

# APPRAISAL OF DRAFT WALKING AND CYCLING STRATEGY

## INTRODUCTION

The draft strategy has been appraised against the objectives of the strategy in order to identify which actions provide the greatest benefit in terms of achieving these objectives. Table 1 lists the objectives of the strategy and Table 2 shows the results of this appraisal.

The relative merits of each action within each package have been appraised against each objective using the following scale:

- ✓✓✓ Significant benefit
- ✓✓ Moderate benefit
- ✓ Slight benefit
- o Neutral impact
- X Slight negative
- XX Moderate negative
- XXX Significant negative

The results of this detailed appraisal process are subsequently summarised in an Appraisal Summary Table (AST). This provides a general summary of the overall impact on the strategy objectives.

An initial implementability appraisal has also been undertaken at this stage to identify any major technical, operational, financial or public constraints contained within each package that may impact on their delivery.

Stakeholder consultation on the draft strategy has recently been completed and the comments and responses received through this process will feed into a more detailed assessment of the acceptability and implementability of each action. This information will then be used to identify the optimum package of measures to make up the final strategy.

**TABLE 1        RTS AND STRATEGY OBJECTIVES**

|   |
|---|
| <p><u>RTS Objectives</u></p> <ol style="list-style-type: none"><li>1. Economy: To ensure transport helps to deliver regional prosperity.</li><li>2. Accessibility, Equity and Social Inclusion: To improve accessibility for all, particularly for those suffering from social exclusion.</li><li>3. The Environment: To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement.</li><li>4. Health and Well-Being: To promote the health and well-being of communities.</li><li>5. Safety &amp; Security: To improve the real and perceived safety and security of the transport</li></ol> |
|---|

network.

6. Integration: To improve integration, both within transport and between transport and other policy areas.

#### Walking and Cycling Strategy Objectives

The RTS overarching objectives which they relate to are included in brackets.

- O1) Permanently increase the number of walkers and cyclists and increase the frequency of trips made on foot and by cycle (4,5,6)
- O2) Improve information and facilities for walkers and cyclists (1,2)
- O3) Improve safety and security for walkers and cyclists (3,4,5)
- O4) Promote walking and cycling as a leisure activity and as a credible form of transport (6)
- O5) Integration with other policies (6)
- O6) Better integration with the existing transport system (2)
- O7) Improve existing expertise in the creation of walking and cycling facilities and promotion (6)
- O8) Establish a regional monitoring plan for walkers and cyclists (6)

## APPRAISAL

**Scale of assessment:** ✓ - Slight benefit, ✓✓ - Moderate benefit, ✓✓✓ - Significant benefit, o - neutral, X – slight negative, XX – moderate negative, XXX – significant negative impact.

**TABLE 2 APPRAISAL AGAINST STRATEGY OBJECTIVES**

| Strategic category          | Action |   | Objectives |     |    |     |     |     |     |     | Total |    |
|-----------------------------|--------|---|------------|-----|----|-----|-----|-----|-----|-----|-------|----|
|                             | Code   | Name  | 1          | 2   | 3  | 4   | 5   | 6   | 7   | 8   |       |    |
| Strategic Integration       | A1     | Produce regional guidance on national, regional and local policies for transport, land-use planning, education and health   |            |     |    |     |     |     |     |     |       | 19 |
|                             |        | Support and encourage schools in the region to incorporate active travel initiatives, such as becoming a <i>Cycle Friendly School</i> and adopting an <i>Active Schools Policy</i> and mainstreaming <i>School Travel Plans</i> in policies | ✓✓✓        | ✓✓  | ✓  | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓     |    |
| High Quality Infrastructure | B1     | Develop walking and cycling links to and within town and city centres and to employment, services, leisure and tourism activities in conjunction with Travel Plans  | ✓✓✓        | ✓✓✓ | ✓✓ | ✓✓✓ | o   | ✓✓✓ | ✓✓  | o   | 16    |    |
|                             |        | Continue supporting development of the National Cycle Network, develop a complementary regional network connecting key settlements, and provide local links to the NCN in cooperation with Sustrans   |            |     |    |     |     |     |     |     |       |    |

Make the existing highway more cycle and pedestrian friendly including carrying out non-motorised user audits of all new transport schemes to ensure

| Strategic category                               | Action |  | Objectives |     |     |     |     |     |     |     | Total |
|--|--------|--|------------|-----|-----|-----|-----|-----|-----|-----|-------|
|  | Code   | Name   | 1          | 2   | 3   | 4   | 5   | 6   | 7   | 8   |       |
|  |        | cycling  |            |     |     |     |     |     |     |     |       |
|  | B2     | Develop walking and cycling links to education facilities, including expansion of the Safe Routes to Schools programme incorporating School Travel Plans | ✓✓✓        | ✓✓  | ✓✓✓ | ✓   | ✓✓  | ✓   | o   | ✓   | 13    |
|  | B3     | Provide secure cycle parking at key trip destinations  | ✓✓✓        | ✓✓✓ | ✓✓✓ | ✓   | o   | ✓   | o   | o   | 11    |
| <b>Making Better Use of the Transport System</b> | C1     | Improve walking and cycling facilities at public transport interchanges and on trains/buses  | ✓✓✓        | ✓✓✓ | ✓✓✓ | ✓   | ✓✓✓ | ✓✓✓ | ✓   | o   | 17    |
|  | C2     | Assign greater priority to pedestrians and cyclists in the design and management of the road network   | ✓✓✓        | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓✓  | ✓✓✓ | o   | 20    |
| <b>Developing Technical Excellence</b>           | D1     | Produce guidance on implementing good practice in the provision of walking and cycling facilities  | ✓✓         | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓✓✓ | o   | 20    |
|  | D2     | Develop a rolling programme of training to encourage implementation of good practice and increase inter-disciplinary skills and awareness                | ✓✓✓        | ✓✓  | ✓✓✓ | ✓✓  | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓   | 20    |
| <b>Influencing Travel Behaviour</b>              | E1     | Encourage walking and cycling through a programme of workplace travel planning projects  | ✓✓✓        | ✓✓✓ | o   | ✓✓✓ | ✓✓✓ | ✓✓✓ | o   | o   | 15    |
|  | E2     | Encourage walking and cycling by developing at least one area-based, individualised marketing pilot project  | ✓✓✓        | ✓✓✓ | ✓   | ✓✓✓ | ✓   | ✓   | ✓   | ✓✓✓ | 16    |
|  | E3     | Promote walking and cycling through publicity, information provision and joint marketing with transport operators  | ✓✓✓        | ✓✓✓ | o   | ✓✓✓ | ✓   | ✓   | ✓   | ✓   | 13    |

| Strategic category | Action |   | Objectives |   |     |     |   |   |   |   | Total |
|--------------------|--------|---|------------|---|-----|-----|---|---|---|---|-------|
|                    | Code   | Name  | 1          | 2 | 3   | 4   | 5 | 6 | 7 | 8 |       |
|                    | E4     | Promote the development of a regional programme of accredited cycle training in schools to meet National Cycle Training Standards | ✓✓✓        | o | ✓✓✓ | ✓✓✓ | ✓ | ✓ | o | o | 11    |

### Appraisal Summary

The following tables provide a summary of the appraisal contained in the previous section.

**TABLE 3 APPRAISAL SUMMARY TABLE**

| Proposal Details  |   |  |                                    |
|---|---|--|------------------------------------|
| Name and address of authority or organisation promoting the proposal: |   | TACTRAN  |                                    |
| Proposal Name:  | Walking and Cycling Strategy  | Name of Planner:                                   |                                    |
| Proposal Description:   | This strategy sets out the principles and short, medium and long term actions by which TACTRAN will meet the walking and cycling needs of the region and contribute to wider objectives and targets.  | Estimated Total Public Sector Funding Requirement: | Capital costs/grant:               |
|   |   |  | Annual revenue support:            |
|   |   |  | Present Value of Cost to Govt:     |
| Funding Sought From: (if applicable)                                  |   | Amount of Application:                             | Sum: Costs will be in the order of |
| Background Information  |   |  |                                    |
| Geographic Context:   | This strategy covers the TACTRAN Regional Transport Partnership area which encompasses the local authority areas of Angus, Dundee City, Perth & Kinross and Stirling. The region includes parts of the Loch Lomond & Trossachs and Cairngorms National Parks. |  |                                    |

|   |  |
|---|--|
| <b>Social Context:</b>  | The total population of the region is currently around 475,000 people. It is forecast to remain relatively stable during the lifetime of this strategy. Almost two thirds of the region's population live in the largest cities and towns of Dundee (145,600), Perth (43,500), Stirling (41,000), Arbroath (22,800), Forfar (13,200) and Montrose (10,800). Approximately 10% of the population lives in small towns of between 3,000 – 10,000 people and a quarter of the population lives in rural communities of populations less than 3,000 people. Approximately 31% of TACTRAN households do not have access to a car – this rises to over 48% for lone parent households and to 69% for single pensioner households. Access to healthcare facilities for those without access to a car is a key issue, particularly following centralisation of services. |
| <b>Economic Context:</b>  | The RTS highlights that there are connectivity problems between existing and new locations of housing, employment and key services in certain parts of the region. There is dispersed economic activity, and ongoing dispersion of population out of traditional centres which is increasing the need to travel. Timing, speed, frequency and cost of public transport options to major centres are not perceived to be optimal. Tourism is a key sector of the region's economy and there is a need for increased promotion of the region as a tourist destination. General congestion within the city and town centres at peak times has an impact on bus reliability and links to external markets.   |
| <b>Planning Objectives</b>  |  |
| <b>Objective:</b>   | <b>Performance against planning objective:</b>   |
| Permanently increase the number of walkers and cyclists and increase the frequency of trips made on foot and by cycle | Overall the strategy provides a significant benefit towards this objective. The majority of actions are aimed at improving facilities and information for pedestrians and cyclists, integrating with other policies and improving expertise. Directly or indirectly these should result in safer and more conveniently accessed infrastructure, and generate awareness of facilities and the benefits of walking and cycling thereby increasing numbers and the frequency of trips.  |
| Improve information and facilities for walkers and cyclists   | Overall the strategy provides a moderate to significant benefit towards this objective. Key actions include the provision of high quality infrastructure and information and marketing.  |
| Improve safety and security for walkers and cyclists  | Overall the strategy provides a moderate to significant benefit towards this objective. A number of actions are concerned with safety including for example Safer Routes to Schools and enhancing awareness of good design. Some actions however, have a neutral impact.   |
| Promote walking and cycling as a leisure activity and as a credible form of transport                                 | Most actions contribute significantly towards achieving this objective.  |
| Integration with other policies   | Overall the strategy provides a moderate benefit towards this objective.   |
| Better integration with the existing transport system   | Overall the strategy provides a moderate benefit towards this objective. Some actions contribute significantly including the production of guidance and improving walking and cycling facilities at public transport interchanges and on trains/buses.   |
| Improve existing expertise in the creation of walking and cycling facilities and promotion                            | Overall the strategy provides a slight to moderate benefit towards this objective. Some actions generate significant benefits particularly providing guidance on implementing good practice in the provision of walking and cycling facilities and developing a rolling programme of training.   |

|   |   |                               |
|---|---|-------------------------------|
| Establish a regional monitoring plan for walkers and cyclists | Overall the strategy provides a neutral to slight benefit towards this objective. Monitoring will form part of the development of the Delivery Plan and hence will be organised at a later date   |                               |
| <b>Implementability Appraisal</b>                             |   |                               |
| Technical:  | It is not anticipated that there will be any technical constraints to the delivery of this package.   |                               |
| Operational:  | There are not thought to be any significant operational constraints to the delivery of this package. Joint working between a number of stakeholders will be required; however this happens already to a certain extent and is not a barrier to implementation.  |                               |
| Financial:  | .A wide range of improvements to infrastructure across the region is identified within this package. These actions will bring benefits to people across the region; however the extent to which improvements can be made will be dependent on funding. TACTRAN will need to source additional funding from external sources and key stakeholders in order to implement the full range of actions contained within this package. There is also much uncertainty relating to funding provision at present and TACTRAN will need to respond to these changes accordingly. This is an ambitious package of actions; however it is not thought that the cost of this package is prohibitive over the 15 year lifespan of this strategy. A number of actions will be of low or modest cost, production of guidance etc., and should be largely implementable from within existing resources |                               |
| Public:   | It is felt that there are no actions contained within this package that are not acceptable to the public or to key stakeholders, It may however be felt, particularly by stakeholders, that this package does not go far enough in improving the walking and cycling environment across the region in terms of meeting the objectives and in delivering on the ground improvements.   |                               |
| <b>Rational for selection / rejection of proposal</b>         | <b>Summary:</b> overall the actions will provide a moderate to significant contribution to the objectives of this strategy.   |                               |
| <b>Government's Objectives for Transport</b>                  |   |                               |
| <b>Objective</b>  | <b>Assessment Summary</b>   | <b>Supporting Information</b> |
| Environment:  | N/A   | N/A                           |
| Safety:   | N/A   | N/A                           |
| Economy:  | N/A   | N/A                           |
| Integration:  | N/A   | N/A                           |
| Accessibility & Social Inclusion:                             | N/A   | N/A                           |