (DRT) feeder services and efficient interchange provision, including linking with rail services. (Strategic Routes are listed in Appendix 3 of the RTS Refresh).</p> <p><b>B3: Supported Bus Network :</b> Encourage the regular review of supported bus networks to identify opportunities to improve the efficiency of use of available funding in support of policies B2 and B12.</p> <p><b>B4: New Developments:</b> Ensure that new developments are either located close to existing good public transport services or can be linked in using financial contributions and other funding and partnership mechanisms involving developers and others.</p>  |
| <p><b>Infrastructure and Vehicles</b></p> | <p><b>B5: Existing interchanges:</b> Encourage minimum standards for regionally Strategic Interchanges and deliver improvements. (Strategic Interchanges are listed in Appendix 4 of the RTS Refresh).</p> <p><b>B6: New Interchanges:</b> Assess opportunities for new interchange facilities.</p> <p><b>B7: Bus Stop Infrastructure :</b> Prioritise corridors and individual sites for improvement to bus stop infrastructure.</p> <p><b>B8: Whole Journey Approach:</b> Develop a partnership approach to passenger safety that considers the whole journey, including the safety of key walking and cycling routes to and from bus stops and interchanges.</p> <p><b>B9: CCTV:</b> Identify and prioritise opportunities for enhanced provision of CCTV on vehicles and at key interchanges and corridors.</p> <p><b>B10: Lighting:</b> Identify and prioritise a programme of improvements and set appropriate standards for lighting provision at bus stops and interchanges across the region.</p> <p><b>B11: Mobility Difficulties:</b> Undertake detailed consultation with disabled representative groups and passenger transport operators to identify barriers to travel.</p> <p><b>B12: Buses:</b> Work in partnership to identify opportunities to raise the standard of vehicles, including promotion of alternative fuels to diesel.</p> <p><b>B13: CT/DRT Vehicles/Taxis:</b> Encourage a good supply of wheelchair accessible taxis and minibuses and other adapted vehicles to meet</p> |

the needs of all of the population.

**B14: Environmental Responsibility:** Promote environmentally conscious construction, maintenance and operation of Bus/DRT and CT networks.

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**Network  
Performance**

**B15: Integrated Ticketing:** Work with Transport Scotland, operators and local authorities to explore opportunities for the provision of multi-operator, multi-modal and multi-journey tickets, including the use of smartcard technology.

**B16: Quality Partnerships:** Explore opportunities for and facilitate the implementation of Quality Partnerships.

**B17: Bus Priority and Punctuality Improvement Partnerships :** Identify and prioritise key strategic corridors for bus priority measures and, in partnership with key stakeholders, explore the potential for introduction and support of Punctuality Improvement Partnerships.

**B18: Enforcement :** Encourage good enforcement of traffic regulations that facilitate efficient bus service provision.

**B19: Concessionary Fares:** Lobby for the Scottish Government concessionary fares scheme to include non-registered CT services.

**B20: Travel Discount Schemes:** Explore the potential for providing further discounted travel schemes.

**B21: Road Based Transport Funding:** Identify non transport and national government funding sources for road based transport and lobby for more national Government support.

## Network Coverage

| Description  |                           |                         |                                  | Progress  |  |              |
|--|---------------------------|-------------------------|----------------------------------|---|--|--------------|
| <b>B1: Accessibility to Key Destinations: Work with local authorities, operators and developers to ensure that existing and new employment, education, retail, healthcare, and tourism destinations are serviced by road based passenger transport.</b>  |                           |                         |                                  |   |  |              |
| <b>B1.1 Engage with public passenger transport service providers to ensure the delivery of high quality, reliable and efficient public transport services</b><br>Ensure employment, education, retail, health and tourism destinations are suitably serviced by good quality road based public transport |                           |                         |                                  | Ongoing: All Councils regularly meet with operators to identify opportunities to support and improve delivery. Nonetheless, in line with bus service proposals included within the Transport (Scotland) Bill 2018, opportunities to enhance strategic working with operators will be explored by Tactran and the Councils. Dundee continues to enjoy high frequency services on most key corridors. A revived Dundee and Angus BPIP should seek to ensure punctuality and reliability is protected. PKC have initiated improved contract monitoring of supported network performance and reliability. Stirling have quarterly meetings with operators to ensure delivery of services. Meeting frequency increased if/when required. |  | On programme |
| Lead Partner<br>Public Transport Operators, Councils   | Other Partners<br>Tactran | RTS Objectives<br>1,2,3 | Outcome Indicators<br>Mode Share | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>Councils' Public Transport Statements, Tactran RTS, Stirling LTS |              |
| <b>B2: Pattern and Frequency of Bus Services</b>   |                           |                         |                                  |   |  |              |
| <b>B2.1 Determine the public transport service requirements over and above the commercial network through consultation, monitoring and review</b><br>Ensure socially necessary public transport requirements are best met within resources available.  |                           |                         |                                  | Ongoing: All Councils continually review best use of revenue funds to support socially necessary services. Dundee Transport Forum redesigned to ensure effective review and engagement of public transport services and complementary transport services provided by commercial and public/CT providers. PKC have initiated improved contract monitoring of supported network performance and reliability. Stirling undertook public consultation in a number of pilot locations (Aberfoyle/Buchlyvie/Callander/Drymen/Killin/Tyndrum) in 2017 to understand the type of service (DRT/fixed etc) communities would prefer the limited revenue support to support.   |  | On programme |
| Lead Partner<br>Councils, PT Operators   | Other Partners<br>NHS     | RTS Objectives<br>1,2,3 | Outcome Indicators<br>Mode Share | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>Councils' Public Transport Statements, Stirling LTS              |              |
| <b>B2.2 Secure public transport services considered necessary to meet requirements which would otherwise not be met by</b>   |                           |                         |                                  | DCC budget constraints could present challenges to the supported bus network during FY18-19. Non-registered routes using Council minibuses have been  |  | On programme |

| Description  |                              |                         |                                 | Progress   |  |              |
|--|------------------------------|-------------------------|---------------------------------|--|--|--------------|
| <b>commercial public transport services</b><br>Ensure socially necessary public transport requirements are best met within resources available.  |                              |                         |                                 | developed (e.g. Blether Buses).<br>PKC have initiated improved contract monitoring of supported network performance and reliability. |  |              |
| Lead Partner<br>Councils, PT Operators   | Other Partners<br>Developers | RTS Objectives<br>1,2,3 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>Ongoing  | Project included in / supports the following Plans<br>Councils' Public Transport Statements, Tactran RTS |              |
| <b>B4: New Developments: Ensure that new developments are either located close to existing good public transport services or can be linked in using financial contributions and other funding and partnership mechanisms involving developers and others.</b>                                      |                              |                         |                                 |  |  |              |
| <b>B4.1 Ensure Development Plans take due cognisance of the capacity of the road network and opportunities for both existing and future public transport provision</b><br>Location of developments and financial contributions required for suitable public transport services and infrastructure. |                              |                         |                                 | Public transport and transportation/transport planning teams consulted through the development of the local development plans.       |  | On Programme |
| Lead Partner<br>Councils   | Other Partners<br>TAYplan    | RTS Objectives<br>3,6   | Outcome Indictors<br>Mode Share | Proposed Timescale<br>Ongoing  | Project included in / supports the following Plans<br>Planning Authorities LDPs, Tactran RTS             |              |

## Infrastructure and Vehicles

| Description  |                           |                         |                                 | Progress   |  |                    |
|--|---------------------------|-------------------------|---------------------------------|--|--|--------------------|
| <b>B6: New Interchanges: Assess opportunities for new interchange facilities.</b>  |                           |                         |                                 |  |  |                    |
| <b>B6.1 Create a new transport interchange in the heart of Perth City that links directly with trails and cycleways.</b><br>New interchange facilities - both City Centre and at current Rail/Bus stations |                           |                         |                                 | Perth Bus/Rail Stations: See <a href="#">R5.2</a><br>Improvements to Mill Street to be progressed through the City Centre Placemaking Programme in 2018/19 with South Street improvements in later years. City Centre public transport improvements will link to existing and proposed cycle routes. |  | Not yet progressed |
| Lead Partner<br>PKC  | Other Partners<br>Tactran | RTS Objectives<br>1,3,6 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021  | Project included in / supports the following Plans<br>Perth City Plan 2015-35 / Perth&Kinross LOIP / Perth&Kinross LDP |                    |
| <b>B7: Bus Stop Infrastructure : Prioritise corridors and individual sites for improvement to bus stop infrastructure.</b>   |                           |                         |                                 |  |  |                    |



| Description   |                              |                         |   | Progress   |  |                  |
|---|------------------------------|-------------------------|---|--|--|------------------|
| <p><b>B7.1 Provide and maintain bus infrastructure, such as bus stops, bus shelters and associated infrastructure, including CCTV, lighting, buildouts, laybys, raised kerbs, etc. and ensure it meets the needs of the elderly, disabled and other encumbered passengers.</b></p> <p>Prioritise corridors and individual sites for improvement to bus stop infrastructure, including lighting and mobility access.</p> |                              |                         |   | <p>Ongoing: DCC budget constraints have resulted in fewer infrastructure enhancements than anticipated and curtailment of raised kerb programme. Managed reduction in bus infrastructure assets should reduce on-going maintenance costs.<br/>PKC reliant on external funding for PT infrastructure improvements.<br/>Stirling have been able to continue with Council funded infrastructure improvements over recent years<br/>Ongoing work within Angus.</p> |  | Behind programme |
| Lead Partner<br>Councils  | Other Partners<br>Developers | RTS Objectives<br>1,2,3 | Outcome Indicators<br>Mode Share                            | Proposed Timescale<br>Ongoing  | Project included in / supports the following Plans<br>Dundee SOA, Tactran Delivery Plan, Councils' Public Transport Statements                             |                  |
| <p><b>B12: Buses: Work in partnership to identify opportunities to raise the standard of vehicles, including promotion of alternative fuels to diesel.</b></p>  |                              |                         |   |  |  |                  |
| <p><b>B12.1 Introduce measures to encourage uptake of low emission vehicles</b></p> <p>To improve air quality particularly in AQMA and assist in achieving climate change requirements</p>  |                              |                         |   | <p>Bus operators in area have introduced LEVs into their fleets. Ongoing support in principle for SCA Hydrogen Buses project.<br/>Transport Scotland has developed the Bus Emissions Abatement Retrofit Scheme (BEAR) to retrofit buses. The scheme will be further developed during 2019.</p>   |  | On programme     |
| Lead Partner<br>TS, PT Operators, Councils  | Other Partners               | RTS Objectives<br>3,4   | Outcome Indicators<br>CO2 Emissions<br>NO2 & PM10 Emissions | Proposed Timescale<br>2016-2021  | Project included in / supports the following Plans<br>Dundee LOIP, Perth&Kinross LOIP, Dundee AQAP, Switched on Scotland Roadmap, Cleaner Air for Scotland |                  |
| <p><b>B13: CT/DRT Vehicles/Taxis: Encourage a good supply of wheelchair accessible taxis and minibuses and other adapted vehicles to meet the needs of all of the population.</b></p>   |                              |                         |   |  |  |                  |
| <p><b>B13.1 Encouragement will be given to meeting the needs of the elderly, disabled and other encumbered passengers through the provision of accessible taxi, CT and DRT services</b></p> <p>Making services and locations accessible to elderly and disabled people.</p>   |                              |                         |   | <p>Dundee's Taxicard Scheme ceased operation on 31 March 2018. Blether Bus network and Shoppers Service being developed with in-house delivery model.<br/><br/>Other Local Authorities investigating the suitability of CT/DRT services.</p>   |  | On programme     |
| Lead Partner<br>Councils  | Other Partners<br>Tactran    | RTS Objectives<br>2     | Outcome Indicators<br>Access to services                    | Proposed Timescale<br>ongoing  | Project included in / supports the following Plans<br>Dundee PT Statement  |                  |

## Network Performance

| Description  |                           |                       |   | Progress  |   |                  |
|--|---------------------------|-----------------------|---|---|---|------------------|
| <b>B15: Integrated Ticketing: Work with Transport Scotland, operators and local authorities to explore opportunities for the provision of multi-operator, multi-modal and multi-journey tickets, including the use of smartcard technology</b>                                       |                           |                       |   |   |   |                  |
| <b>B15.1 Assist with development of a successful multi-operator and multi-modal travel ticket</b><br>To facilitate seamless travel between operators and modes.  |                           |                       |   | <p>ABC ticketing successfully launched in Dundee in Sep 2016. DCC provides administrator role and leads on co-ordination of publicity. There are proposals to expand beyond Dundee into surrounding area.</p> <p>Proposal for ABC Multi Operator Smart Ticketing included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.</p> <p>Strirling working on mobile phone/ smartcard pilot.</p> <p>Transport Scotland undertook consultation on smart ticketing framework in 2017. Responses are published here: <a href="#">Smart Ticketing consultation responses</a></p> |   | On programme     |
| Lead Partner<br>TS, Councils, Operators  | Other Partners<br>Tactran | RTS Objectives<br>6   | Outcome Indictors<br>Mode Share         | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>NTS, Dundee AQAP      |                  |
| <b>B17: Bus Priority and Punctuality Improvement Partnerships : Identify and prioritise key strategic corridors for bus priority measures and, in partnership with key stakeholders, explore the potential for introduction and support of Punctuality Improvement Partnerships.</b> |                           |                       |   |   |   |                  |
| <b>B17.1 Dundee and Angus Bus Punctuality Improvement Partnership (BPIP)</b><br>Introduction of a Bus Punctuality Improvement Partnerships on main corridors within Angus and Dundee Council areas.  |                           |                       |   | <p>Momentum around BPIP has been lost due to multiple staffing changes. New Xplore Dundee management keen to revive. Stagecoach also supportive.</p>  |   | Behind programme |
| Lead Partner<br>AC, DCC, Stagecoach, Xplore Dundee   | Other Partners            | RTS Objectives<br>1,3 | Outcome Indictors<br>Mode Share         | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>Tactran Delivery Plan |                  |
| <b>B19: Concessionary Fares: Lobby for the Scottish Government concessionary fares scheme to include non-registered CT services.</b>   |                           |                       |   |   |   |                  |
| <b>B19.1 Lobby Scottish Government to include non-register CT services in free bus travel</b>  |                           |                       |   | <p>To be addressed through the ongoing consultation on the future operation of national concessionary travel schemes</p>  |   | On programme     |
| Lead Partner<br>Tactran  | Other Partners            | RTS Objectives<br>2   | Outcome Indictors<br>Access to services | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>All CPP LOIPs         |                  |

| Description   |                |                |                    | Progress  |  |             |
|---|----------------|----------------|--------------------|---|--|-------------|
| <b>B21: Road Based Transport Funding: Identify non transport and national government funding sources for road based transport and lobby for more national Government support.</b>   |                |                |                    |   |  |             |
| <b>B21.1 Evaluate the Bus Investment Fund (BIF) to learn from supported projects and inform decisions on options for future support for local projects to improve public transport</b><br>Increase mode share of bus travel and introduce environmentally friendly vehicles |                |                |                    | Ring of Breadalbane Explorer and Muckhart & West-Kinrosshire DRT both supported by BIF. Transport Scotland to evaluate Scotland-wide overall impact of BIF by 2016/17<br><br>Funding for these projects is completed. Transport Scotland carried out a process review of the BIF with a view of relaunching a similar scheme in the future. |  | Implemented |
| Lead Partner  | Other Partners | RTS Objectives | Outcome Indicators | Proposed Timescale  | Project included in / supports the following Plans |             |
| TS  |                | 1,2,3,4        | Mode Share         | 2016-2021   | Cleaner Air for Scotland                           |             |

## 3.6 Park & Ride / Park & Choose

### Reducing congestion and improving local air quality via park and ride/choose opportunities

| Health and Transport Themes   | Policies and Proposals   |
|---|--|
| <p><b>Promote New Bus and Rail Based Park &amp; Ride</b></p>                | <p><b>PR1: Safeguard Land for Future Park &amp; Ride Use:</b> Liaise with Planning Authorities to ensure that land identified as having potential for Park &amp; Ride development is safeguarded within the appropriate Development Plan.</p> <p><b>PR2: New Bus Based Park &amp; Ride:</b> Develop and implement proposals for new Park &amp; Ride sites to the south, west, east and north of Dundee, to the north and east of Perth and to the south of Stirling.</p> <p><b>PR3: Park &amp; Ride at New Rail Station Sites:</b> Support the provision of parking space at new rail stations in the region sufficient to match the anticipated parking demand.</p> <p><b>PR4: Local Parking Opportunities on Long Distance Bus Routes:</b> Monitor car parking near long distance bus and coach stops in order to facilitate rural interchange by providing small formal car parks next to bus stops where provision can be supported.</p> <p><b>PR5: Multi-modal Provision and Best Practice:</b> Ensure multi-modal facilities and other best practices are incorporated into any new Park &amp; Ride site and corridor.</p> |
| <p><b>Enhance Existing Bus and Rail Based Park &amp; Ride Provision</b></p> | <p><b>PR6: Expansion and Enhancement of Existing Bus Based Park &amp; Ride:</b> Review Park &amp; Ride demand at existing sites and, (i) where there is demand and land is available, expand existing sites, and/or (ii) where deemed successful, provide enhanced facilities including staffing and waiting facilities.</p> <p><b>PR7: Enhanced Park &amp; Ride at Existing Rail Stations:</b> Support the provision of additional car and cycle parking at railway stations where demand warrants.</p> <p><b>PR8: Multi-modal Provision and Best Practice:</b> Ensure multi-modal facilities and other best practices are incorporated into any upgrade of existing Park &amp; Ride sites and corridors.</p>   |

## Promote New Bus and Rail Based Park & Ride

| Description  |  |                         |                                  | Progress  |   |              |
|--|--|-------------------------|----------------------------------|---|---|--------------|
| <b>PR2: New Bus Based Park &amp; Ride: Develop and implement proposals for new Park &amp; Ride sites to the south, west, east and north of Dundee, to the north and east of Perth and to the south of Stirling</b>                         |  |                         |                                  |   |   |              |
| <b>PR2.1 Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee South of Tay Road Bridge</b><br>A site adjacent to the Tay Bridge roundabout has been allocated in St. Andrews and East Fife Local Plan, and TayPlan |  |                         |                                  | Proposal for Park & Choose Facilities included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.<br><br>Likely to be considered as part of the forthcoming update of STPR.<br><br>Business case completed. |   | On programme |
| Lead Partner<br>Transport<br>Scotland, Tay Cities  | Other Partners<br>Tactran, Sestran, DCC,<br>Fife Council | RTS Objectives<br>1,3,4 | Outcome Indicators<br>Mode Share | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>STPR, TAYplan SDP, Dundee LDP, Dundee AQAP            |              |
| <b>PR2.2 Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee West</b><br>Park and ride facility on western approach to city centre.   |  |                         |                                  | Proposal for Park & Choose Facilities included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.<br><br>Likely to be considered as part of the forthcoming update of STPR.                                 |   | On programme |
| Lead Partner<br>TS, Tay Cities   | Other Partners<br>Tactran, DCC                           | RTS Objectives<br>1,3,4 | Outcome Indicators<br>Mode Share | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>STPR, TAYplan SDP, Dundee LDP, Dundee AQAP            |              |
| <b>PR2.3 Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee East</b><br>Park and ride facility on eastern approach to city centre on A92 at Monifieth  |  |                         |                                  | Proposal for Park & Choose Facilities included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.<br><br>Likely to be considered as part of the forthcoming update of STPR.                                 |   | On programme |
| Lead Partner<br>TS, Tay Cities   | Other Partners<br>Tactran, DCC, AC                       | RTS Objectives<br>1,3,4 | Outcome Indicators<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following Plans<br>STPR, TAYplan SDP, Dundee LDP, Angus LDP, Dundee AQAP |              |
| <b>PR2.4 Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee North</b><br>Park and ride facility on northern approach to city centre on A90 at Forfar Road  |  |                         |                                  | Proposal for Park & Choose Facilities included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.<br><br>Likely to be considered as part of the forthcoming update of STPR.                                 |   | On programme |
| Lead Partner<br>TS, Tay Cities   | Other Partners<br>Tactran, DCC, AC                       | RTS Objectives<br>1,3,4 | Outcome Indicators<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following Plans<br>STPR, TAYplan SDP, Dundee LDP, Angus LDP, Dundee AQAP |              |
| <b>PR2.5 Regional park and ride facilities serving Perth at Perth East.</b>  |  |                         |                                  | Proposal for Park & Choose Facilities included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.   |   | On programme |

| Description   |                                       |                         |                                 | Progress  |   |                    |
|---|---------------------------------------|-------------------------|---------------------------------|---|---|--------------------|
| Park and ride facility on eastern approach to city centre at Walnut Grove.  |                                       |                         |                                 | Business case completed.<br>PKC negotiating land purchase for 2020 year of opening. LDP action plan identifies need to acquire land at Kinfauns for Park & Ride site. |   |                    |
| Lead Partner<br>PKC, Tay Cities   | Other Partners<br>Tactran             | RTS Objectives<br>1,3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>TAYplan SDP, PKC LDP, National Tourism Development Framework, PKC AQAP, NPF3, SCA City Investment Plan, Perth City Plan 2015-35 |                    |
| <b>PR2.6 Regional park and ride facilities serving Perth at Perth North</b><br>Park and ride facility on northern approach to city centre.  |                                       |                         |                                 | Proposal for Park & Choose Facilities included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.                                   |   | On programme       |
| Lead Partner<br>PKC, Tay Cities   | Other Partners<br>Tactran, Developers | RTS Objectives<br>1,3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2036   | Project included in / supports the following Plans<br>TAYplan SDP, Perth & Kinross LDP, NPF3, SCA City Investment Plan, Perth City Plan 2015--35                                      |                    |
| <b>PR2.7 Regional Park &amp; Ride facility - South of Stirling</b><br>Implement proposals for a new bus Park & Ride site south of Stirling, incorporating multi- modal and other best practice. Maximise the attractiveness of using park and ride to access City centre and beyond |                                       |                         |                                 | <u>Transport appraisal</u> undertaken in 2010<br>2016 DPMTAG study reinforced need for intervention. Site identified in Stirling LDP                                  |   | On programme       |
| Lead Partner<br>Stirling Council  | Other Partners<br>TS, Tactran         | RTS Objectives<br>1,3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>Tactran Delivery Plan, Stirling LTS, Stirling LDP, STPR   |                    |
| <b>New Regional Park &amp; Ride facility – North-east Stirling</b><br>Regional park & ride facility to the north-east of Stirling City for traffic from Clackmannanshire for both local (bus) and/or strategic (bus or rail) trips  |                                       |                         |                                 | Application submitted to 2018 Local Rail Development Fund to undertake Stirling Strategic Park & Ride study.  |   | Not yet progresesd |
| Lead Partner<br>Stirling Council  | Other Partners<br>TS, Tactran         | RTS Objectives<br>1,3,4 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>Tactran Delivery Plan, Stirling LTS, Stirling LDP   |                    |
| <b>PR3: Park &amp; Ride at New Rail Station Sites: Support the provision of parking space at new rail stations in the region sufficient to match the anticipated parking demand</b>   |                                       |                         |                                 |   |   |                    |
| <b>PR3.1 Strategic Park &amp; Ride facility at Bannockburn, Stirling</b><br>Park and ride facility at Bannockburn, serving Edinburgh, Glasgow and Stirling  |                                       |                         |                                 | Application submitted to 2018 Local Rail Development Fund to undertake Stirling Strategic Park & Ride study.  |   | Not yet progresesd |
| Lead Partner<br>Transport Scotland  | Other Partners<br>SC, Tactran         | RTS Objectives<br>1,2,3 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>STPR (Project 8), Stirling LTS, Stirling LDP Action Programme   |                    |
| <b>PR4: Local Parking Opportunities on Long Distance Bus Routes: Monitor car parking near long distance bus and coach stops in order to facilitate</b>  |                                       |                         |                                 |   |   |                    |

| Description   |                                 |                         |                                 | Progress   |   |
|---|---------------------------------|-------------------------|---------------------------------|--|---|
| <b>rural interchange by providing small formal car parks next to bus stops where provision can be supported</b>   |                                 |                         |                                 |  |   |
| <b>PR4.1 A90 Forfar multi-modal Interchange</b>   |                                 |                         |                                 |  |   |
| Implementation of Park and Ride Strategy Action to facilitate rural interchange at long distance bus stops  |                                 |                         |                                 | No progress to date  |   |
| Lead Partner<br>Tactran   | Other Partners<br>Angus Council | RTS Objectives<br>2,3   | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021                              | Project included in / supports the following Plans<br>Tactran Delivery Plan                 |
| <b>PR4.2 A90 Brechin multi-modal Interchange</b>  |                                 |                         |                                 |  |   |
| Implementation of Park and Ride Strategy Action to facilitate rural interchange at long distance bus stops  |                                 |                         |                                 | No progress to date  |   |
| Lead Partner<br>Tactran   | Other Partners<br>Angus Council | RTS Objectives<br>2,3   | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021                              | Project included in / supports the following Plans<br>Tactran Delivery Plan                 |
| <b>PR7: Enhanced Park &amp; Ride at Existing Rail Stations: Support the provision of additional car and cycle parking at railway stations where demand warrants</b> |                                 |                         |                                 |  |   |
| <b>PR7.1: Bike &amp; Go facilities at Perth and Dundee rail stations and Cyclepoint at Stirling rail Station.</b>   |                                 |                         |                                 |  |   |
| Commitment by Abellio ScotRail as part of franchise   |                                 |                         |                                 | Bike & Go introduced at Dundee, Perth and Stirling Stations. |   |
| Lead Partner<br>ScotRail  | Other Partners                  | RTS Objectives<br>3,4,6 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021                              | Project included in / supports the following Plans<br>Abellio ScotRail Franchise commitment |
| <b>PR7.2 Additional cycling spaces at Dunblane and Bridge of Allan rail stations</b>  |                                 |                         |                                 |  |   |
| Commitment by Abellio ScotRail as part of franchise   |                                 |                         |                                 | Dunblane and Bridge of Allan Installed over 2016/17          |   |
| Lead Partner<br>ScotRail  | Other Partners                  | RTS Objectives<br>3,4,6 | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021                              | Project included in / supports the following Plans<br>Abellio ScotRail Franchise commitment |
| <b>PR7.3 Improved waiting facilities at Dunblane and Bridge of Allan rail stations</b>  |                                 |                         |                                 |  |   |
| Commitment by Abellio ScotRail as part of franchise   |                                 |                         |                                 | Dunblane waiting facilities improved 2016.                   |   |
| Lead Partner<br>ScotRail  | Other Partners                  | RTS Objectives<br>3,6   | Outcome Indictors<br>Mode Share | Proposed Timescale<br>2016-2021                              | Project included in / supports the following Plans<br>Abellio ScotRail Franchise commitment |

## 3.7 Rail

### Promoting a prosperous economy and an attractive location for investment by improving the connectivity of the region to the rest of Scotland and beyond

#### Policies and Proposals

---

R1: Implement the Tay Estuary Rail Study proposals to achieve an additional hourly service between Arbroath and Glasgow stopping at appropriate local stations, complementing fast Inter City services.

R2: Support the provision of rail services that provide and enhance economic growth by connecting key business & employment sectors where possible.

R3: Encourage improving the efficiency, reliability and integration of rail services in the Tactran area, specifically where this will benefit key business and employment sectors.

R4: Support enhanced accessibility between key destinations within the Tactran area and key external destinations by rail without compromising wider inter-regional rail connectivity.

R5: Support provision of new, relocated and enhanced stations where this will enhance access to the rail network and improve integration with the area being served.

R6: Support the maintenance or improvement of real and perceived levels of safety and personal security on the rail network.

R7: Seek to ensure that rail is fully integrated with relevant land-use and planning projects.

R8: Support the provision of rail freight terminals, rolling stock and services for the region.

R9: Ensure the rail network is integrated with the wider public transport network, including through promoting interchange with other modes via regionally Strategic Interchanges. (Strategic Interchanges are listed in Appendix 4 of the RTS Refresh).

R10: Develop a partnership approach to passenger safety that considers the whole journey, including the safety of key walking and cycling routes to and from railway stations.

R11: Work with disabled representative groups and rail operators to identify and overcome barriers to travel.

R12: Support the development of Community Rail Partnerships.



| Description   | Progress  |
|---|---|
| <b>R1: Implement the Tay Estuary Rail Study proposals to achieve an additional hourly service between Arbroath and Glasgow stopping at appropriate local stations, complementing fast Inter City services.</b>  |   |
| <b>R1.1 Tay Estuary Rail Service from Arbroath to Glasgow</b><br>Feasibility Study involving Tactran, Transport Scotland, First ScotRail and Network Rail recommended hourly stopping service between Arbroath and Glasgow to complement existing intercity service and STPR Project 23 proposals for Aberdeen to Central Belt. | Arbroath – Glasgow service is now in the timetable planning process for delivery in the May 2019 timetable as part of Revolution in Rail project. <span style="float: right; background-color: yellow; padding: 2px;">On programme</span>   |
| Lead Partner: Tactran, TS, ScotRail, Other Partners: NR, Councils, RTS Objectives: 1,2,3, Outcome Indicators: Journey time/freq, Proposed Timescale: 2016-2021, Project included in / supports the following Plans: TAYplan SDP, Dundee LDP, PKC LDP, Dundee LOIP, Perth & Kinross SOA  |   |
| <b>R2: Support the provision of rail services that provide and enhance economic growth by connecting key business &amp; employment sectors where possible.</b>  |   |
| <b>R2.1 Rail enhancement between Edinburgh and Perth</b><br>Increase line speed between Hilton Junction and Ladybank  | General journey time improvements will be considered on completion of wider infrastructure improvements across the network<br>This option will remain under consideration for any future phases, to be considered though the update to STPR <span style="float: right; background-color: #cccccc; padding: 2px;">Not yet progressed</span>  |
| Lead Partner: TS, Network Rail, Other Partners: TS, SR, PKC, Tactran, RTS Objectives: 1,2,3, Outcome Indicators: Journey time/freq, Proposed Timescale: 2016-2021, Project included in / supports the following Plans: TAYplan SDP, NR CP5 Delivery Plan, Perth City Plan 2015-35   |   |
| <b>R3: Encourage improving the efficiency, reliability and integration of rail services in the Tactran area, specifically where this will benefit key business and employment sectors.</b>  |   |
| <b>R3.1 Perth depot stabling and servicing</b><br>Support the development of the capacity and capability of general infrastructure and network  | Option for site south of Perth Station not being progressed due to potential environmental issues. Development work being undertaken on an alternative site. Project still not currently funded. Key enabler for options to redevelop Perth Station (linked to Perth & Kinross Council LDP and proposed Tay Cities Deal) <span style="float: right; background-color: #cccccc; padding: 2px;">Behind programme</span> |
| Lead Partner: Network Rail, Other Partners: TS, SR, PKC, Tactran, RTS Objectives: 1, Outcome Indicators: Journey time/freq, Proposed Timescale: 2016-2021, Project included in / supports the following Plans: NR CP5 Delivery Plan   |   |
| <b>R5: Support provision of new, relocated and enhanced stations where this will enhance access to the rail network and improve integration with</b>  |   |

| Description   |   |                           |   | Progress  |  |                    |
|---|---|---------------------------|---|---|--|--------------------|
| <b>the area being served.</b>   |   |                           |   |   |  |                    |
| <b>R5.1 Significant improvements to Dundee railway station</b><br>Significant improvement in function and form of Dundee railway station to provide a suitable gateway to the city.   |   |                           |   | To be completed by July 2018  |  | Implemented        |
| Lead Partner<br>Dundee City Council   | Other Partners<br>NR, TS, Tactran       | RTS Objectives<br>1,2,3,6 | Outcome Indicators<br>Journey time/freq | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>Dundee LDP, Dundee LOIP, National Tourism Development Framework, NPF3, SCA City Investment Plans |                    |
| <b>R5.2 Significant improvements to Perth's rail and bus stations and associated links to the city centre.</b><br>Improve integration between Perth's bus station and railway station and improve links to city centre.   |   |                           |   | Discussions ongoing. Any progress on this will be dependent upon the Station proposals and SC7.4. LCTT project includes a phase 2 proposal for a city centre hub at station(s).<br>Proposal for Perth Bus & Rail Interchange included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017.<br>See also <a href="#">B6.1</a> |  | On programme       |
| Lead Partner<br>Tay Cities, PKC, SR   | Other Partners<br>NR, TS, Tactran       | RTS Objectives<br>1,2,3,6 | Outcome Indicators<br>Journey time/freq | Proposed Timescale<br>2016-2036   | Project included in / supports the following Plans<br>TAYplan SDP, NPF3, SCA City Investment Plans, Perth City Plan 2015-35                            |                    |
| <b>R5.3 Stirling Rail Station Enhancement</b><br>Includes Access for All improvements, investigation of car park enhancement and Gateway Street Enhancement project that aims for public realm and access enhancements to key City Centre gateway, including streetscape improvements at Stirling Station Forecourt and surrounding streets. Better integration with walk, cycle, bus station, taxi and car park. |   |                           |   | Phase 1 (Station Road/Barnton St/Murray Place) access and street enhancements completed<br>Design of Phase 2 (Station forecourt and carpark and access) ongoing.<br>Implementation to commence 2018   |  | On programme       |
| Lead Partner<br>SC, NR, ScotRail  | Other Partners<br>TS, Sustrans, Tactran | RTS Objectives<br>1,2,3,6 | Outcome Indicators<br>Journey time/freq | Proposed Timescale<br>2016-2036   | Project included in / supports the following Plans<br>Tactran Delivery Plan, NPF3, SCA City Investment Plans, Stirling LTS                             |                    |
| <b>R5.4 Relocation of Invergowrie Station to Dundee West</b><br>Station enhancements recommended from TERS study include undertake a business case for relocating Invergowrie Station to Dundee West  |   |                           |   | Further work deferred pending implementation of TERS hourly stopping rail service.  |  | Not yet progressed |
| Lead Partner<br>Tactran   | Other Partners<br>DCC, PKC, TS, NR, SR  | RTS Objectives<br>1,2,3,6 | Outcome Indicators<br>Journey time/freq | Proposed Timescale<br>2016-2036   | Project included in / supports the following Plans<br>Tactran Delivery Plan, TAYplan SDP, Dundee LDP, PKC LDP  |                    |
| <b>R5.5 New Rail Station at Bridge of Earn</b><br>Undertake a transport appraisal for the Bridge of Earn area. A STAG appraisal will consider all options for improving the transport system which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes. Linked to development at Oudenarde.   |   |                           |   | Pre-appraisal feasibility work for new rail stations at Oudenarde or Newburgh completed in December 2015. Partners are to discuss outcome with Transport Scotland and the rail industry prior to considering proceeding with STAG appraisal.<br>Application submitted to 2018 Local Rail Development Fund to undertake                                      |  | On programme       |

| Description   |   |                           |  | Progress  |   |
|---|---|---------------------------|--|---|---|
|   |   |                           |  | STAG appraisal.   |   |
| Lead Partner<br>PKC, Fife Council,<br>Tactran, Sestran,   | Other Partners<br>Developers,<br>Network Rail,        | RTS Objectives<br>1,2,3,6 | Outcome Indictors<br>Journey time/freq | Proposed Timescale<br>2016-2036   | Project included in / supports the following Plans<br>Tactran Delivery Plan, TAYplan SDP, Perth & Kinross LDP |
| <b>New Investigate whether a relocated Bridge of Allan Station support LTS objectives</b><br>Understand whether there is merit in relocating Bridge of Allan Station to improve it's accessibility.   |   |                           |  | Application submitted to 2018 Local Rail Development Fund to undertake Stirling Strategic Park & Ride study.  |   |
| Lead Partner<br>Stirling Coucil,<br>Tactran,  | Other Partners<br>Network Rail,<br>Transport Scotland | RTS Objectives<br>1,2,3,6 | Outcome Indictors<br>Journey time/freq | Proposed Timescale<br>2016-2036   | Project included in / supports the following Plans<br>Stirling LPD; Stirling LTS                              |
| <b>R6: Support the maintenance or improvement of real and perceived levels of safety and personal security on the rail network</b>  |   |                           |  |   |   |
| <b>R6.1 Close Cornton Level Crossings and replace with bridge.</b><br>Initial proposal was to close Cornton No 1 pedestrian and vehicular level crossing and Cornton No 2 footpath level crossing to improve level crossing safety and reduce wider rail industry costs |   |                           |  | Road bridge designed but no longer being pursued.<br>To mitigate railway safety risk, Cornton No1 Level Crossing will be upgraded to a Manually Controlled Barrier, Obstacle Detection (MBC-OD) by December 2020. |   |
| Lead Partner<br>Network Rail  | Other Partners<br>TS, Stirling Council                | RTS Objectives<br>1,5     | Outcome Indictors<br>Journey time/freq | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>Stirling City Transport Plan, NR CP5 Delivery Plan      |
| <b>R12: Support the development of Community Rail Partnerships.</b>   |   |                           |  |   |   |
| <b>R12.1 Support development of Highland Main Line CRP</b><br>Provide support to CRP through ScotRail in the Community Initiative linking communities to their rail network   |   |                           |  | Ongoing   |   |
| Lead Partner<br>Scotrail  | Other Partners<br>TS, NR, Tactran, PKC                | RTS Objectives<br>2,3,6   | Outcome Indictors<br>Journey time/freq | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>Tactran RTS   |
| <b>R12.2 Support development of West Highland Line CRP</b><br>Provide support to CRP through ScotRail in the Community Initiative linking communities to their rail network   |   |                           |  | Ongoing   |   |
| Lead Partner<br>Scotrail  | Other Partners<br>TS, NR, Tactran,<br>PKC, SC         | RTS Objectives<br>2,3,6   | Outcome Indictors<br>Journey time/freq | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>Tactran RTS   |
| <b>R12.3 Support development of Strathallan CRP</b><br>Provide support to CRP through ScotRail in the Community Initiative linking  |   |                           |  | Ongoing   |   |

| Description                       |                          |                |                   | Progress           |  |
|-----------------------------------|--------------------------|----------------|-------------------|--------------------|--|
| communities to their rail network |                          |                |                   |                    |  |
| Lead Partner                      | Other Partners           | RTS Objectives | Outcome Indictors | Proposed Timescale | Project included in / supports the following Plans |
| Scotrail                          | TS, NR, Tactran, PKC, SC | 2,3,6          | Journey time/freq | Ongoing            | Tactran RTS  |

## 3.8 Freight

### Promoting a prosperous economy by ensuring connectivity for freight whilst also reducing the environmental impacts of such

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#### Policies and Proposals

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- F1: Lorry Parking:** Explore opportunities for improved lorry parking on the region's road network, including consideration of inclusion of overnight lorry parking in Park & Ride proposals.
- F2: Urban Logistics:** Promote the implementation of more efficient and environmentally friendly urban logistics, including giving consideration to the implementation of logistics service centres in the region's main towns and cities.
- F3: Public Sector Logistics:** Support improvements in the efficiency of public sector logistics and the application of joint logistics solutions.
- F4: Timber Transport:** Promote timber transport and reduced environmental impacts through membership and supporting the Stirling & Tayside Timber Transport Group.
- F5: Port Development:** Support development of the region's three ports, including the provision of multi-modal freight facilities.
- F6: Rail Connections:** Support the provision of rail connections for freight movements between the region and the rest of the country.
- F7: Improved Information for Road Freight Industry:** Use modern technology to improve routeing and other information for the road freight industry.

| Description  |                            |                         |   | Progress   |   |                    |
|--|----------------------------|-------------------------|---|--|---|--------------------|
| <b>F2: Urban Logistics: Promote the implementation of more efficient and environmentally friendly urban logistics, including giving consideration to the implementation of logistics service centres in the region's main towns and cities.</b>  |                            |                         |   |  |   |                    |
| <b>F2.1 Implementation of Freight Consolidation Centres at Dundee and Perth</b><br>Freight Consolidation Centres at Dundee and Perth to provide sustainable freight logistics.   |                            |                         |   | Dundee project no longer being progressed.<br>Regional logistics fulfilment and business innovation park being considered for Perth West as part of Tay Cities Deal.   |   | Not yet progressed |
| Lead Partner<br>Tactran  | Other Partners<br>DCC, PKC | RTS Objectives<br>1,4,6 | Outcome Indicators<br>NO2 & PM10 Emissions      | Proposed Timescale<br>2016-2021  | Project included in / supports the following Plans<br>Tactran Freight Action Plan, Dundee SULP, Dundee AQAP, Dundee SOA, PKC AQAP |                    |
| <b>F2.2 Tactran Freight Quality Partnership to continue to consider the environmental impact of freight transport and bring forward appropriate measures for improving air quality</b><br>Tactran FQP already considers environmental and air quality. Cleaner Air for Scotland includes actions for FQPs to consider environmental impacts and local air quality. |                            |                         |   | Dundee developed Sustainable Urban Logistics Plan in 2014.<br>Investigations into air quality currently being lead via AQMA and LEZ processes in Dundee and Perth&Kinross.<br>FQP will continue to identify and consider opportunities to address air quality.   |   | On programme       |
| Lead Partner<br>Tactran  | Other Partners<br>DCC, PKC | RTS Objectives<br>1,4,6 | Outcome Indicators<br>NO2 & PM10 Emissions      | Proposed Timescale<br>2016-2021  | Project included in / supports the following Plans<br>Tactran Freight Action Plan, Dundee SULP, Dundee AQAP, Dundee SOA, PKC AQAP |                    |
| <b>F5: Port Development: Support development of the region's three ports, including the provision of multi-modal freight facilities.</b>   |                            |                         |   |  |   |                    |
| <b>F5.1 Improve road connections to Montrose Port</b><br>Development of regional facilities, building on existing proposals at Montrose Port for improved road links.  |                            |                         |   | Creation of spine road from the A92 to Montrose Port/GlaxoSmithKline.<br>South Montrose realignment due for completion in May 2018<br>Transport connections to Montrose Port being considered as part of proposal for North Angus Growth Opportunity included in Tay Cities Deal proposal submitted to Scottish and UK Governments in spring 2017. |   | Implemented        |
| Lead Partner<br>AC, Montrose Port Authority  | Other Partners             | RTS Objectives<br>1,6   | Outcome Indicators<br>CO2 Emissions             | Proposed Timescale<br>2016-2021  | Project included in / supports the following Plans<br>TAYplan SDP, Angus LDP, Tactran Freight Action Plan                         |                    |
| <b>F5.2 Improved Road Links to Perth Harbour</b><br>Investigation, development and implementation of a road link extending to Perth Harbour to facilitate road/rail interchange.   |                            |                         |   | Detailed design has been completed.<br>No further progress – to be considered in future.   |   | Not yet progressed |
| Lead Partner<br>PKC  | Other Partners<br>Tactran  | RTS Objectives<br>1,6   | Outcome Indicators<br>CO <sub>2</sub> Emissions | Proposed Timescale<br>TBC  | Project included in / supports the following Plans<br>TAYplan SDP, PKC SOA, Perth City Plan 2015-35                               |                    |

| Description   |                        |                |                           | Progress  |  |
|---|------------------------|----------------|---------------------------|---|--|
| F6: Rail Connections: Support the provision of rail connections for freight movements between the region and the rest of the country. |                        |                |                           |   |  |
| <b>F6.1 Highland Spring Rail Access at Blackford</b>  |                        |                |                           | Detailed design of facility being progressed with Network Rail.<br>Construction anticipated to commence Q1 2019, complete Q1 2020 |  |
| Tactran continuing support for Highland Spring Rail Access at Blackford   |                        |                |                           | On programme  |  |
| Lead Partner  | Other Partners         | RTS Objectives | Outcome Indictors         | Proposed Timescale  | Project included in / supports the following Plans |
| Highland Spring   | Scottish<br>Government | 1,6            | CO <sub>2</sub> Emissions | 2016-2021   | Tactran Freight Action Plan                        |

# 3.9 Travel Information

**Promoting an inclusive society and promoting efficient use of our transport networks by ensuring access to information to inform travel choices**

| Travel Information Themes                                   | Policies and Proposals  |
|---|---|
| <p><b>Informing Travel Choices and Awareness</b></p>        | <p>T11: Travel Information that is up to date and current, consistent, coherent, comprehensive (including routes, journey times, cost and facilities), easily available and tailored to users’ needs.</p> <p>T12: Implementation of the Regional Buses Information Strategy.</p>  |
| <p><b>Facilitating Modal Shift/Sustainability</b></p>       | <p>T13: Information on access to key locations.</p> <p>T14: Information that allows for planning and comparing journey options, including sustainable/active travel options, along with guidance on reliability.</p> <p>T15: Information that enhances journey experience and gives reassurance throughout the journey.</p> |
| <p><b>Making Efficient Use of the Transport Network</b></p> | <p>T16: Information on lifeline services.</p> <p>T17: Information on planned and unplanned variations to services.</p> <p>T18: Information on routeing for lorries.</p>   |



## Informing Travel Choices and Awareness

| Description  |                |                |                    | Progress  |   |                     |
|--|----------------|----------------|--------------------|---|---|---------------------|
| <p><b>T11: Travel Information that is up to date and current, consistent, coherent, comprehensive (including routes, journey times, cost and facilities), easily available and tailored to users' needs.</b></p>   |                |                |                    |   |   |                     |
| <p><b>T11.1: Continue to develop and promote regional travel information through dedicated websites.</b></p> <p>Such as GoToo, Dundee Travelinfo and Traveline Scotland</p>  |                |                |                    | <p>Ongoing support of GoToo lifestyle focussed travel website. DundeeTravelinfo and Traveline Scotland also continue to provide information within the region.</p> <p>Proposed review of regional travel information websites in 2018/19</p>  |   | <p>On programme</p> |
| Lead Partner   | Other Partners | RTS Objectives | Outcome Indicators | Proposed Timescale  | Project included in / supports the following Plans  |                     |
| Tactran, Councils, Traveline Scotland  |                | 1,2,6          | Mode Share         | Ongoing   | Tactran Delivery Plan                               |                     |
| <p><b>T12: Implementation of the Regional Buses Information Strategy.</b></p>  |                |                |                    |   |   |                     |
| <p><b>T12.1 Ensure the availability of comprehensive and accurate roadside bus information.</b></p> <p>Constituent Councils work in partnership with bus operators to ensure availability of comprehensive, accurate and current roadside bus information.</p>   |                |                |                    | <p>Ongoing in all Council areas:</p> <ul style="list-style-type: none"> <li>DCC still seeks to provide printed information at 100% of stops. There is a requirement to review and acquire tools for creating roadside publicity because current system is likely to become obsolete in next 12-24 months.</li> <li>PKC - All roadside information now automatically generated from electronic timetable data with new, user friendly format.</li> </ul> |   | <p>On programme</p> |
| Lead Partner   | Other Partners | RTS Objectives | Outcome Indicators | Proposed Timescale  | Project included in / supports the following Plans  |                     |
| Councils   | Operators      | 1,2,3          | Mode Share         | Ongoing   | Tactran RBIS, Councils' Public Transport Statements |                     |
| <p><b>T12.2 Produce and provide bus service, area or corridor timetable booklets that include all supported and commercial bus services</b></p> <p>Councils work in partnership with bus operators to provide service corridor leaflets and area booklets that are complete and comprehensive and include all operators' services running in that corridor or within the area that they cover.</p> |                |                |                    | <p>Ongoing in most areas covering all operators, including Council focus on working with smaller operators.</p>   |   | <p>On programme</p> |
| Lead Partner   | Other Partners | RTS Objectives | Outcome Indicators | Proposed Timescale  | Project included in / supports the following Plans  |                     |
| Councils, Operators  |                | 1,2,3          | Mode Share         | Ongoing   | Tactran RBIS, Councils' Public Transport Statements |                     |

## Facilitating Modal Shift/Sustainability

| Description   | Progress  |
|---|---|
| <b>T15: Information that enhances journey experience and gives reassurance throughout the journey.</b>  |   |
| <b>T15.1 Upgrade and enhancement of VMS car parking navigation signage in Dundee</b><br>Enhancement to existing Car Parking VMS following completion of Central Waterfront road layout. | Project completed in March 2018<br>Implemented  |
| Lead Partner: DCC<br>Other Partners:<br>RTS Objectives: 1,4<br>Outcome Indicators: Mode Share   | Proposed Timescale: 2016-2021<br>Project included in / supports the following Plans: DCC AQAP       |
| <b>T15.2 Upgrade and enhancement of VMS car parking navigation signage in Perth</b><br>Investigation of VMS car parking signage   | Still to be progressed – possibility as part of wider Smart Cities programme.<br>Not yet progressed |
| Lead Partner: PKC<br>Other Partners:<br>RTS Objectives: 1,4<br>Outcome Indicators: Mode Share   | Proposed Timescale: 2016-2021<br>Project included in / supports the following Plans: Perth AQAP     |

## Making Efficient Use of the Transport Network

| Description   | Progress   |
|---|--|
| <b>T17: Information on planned and unplanned variations to services.</b>  |  |
| <b>T17.1 Real Time Information - Stirling Council</b><br>Extending Real Time Passenger Information on next available services into Stirling Council Area.                     | A system has been introduced in Stirling bus station. Success of project under review.<br>Implemented  |
| Lead Partner: Sestran/SC<br>Other Partners: Tactran, Sestran<br>RTS Objectives: 1,3<br>Outcome Indicators: Mode Share   | Proposed Timescale: 2016-2021<br>Project included in / supports the following Plans: Tactran Delivery Plan   |
| <b>T17.2 Real Time Information - Perth &amp; Kinross Council</b><br>Extending Real Time Passenger Information on next available services across Perth & Kinross Council Area. | Scoping work being undertaken with Tayside Procurement Consortium for replacement RTI system in Angus, Dundee and Perth & Kinross areas. Focus in PKC on mobile data display with no plans for on street<br>On programme |

| Description   |                               |                       |  | Progress  |  |
|---|-------------------------------|-----------------------|--|---|--|
|   |                               |                       |  | info. All rural operator's vehicles equipped with tracking equipment  |  |
| Lead Partner<br>PKC   | Other Partners<br>Tactran     | RTS Objectives<br>1,3 | Outcome Indicators<br>Mode Share                 | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>RTS Buses Strategy                       |
| <b>T17.3 Intelligent Transport Systems on Trunk Road Network</b><br>Transport Scotland's ITS trunk road programme aims to provide journey time information to key destinations.                               |                               |                       |  | Multiple ITS interventions have been delivered since STPR was introduced in 2008 including at various locations across Tactran region. Further schemes may be included as part of the forthcoming update to STPR. |  |
| Lead Partner<br>TS  | Other Partners                | RTS Objectives<br>1,6 | Outcome Indicators<br>Congestion<br>Journey time | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>STPR                                     |
| <b>T17.4 Intelligent Transport Systems, Dundee</b><br>ITS Dundee aims to provide real time traffic information on the strategic road network co-ordinated with Transport Scotland's ITS trunk road programme. |                               |                       |  | Bluetooth journey time trackers installed on most city centre approaches providing real time journey times on VMS displays.   |  |
| Lead Partner<br>DCC   | Other Partners<br>TS, Tactran | RTS Objectives<br>1,4 | Outcome Indicators<br>Congestion<br>Journey time | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>Tactran Delivery Plan                    |
| <b>T18: Information on routing for lorries.</b>   |                               |                       |  |   |  |
| <b>T18.1: Improve Regional Travel Information for Road Freight Industry</b>   |                               |                       |  | Usage statistics show Tactran Freight page had limited users.<br><br>Further opportunities to be identified and discussed at Tactran Freight Quality Partnership  |  |
| Lead Partner<br>Tactran   | Other Partners<br>Councils    | RTS Objectives<br>1   | Outcome Indicators<br>CO <sub>2</sub> Emissions  | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>Tactran Freight Action Plan, Dundee SULP |

# 3.10 Climate Change

## Reducing the carbon footprint of our transport networks

Policies and Proposals

CC1: Supporting low carbon vehicles and infrastructure.

CC2: Promoting eco-driving training and advice.

| Description   |                                     |                       |  | Progress  |  |              |
|---|-------------------------------------|-----------------------|--|---|--|--------------|
| CC1: Supporting low carbon vehicles and infrastructure.   |                                     |                       |  |   |  |              |
| <b>CC1.1 Promote the uptake and use of cleaner and/or alternative fuels where possible for transport</b><br>Scottish Government, Energy Saving Trust, Scottish Enterprise, Tactran, Constituent Councils continue to promote wide scale adoption of electric and alternative fuel vehicles. |                                     |                       |  | Work ongoing across all council areas.<br>Dundee City Plan has introduced a target of 20% of electric vehicles in the City by 2026  |  | On programme |
| Lead Partner<br>SG, TS, EST   | Other Partners<br>Tactran, Councils | RTS Objectives<br>3,4 | Outcome Indicators<br>NO2 & PM10 Emissions | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>Switched on Scotland, Dundee LOIP                                  |              |
| <b>CC1.2 Use of electric and alternative fuel vehicles in public sector fleets.</b><br>Constituent Councils, National Park Authorities, NHS, etc. to investigate, purchase and expand existing electric and alternative fuel vehicle fleet  |                                     |                       |  | General increase in LEV/ULEV vehicles across public sector fleets.<br>Dundee has approx. 25% EV LGV/cars within fleet.  |  | On programme |
| Lead Partner<br>Councils, NHS.  | Other Partners                      | RTS Objectives<br>3,4 | Outcome Indicators<br>NO2 & PM10 Emissions | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>Dundee SULP, Perth City Plan 2013-23, Switched on Scotland Roadmap |              |
| <b>CC1.3 Work with the Scottish Government and other partners to develop a network of publically available electric vehicles charging points across Tactran region</b><br>Progress funding and delivery of domestic, workplace and en- route vehicle charging                               |                                     |                       |  | Ongoing : Council's continue to introduce new facilities via Charge Place Scotland scheme<br>Scottish Government's Charge Place Scotland <a href="#">website</a> and Greener Scotland <a href="#">website</a> identify locations of publically available sites in the region. |  | On programme |

| Description  |  |                       |  | Progress  |  |
|--|--|-----------------------|--|---|--|
| infrastructure. Deploy rapid charge points at intervals of no more than 50mile intervals on the primary road network and at major interchanges, rail stations and park & ride sites.                 |  |                       |  |   |  |
| Lead Partner<br>SG, TS   | Other Partners<br>ScotRail, Tactran,<br>Councils | RTS Objectives<br>3,4 | Outcome Indictors<br>NO2 & PM10 Emissions                                | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>IIP, NPF3, Dundee LOIP, Switched on Scotland Roadmap |
| <b>CC1.4 Dundee eMission</b><br>Dundee's Go Ultra Low City initiative aims to accelerate a step change in ultra-low emission vehicle uptake and make Dundee a globally recognised exemplar.          |  |                       |  | Lochee Charging Hub opened in April 2018 with work on Princes Street Hub and Queen Street (Broughty Ferry) Hub anticipated to commence in Spring/Summer 2018.                                   | On programme   |
| Lead Partner<br>DCC  | Other Partners<br>OLEV, Tactran                  | RTS Objectives<br>3,4 | Outcome Indictors<br>NO2 & PM10 Emissions                                | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>Dundee LOIP  |
| <b>CC1.5 Dundee Ultra Low Emission Taxi Scheme</b><br>Dundee's Ultra Low Emission Taxi Scheme bid aiming to achieve a majority Ultra Low Emission Vehicles taxi fleet by 2020                        |  |                       |  | Work underway on infrastructure to support Low Emission Vehicles. To date 14% of taxis have switched to electric vehicles with the number continually growing.                                  | On programme   |
| Lead Partner<br>DCC  | Other Partners<br>OLEV, EST, Tactran             | RTS Objectives<br>3,4 | Outcome Indictors<br>NO2 & PM10 Emissions                                | Proposed Timescale<br>2016-2021   | Project included in / supports the following Plans<br>Dundee LOIP  |
| <b>CC1.6 Support shared use of plug- in vehicles through Car Clubs in the region.</b><br>Support for the promotion of shared plug-in vehicles through the Developing Car Clubs in Scotland programme |  |                       |  | In Dundee, Co-Wheels continue to operate 5 shared Evs (4 cars, 1 van). MILL project outcomes may lead to award of contract for expansion of shared EV fleet.<br>Work ongoing in other LA areas. | On programme   |
| Lead Partner<br>Councils, SG   | Other Partners                                   | RTS Objectives<br>3,4 | Outcome Indictors<br>NO2 & PM10 Emissions                                | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>Switched on Scotland Roadmap                         |
| <b>CC2: Promoting eco-driving training and advice.</b>   |  |                       |  |   |  |
| <b>CC2.1 Eco-driver training</b><br>Promote Eco Driving training to all public and private sector organisations.   |  |                       |  | A number of <a href="#">Fuel Good</a> driver training sessions have been delivered through the Energy Savings Trust   | On programme   |
| Lead Partner<br>Tactran, Councils  | Other Partners                                   | RTS Objectives<br>3,4 | Outcome Indictors<br>NO2 & PM10 Emissions                                | Proposed Timescale<br>Ongoing   | Project included in / supports the following Plans<br>PKC AQAP, Tactran RTS                                |
| <b>New: Low carbon transport and travel hubs (LCTTH)</b><br>Support the development, delivery and monitoring of LCTTH within the region  |  |                       |  | Dundee CC, Perth & Kinross Council and Stirling Council have all been successful in receiving <a href="#">grant funding</a> for LCTTH   | On programme   |
| Lead Partner<br>Councils   | Other Partners<br>Tactran                        | RTS Objectives        | Outcome Indictors<br>CO2 EMISSIONS<br>NO2 & PM10 Emissions<br>Mode Share | Proposed Timescale  | Project included in / supports the following Plans<br>PKC LDP, Perth LOIP, Dundee LOIP, Stirling LTS       |

# Appendix A: Partners Plans and Programmes

| Strategy or Plan informing 2016-2021 Delivery Plan                     | Updated since 2016? | Updated Version of Strategy or Plan where applicable   |
|--|---------------------|--|
| <b>Regional Transport</b>  |                     |  |
| Tactran RTS 2015-36 Refresh (2015)                                     | No                  |  |
| Tactran RTS Walking & Cycling Network – RTS Refresh Appendix 2 (2015)  | No                  |  |
| Tactran RTS Sub-Strategies (2009)                                      | No                  |  |
| Tactran RTS Delivery Plan (2014)                                       | No                  |  |
| Tactran Health & Transport Framework (Oct 2011)                        | No                  |  |
| Tactran Regional Freight Action Plan (2015/16)                         | No                  |  |
| Tactran Regional Bus Information Strategy (2011)                       | No                  |  |
| Neighbouring Regional Transport Partnerships' RTS's                    | Yes                 | <a href="#">Sestran Regional Transport Strategy 2015-2025 Refresh (July2015)</a><br><a href="#">Nestrans Regional Transport Strategy (RTS)(2013)</a><br><a href="#">SPT (2008)</a><br><a href="#">HITRANS Draft Updated Regional Transport Strategy May 2017</a> |
| <b>CPP Delivery Action Plans</b>                                       |                     |  |
| Angus SOA  | Yes                 | <a href="#">Angus LOIP 2017</a>  |
| Dundee SOA   | Yes                 | <a href="#">City Plan for Dundee 2017-2026</a>   |
| Perth & Kinross SOA  | Yes                 | <a href="#">Perth &amp; Kinross LOIP 2017</a>  |
| Stirling SOA   | Yes                 | <a href="#">Stirling LOIP 2018</a>   |
| <b>Strategic Development Plan/Local Development Plans</b>              |                     |  |
| TAYplan SDP – Action Programme (May 2015/Feb 2016)                     | Yes                 | <a href="#">Tayplan Action Programme (Jan 2018)</a>  |
| Angus LDP – Draft Action Programme (Feb 2015)                          | Yes                 | <a href="#">Angus LDP Action Programme (Dec2016)</a>   |
| Dundee LDP – Action Programme (Dec 2013)                               | Yes                 | <a href="#">Dundee LDP2 Proposed Action Programme (Jan 2018)</a>   |
| Perth & Kinross LDP – Action Programme (Apr 2015)                      | Yes                 | <a href="#">Perth &amp; Kinross Council LDP Action Programme (May 2017)</a>  |
| Stirling LDP– Action Programme (Dec 2014)                              | Yes                 | <a href="#">Stirling LDP Draft Action Programme (July 2016)</a>  |
| Cairngorm NP LDP – Action Programme (June 2015)                        | Yes                 | <a href="#">Cairngorms National Park LDP Action Programme (June 2017)</a>  |
| Loch Lomond & The Trossachs NP LDP – Draft Action Programme (May 2015) | Yes                 | <a href="#">Loch Lomond &amp; The Trossachs National Park LDP Action Programme (October 2017)</a>  |
| <b>Local Transport Strategies</b>                                      |                     |  |
| Stirling LTS – City Transport Plan (June 2013)                         | Yes                 | <a href="#">Stirling Local Transport Strategy (2016)</a><br><a href="#">CATP (p58) TVRA (p67)</a>  |
| Stirling LTS – Towns, Villages and Rural Areas Transport Plan          | Yes                 | <a href="#">Stirling Local Transport Strategy (2016)</a>   |

| Strategy or Plan informing 2016-2021 Delivery Plan  | Updated since 2016? | Updated Version of Strategy or Plan where applicable  |
|---|---------------------|---|
| (2014)  |                     | <a href="#">CATP (p58) TVRA (p67)</a>   |
| <a href="#">Perth Transport Futures</a>   | No                  |   |
| Other   |                     |   |
| <a href="#">Perth City Plan 2015–2035</a>   | No                  |   |
| <a href="#">Dundee City Council Air Quality Action Plan 2011 - update 2014 (2014)</a>                           | No                  |   |
| <a href="#">PKC Air Quality Action Plan 2009 - progress 2012 (2012)</a>   | No                  |   |
| <a href="#">Sustainable Urban Logistics Plan for Dundee (Oct 2014)</a>  | No                  |   |
| <a href="#">Local Authorities Public Transport Statements<br/>Angus Council Public Transport Statement 2010</a> | No                  |   |
| <b>National</b>   |                     |   |
| <a href="#">Scotland's Economic Strategy (Mar 2015)</a>   | No                  |   |
| <a href="#">Scottish Government – NPF3 Draft Action Programme (June 2014)</a>                                   | Yes                 | <a href="#">National Planning Framework</a><br><a href="#">NPF3 Appendix A: National Walking and Cycling Network</a><br><a href="#">SNH National Walking and Cycling Network</a>                                  |
| <a href="#">Scottish Cities Alliance – City Investment Plans (2014)</a>   | Yes                 | <a href="#">Connecting Scotland's Cities Together and to the World - February 2016</a><br><a href="#">(Emerging) Tay Cities Deal</a><br><a href="#">(Emerging) Stirling and Clackmannanshire City Region Deal</a> |
| <a href="#">National Transport Strategy Refresh (Jan 2016)</a>  | No                  |   |
| <a href="#">Transport Scotland – STPR (Oct 2009)</a>  | No                  |   |
| <a href="#">Scottish Government Infrastructure Investment Plan (Dec 2011)</a>                                   | Yes                 | <a href="#">Infrastructure Investment Plan 2015</a><br><a href="#">Programme for Government 2017-18</a>   |
| <a href="#">Network Rail – CP5 Enhancements Delivery Plan (Dec 2014)</a>  | Yes                 | <a href="#">Scotland Route Study (July 2016)</a>  |
| <a href="#">National Tourism Development Framework (July 2013)</a>  | No                  | <a href="#">Tourism Strategy 2020 Mid Term Review</a>   |
| <a href="#">Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (Sept 2013)</a>          | Yes                 | <a href="#">Switched On Scotland Phase Two: An Action Plan For Growth (2017)</a>  |
| <a href="#">National Walking Strategy (2014)</a>  | No                  |   |
| <a href="#">National Walking and Cycling Network Project Plan (Mar 2016)</a>                                    | Yes                 | <a href="#">National Walking and Cycling Network Progress Report – March 2017</a>   |
| <a href="#">CAPS 2017-2020 (June 2013)</a>  | Yes                 | <a href="#">Cycling Action Plan for Scotland 2017-2020</a>  |
| <a href="#">Audit Scotland – Transport for health and social care (Aug 2011/June 2013)</a>                      | No                  |   |
| <a href="#">Central Scotland Green Network Action Plan</a>  | No                  | <a href="#">CSGN Delivery Plan (Feb 2015)</a>   |
| <a href="#">Cleaner Air for Scotland (Nov 2015)</a>   | No                  | <a href="http://www.gov.scot/Publications/2015/11/5671">http://www.gov.scot/Publications/2015/11/5671</a>   |