

# REGIONAL TRANSPORT STRATEGY

2015–2036

REFRESH



# CONTENTS

FOREWORD	3	5. DETAILED STRATEGIES/Frameworks	26
<hr/>		<hr/>	
1. INTRODUCTION	4	5.1 Strategic Connectivity	28
<hr/>		5.2 Health and Transport	30
2. THE TACTRAN REGION – DATA UPDATE AND TRENDS	6	5.3 Active Travel	32
2.1 Where We Live	7	5.4 Travel Planning	34
2.2 The Region’s Transport Network	8	5.5 Buses	35
2.3 Regional Connectivity	8	5.6 Park & Ride	38
2.4 Air Quality	15	5.7 Rail	39
2.5 Innovation in Transport Technology	15	5.8 Freight	40
2.6 Data from the RTS Monitoring Framework	15	5.9 Travel Information	41
<hr/>		<hr/>	
3. OUR VISION AND OBJECTIVES	16	6. RTS DEVELOPMENT, DELIVERY AND MONITORING	44
3.1 Tactran Vision	17	6.1 Development and Delivery	45
3.2 RTS Objectives	17	6.2 Supporting Community Planning	46
<hr/>		6.3 Land Use and Transport Planning	47
4. THE STRATEGY	20	6.4 Climate Change Duties	47
4.1 Defining the Strategy	21	6.5 Monitoring	47
4.2 Economic Prosperity	22	<hr/>	
4.3 Connecting Communities and Being Socially Inclusive	23	7. APPENDICES	48
4.4 Environmental Sustainability and Promoting Health and Well-Being	24	Appendix 1: RTS Strategic Actions – Progress	49
		Appendix 2: Regional Walking and Cycling Network	56
		Appendix 3: Buses Strategy Definitions	57
		Appendix 4: Strategic Interchanges	59
		Appendix 5: Glossary	60

# FOREWORD



The Tayside and Central Scotland Regional Transport Strategy 2008–2023 (RTS) was approved by Scottish Ministers in June 2008. It was informed and influenced by widespread public and stakeholder consultation. The RTS, associated sub-strategies and our RTS Delivery Plan set out the key policies and proposals required to deliver our Vision of:

“a transport system shaped by engagement with its citizens, which helps deliver prosperity and connects communities across

the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and wellbeing of all”

The core policy framework and strategic direction of the RTS and its Vision and Objectives remain valid 7 years on, and as we move forward. Since 2008 there has been positive progress on many of the 23 RTS Strategic Actions for achieving our Vision and Key Objectives, as summarised in [Appendix 1](#).

Since 2008 there have also been a number of changes to the policy, economic and environmental contexts within which the Partnership operates and which the RTS needs to reflect. These include a stronger national and local emphasis on the role of Community Planning; a new Development Planning system; and the Climate Change (Scotland) Act 2009, all of which place specific statutory duties on the Partnership.

This Regional Transport Strategy 2015–2036 Refresh was formally approved by the Minister for Transport and Islands on 23 July 2015. It updates our policies and proposals and now identifies 31 Strategic Actions which are aimed at supporting regional economic prosperity; connecting our communities and being socially inclusive; and promoting environmental sustainability and improved health and wellbeing. The horizon of 2036 aligns with the second TAYplan Strategic Development Plan covering much of the Tactran region.

Tactran will continue to work with our partner Councils, other Community Planning partners, the private and voluntary sectors, and Scottish Government to ensure that development and implementation of the RTS Refresh continues to align with and supports local Community Planning outcomes; the effective integration of strategic land use and transportation planning; and supports and contributes to Scottish Government’s national economic, spatial, environmental and transport strategies.

**Councillor Will Dawson**

Chair of Tactran

# 1. INTRODUCTION



The Transport (Scotland) Act 2005 (The Act) places a duty on Regional Transport Partnerships (RTP) to develop a Regional Transport Strategy (RTS), which sets out a Vision and Objectives over a 10–15 year horizon for meeting the transport needs of people and businesses throughout their region. During 2006/07 Tactran developed the first RTS for the region, covering the Angus, Dundee City, Perth & Kinross and Stirling Council areas, in compliance with statutory requirements and following extensive consultation with key stakeholders, communities and the general public. The first RTS, which is effective for the period 2008–2023, was approved by the Scottish Government’s Minister for Transport, Infrastructure and Climate Change in June 2008 and published in October 2008. An RTS Delivery Plan was approved by the Partnership in June 2009 and is regularly updated to reflect regional and local priorities.

The RTS 2008–2023 has statutory status, as provided for in The Act. The Act requires that RTPs keep their strategies under review. Guidance originally required RTPs to revise and refresh their RTS every four years, in line with the local government electoral cycle. Subsequent guidance issued by Transport Scotland advised that, rather than undertaking a review every 4 years, RTPs should refresh their RTS as and when appropriate to local needs and circumstances.

This document presents the first Refresh of the RTS. The core aims and objectives of the RTS 2008–2023 remain consistent and relevant, in terms of the Partnership’s statutory role, functions and duties, and aligning with and supporting the achievement of national and local outcomes, as defined in the National Performance Framework and Community Planning Single Outcome Agreements (SOAs). The direction of the RTS is not being changed though it is being extended from 2008–2023 to 2036, which aligns with the second TAYplan Strategic Development Plan covering much of the Tactran region.

The RTS Refresh has been informed by consultation with Tactran’s Wider Stakeholder Group and partner Councils. Background to the Refresh has been provided by the Main Issues Report (MIR)<sup>1</sup> which included an outline of policy and other changes since finalisation of the RTS 2008–2023, and results of consultation on the RTS Vision, Objectives and Main Issues and a joint public consultation undertaken with TAYplan on their MIR during 2014.

This RTS Refresh also reflects the Partnership’s evolving role in engaging proactively in Community Planning and supporting implementation of Single Outcome Agreements. Tactran is a formal signatory to each of the four SOAs covering the region.

## STRATEGIC ENVIRONMENTAL ASSESSMENT

In accordance with legislative requirements a Strategic Environmental Assessment (SEA)<sup>2</sup> of the changes incorporated in the RTS Refresh has been undertaken and is addressed in a separate SEA Report.

## EQUALITY IMPACT ASSESSMENT

In accordance with legislative requirements a full Equality Impact Assessment (EqIA)<sup>3</sup> of the RTS Refresh has been undertaken and is addressed in a separate EqIA report.

## DELIVERY AND MONITORING

Proposals associated with the Delivery of the Strategy are covered in a separate Delivery Plan which is being reviewed. Updates on delivery of the RTS are reported in the Tactran Annual Report. Progress on delivering RTS outcomes is monitored in the RTS Monitoring Framework; this is also being reviewed in parallel with the RTS Refresh.

<sup>1</sup> The Main Issues Report can be accessed at:  
<http://www.tactran.gov.uk/documents/RefreshofRegionalTransportStrategyMainIssuesReport-Final.pdf>

<sup>2</sup> The Strategic Environmental Assessment can be accessed at:  
<http://www.tactran.gov.uk/documents/RefreshofRegionalTransportStrategyStrategicEnvironmentalAssessment-Final.pdf>

<sup>3</sup> The Equality Impact Assessment can be accessed at:  
<http://www.tactran.gov.uk/documents/RefreshofRegionalTransportStrategyEqualityImpactAssessment-Final.pdf>

# 2. THE TACTRAN REGION DATA UPDATE AND TRENDS



Data used in the production of the RTS were drawn from a number of sources, one of the main sources being the Census. The RTS 2008–2023 draws on the 2001 Census results. A further Census was held in 2011 and where data are available these have been updated below.

The regional economy in common with the Scottish and UK-wide economy entered recession in 2008 and only in 2014 has returned to its pre-recession peak. This has had implications particularly for development-related investment in the private sector while the public sector has experienced cuts in both general and transport-related expenditure.

## 2.1 WHERE WE LIVE

The total population of the region grew by about 25,000 or 5%, over the ten years between 2001 and 2011 to just over half a million inhabitants (500,145). Almost two thirds of the region’s population continue to live in the largest cities and towns of Dundee (147,300), Perth (47,000), Stirling (43,100), Arbroath (23,900), Forfar (14,000) and Montrose (12,000).

Forecasts have been updated and suggest that the population in the Tactran region will increase by over 14% by the year 2036, a higher

figure than for Scotland as a whole (9%), with all parts of the region, other than the Angus Council area, sharing in the growth, as shown in Table 2.1. The TAYplan Strategic Development Plan and Council-based Local Development Plans, which have been informed by the RTS, identify where much of the population increase will be accommodated.

Projected population growth is greater than that at the time of approval of the RTS 2008–2023 and strengthens the case for increased investment in the strategic transport network and infrastructure within the region, including proposals for improving road and rail connectivity identified within the Strategic Transport Projects Review (STPR).

Increasing ageing of the population may also mean that more sustainable modes of transport are likely to increase in importance. The findings of the Equality Impact Assessment show that infirmity in older people, particularly over the age of 70, may start to affect the ability to drive and that non-car modes increase in importance for providing links to essential services and social networks.

**Table 2.1** Actual and Projected Population in the Tactran Region – 2011, 2023 and 2036

	Actual population		Projected population	
	2011		2023	2036
Angus Council	115,978		116,781	115,577
Dundee City Council	147,268		157,268	169,910
Perth & Kinross Council	146,652		162,806	182,100
Stirling Council	90,247		97,358	105,351
Tactran	500,145		534,213	572,938
Scotland	5,295,403		5,541,816	5,768,217

(Source: GRO for Scotland, Population Projections for Scottish Areas (2012-based))

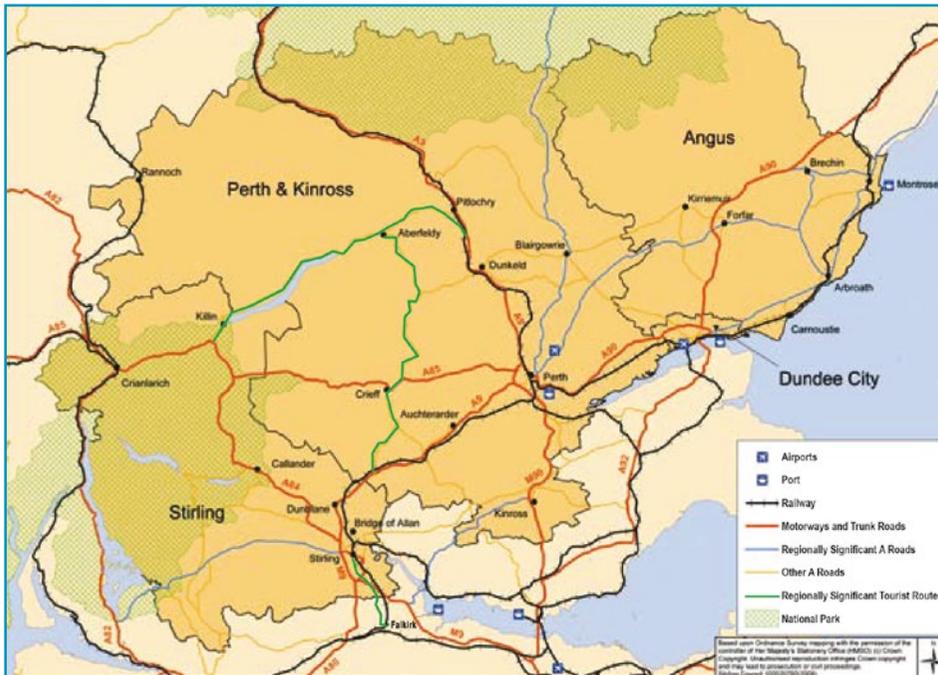
## 2.2 THE REGION'S TRANSPORT NETWORK

The Regional Transport Network is defined in the RTS 2008–2023. This includes all railway lines in the region as well as motorways, trunk roads and other regionally significant A class roads.

Recognising the importance of tourism to the region's economy a new classification of roads, regionally significant tourist routes, has been added to the Regional Transport Network. These comprise:

- **A822/A826 from A9 at Greenloaning to A827 at Aberfeldy**
- **A827 from A85 near Killin to A9 at Ballinluig**
- **A9 between Stirling and Falkirk.**

**Figure 2.1** Tactran Transport Network



## 2.3 REGIONAL CONNECTIVITY

National statistics indicate that over the period 2008 - 2012 the mode of travel for journeys to work in the region changed slightly with fewer driving and more people choosing to walk, as shown in [Table 2.2](#). Other small changes noted were declines in bus use and increases in travel as a car passenger or by train.

**Table 2.2** Usual Mode of Travel to Work by Tactran Residents – 2008 and 2012

Mode of travel	Usual mode of travel to work by Tactran residents (%)	
	2008	2012
Car driver	62	59
Car passenger	6	7
Bus	11	10
Rail	2	3
Walk	15	17
Cycle	2	2
Other	3	3

(Source: Transport Scotland, Scottish Household Survey 2014)

[Table 2.3](#) shows the top 20 cross-local authority boundary daily commuter movements in 2011 and changes in commuter movements between the two Censuses in 2001 and 2011; these include a number of large internal and cross-regional boundary movements, including Falkirk–Stirling, Clackmannanshire–Stirling and Fife–Dundee.

**Table 2.3** Top 20 Commuter Movements

No.	From	To	Car	PT	Other	TOTAL	% Change 2001–2011
1	Angus	Dundee	9,603	1,528	255	11,386	-10.1%
2	Falkirk	Stirling	5,206	918	63	6,187	35.9%
3	Clackmannanshire	Stirling	4,680	699	71	5,450	7.6%
4	Fife	Dundee	4,230	727	169	5,126	-5.0%
5	Perth & Kinross	Dundee	4,007	550	146	4,703	-11.2%
6	Fife	Perth & Kinross	2,583	181	44	3,155	27.4%
7	Dundee	Angus	2,578	257	91	2,931	-11.5%
8	Stirling	Glasgow	1,978	814	68	2,860	-10.5%
9	Stirling	Falkirk	2,424	215	25	2,664	-9.6%
10	Dundee	Perth & Kinross	1,966	213	77	2,256	17.6%
11	Perth & Kinross	Fife	2,154	54	22	2,230	9.6%
12	Angus	Aberdeen	1,595	279	118	1,992	14.3%
13	Perth & Kinross	Edinburgh	1,185	309	57	1,551	7.8%
14	Angus	Aberdeenshire	1,325	77	40	1,442	73.5%
15	Stirling	Edinburgh	845	573	22	1,440	-5.4%
16	Dundee	Fife	1,210	201	26	1,437	28.4%
17	North Lanarkshire	Stirling	1,155	115	13	1,283	23.5%
18	Angus	Perth & Kinross	1,104	88	19	1,211	-0.7%
19	Stirling	Clackmannanshire	1,098	89	16	1,203	-23.1%
20	Perth & Kinross	Stirling	958	47	21	1,026	2.1%

(Source: Census 2001, 2011)

Total movements of commuters into Dundee between 2001 and 2011 declined in line with a reduction of employment in the city, while commuting out from Stirling also decreased. A large percentage increase in commuting was noted from Angus to Aberdeenshire. The changes to

transport patterns between 2001 and 2011 require further investigation to understand their reasons and implications.

## ROADS

Congestion and delay continues to be concentrated at a number of key roads and junctions in and around the three main cities. These are:

In Dundee:

- **A90 Kingsway West/Kingsway/Forfar Road, together with roads running parallel to it**
- **A991 Inner Ring Road**
- **A92 Tay Road Bridge**
- **A92 Claypotts Junction**
- **A930 Queen Street, Broughty Ferry in Dundee**

In Perth:

- **A9/M90/A93 Broxden Roundabout**
- **Bridgend to Atholl Street Corridor**
- **Crieff Rd Auction Mart to Tulloch Terrace in Perth**

In Stirling:

- **Craig's and Customs (Clock) Roundabouts**
- **A91 between Greencornhills and Skeoch**
- **Kerse Road, Cornton Road and A9 Causewayhead Road corridor**
- **M9/A9/B824/B8033 Keir Roundabout.**

These continuing congestion hotspots impose economic costs on the region and its cities and highlight the need for further investment in key projects including those identified in the STPR to release the full economic potential of the region. In addition, congestion and unreliable journey times cause displacement of traffic, including significant numbers of lorries, to local alternative routes, such as from the A90 to the A94 between Perth and Forfar.

## ROAD SAFETY

The number of casualties from road accidents across the region has fallen between the baseline used in the Scottish Government's Road Safety Plan for 2004–2008 and 2013 as shown in [Table 2.4](#).

The % reduction in the number of casualties suggests that these are on track to meet the Scottish Government's road safety milestone reduction for 2015 and target reduction for 2020.

Enforcement using average speed cameras was introduced on the A9 between Dunblane and Inverness at the end of October 2014. This was intended to improve safety on the road. At the same time a 50mph speed limit trial for HGVs also came into force between Perth and Inverness, with a view to reducing driver frustration.

## RAIL

The number of passengers travelling through the region's railway stations has increased since 2008/09. [Table 2.5](#) excludes stations with less than 10,000 passengers per year. It shows significant increases in patronage at Broughty Ferry and Gleneagles where there have been increases in the number of trains stopping, along with improved service frequencies on the Highland Main Line resulting in increasing patronage at Blair Atholl, Dunkeld & Birnam and Pitlochry. These figures reflect the contribution made by Tactran in seeking improvements to services working in partnership with the rail industry and Transport Scotland, particularly between Carnoustie and Glasgow.

Tactran has been an active member of the East Coast Mainline Authorities Consortium (ECMA) since 2013. This has included contributing towards the costs of a study to develop a Strategic Business Case for investing in the East Coast Mainline (ECML) between Aberdeen and London.

**Table 2.4** Road Casualties - Tactran Region – 2004–2008 and 2013

	2004-2008 No. of casualties	2013 No. of casualties	Reduction 2004–08 to 2013 (%)	Scottish Government	
				2015 milestone reduction (%)	2020 target reduction (%)
Killed	37	20	46	30	40
Seriously injured	360	242	33	43	55
Child casualties (killed)	1	0	-	35	50
Child casualties (seriously injured)	40	19	52	50	65

(Source: Transport Scotland, Reported Road Casualties Scotland 2013)

**Table 2.5** Railway Station Patronage – Tactran Region – 2008/09 and 2013/14

Station	2008/09 Entries & Exits	2013/14 Entries & Exits	% Change 2008/09 to 2013/14
Arbroath	410,162	388,612	-5
Blair Atholl	10,580	14,084	33
Bridge of Allan	224,598	258,714	15
Broughty Ferry	5,918	34,970	491
Carnoustie	92,268	120,432	31
Crianlarich	10,700	13,040	22
Dunblane	516,094	508,511	-1
Dundee	1,636,862	1,737,444	6
Dunkeld & Birmam	23,578	29,924	37
Gleneagles	31,062	49,728	60
Montrose	365,922	396,209	8
Perth	834,726	988,795	18
Pitlochry	82,784	101,902	23
Stirling	2,131,928	2,259,759	6

(Source: Office of Rail Regulation, Estimates of Station Usage 2008/09 and 2013/14)

## BUS

There have been reductions in services across the region since 2008 affecting commercially operated routes and services that receive Council financial support as a consequence of reduced demand and budgetary pressures in the public sector. The major operators in the region continue to be Stagecoach, First Bus and National Express Dundee (formerly Travel Dundee). A number of smaller operators have ceased trading in Perth & Kinross and Stirling due to mergers or in response to market factors. By way of contrast there has been an increase in the number of smaller operators in Angus.

The bus fleet in the region will be fully Disability Discrimination Act compliant by the start of 2017. Tactran introduced the Thistle Assistance Card in the region in June 2014. This enables anyone who has difficulty in using bus and coach services because of their age, disability or illness to tell the driver about any extra help they may need during their journey.

## COMMUNITY TRANSPORT AND DEMAND RESPONSIVE TRANSPORT

The Community Transport sector remains similar to that in 2008.

The number of Demand Responsive Transport (DRT) services provided by the private sector with Council financial support has increased with new schemes introduced in the Balquhidder, Dykehead/Memus, Fintry, Glenisla, Killin and Strathfillan, Kingoldrum/ Lintrathen, Muckhart/West Kinross-shire, Strathard and Trossachs areas replacing low frequency bus services.

## PARK AND RIDE / PARK AND CHOOSE

A regional Park and Ride Strategy and Action Plan was approved in 2008. The Castleview (Stirling) Park and Ride car park opened in August 2008 and was subsequently extended in 2014. The Park & Ride site at Broxden (Perth) has been expanded and new passenger facilities provided since approval of the RTS 2008–2023. Preparation of proposals for Park & Ride sites serving Dundee and at Walnut Grove east of Perth are being advanced.

Patronage figures are available for the two sites in Stirling at Castleview and Springkerse. In 2013 Castleview generated 107,162 passenger journeys and at Springkerse 338,057 passenger journeys were made, while 42,068 and 65,905 vehicles were parked at Castleview and Springkerse respectively.

## PORTS AND HARBOURS

There have been no significant changes at the region's three ports, though the Port of Montrose has invested in improvements to the quay on the south side of the River South Esk and has experienced an increase in North Sea oil and gas related traffic. Further improvements to the port and the upgrade of the access road to the north of the port are planned. Improved road access has been provided to the Port of Dundee to support the Port's potential in terms of renewables. All three ports experienced decreases in tonnages handled between 2004 and 2013 associated with the worldwide economic downturn, as shown in [Table 2.6](#).

## AIRPORTS

Dundee Airport has experienced some loss of patronage with the withdrawal of services to Belfast and Birmingham. Passenger numbers using the Airport increased from 61,000 in 2008 to over 70,000 per year in 2009 and 2010, but have since fallen to 28,000 in 2013, the last year for which full figures are available.

Following publication of a Transport Scotland study into Potential Development Opportunities for Dundee Airport a Steering Group consisting of Transport Scotland, Highlands and Islands Airports Limited (HIAL), Scottish Enterprise, Dundee City Council and Tactran has been established to investigate the scope for developing Dundee Airport. In 2014 the service to London City Airport was withdrawn and has been replaced with a new, more attractively priced service to London Stansted, supported by a Public Service Obligation grant.

**Table 2.6** Tactran Ports – Traffic 2004 and 2013

Port	2004			2013		
	Inward traffic 000 tonnes	Outward traffic 000 tonnes	Total traffic 000 tonnes	Inward traffic 000 tonnes	Outward traffic 000 tonnes	Total traffic 000 tonnes
Dundee	766	291	1,058	704	111	815
Montrose	585	192	777	417	171	588
Perth	150	9	159	37	23	60

(Source: Transport Scotland, Scottish Transport Statistics 2014)

## WALKING AND CYCLING

A regional Walking and Cycling Strategy and Action Plan was approved in 2008. Progress has continued in the development particularly of cycle infrastructure, training and safety awareness. In June 2014 an Active Travel Officer was appointed, in partnership with Sustrans, to support further development, promotion, delivery and monitoring of active travel measures.

Cycling Scotland conducts a National Assessment of Local Authority Cycling Policy. The reports result from feedback from local authorities on progress on developing, implementing and monitoring cycling policies. Scores are awarded to Councils on a scale from 0 (No Approach) to 5 (Integrated Approach). The Tactran region authorities have scored at levels 2 (Isolated Approach) or 3 (Coordinated Approach). Over the period 2008–2013 scores changed with Dundee and Stirling Councils improving their performance, as shown in [Table 2.7](#).

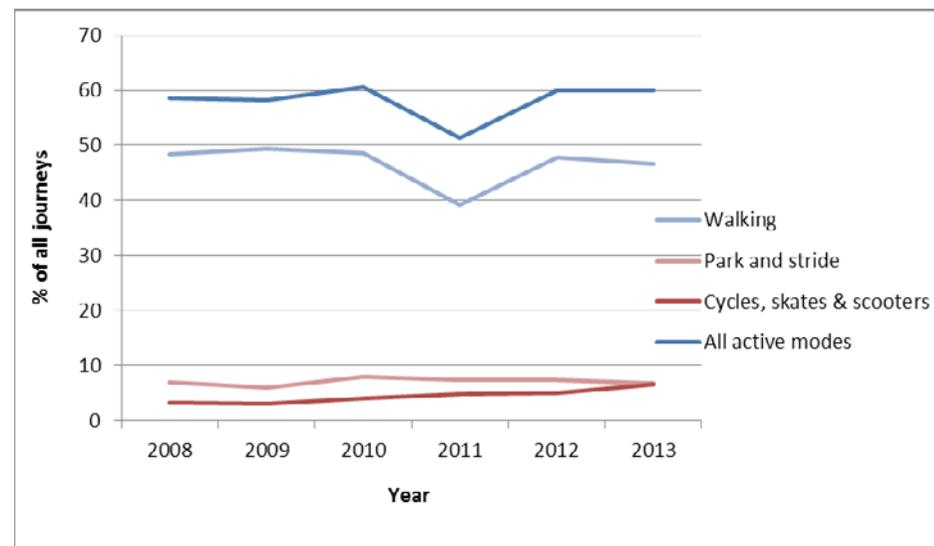
**Table 2.7** National Cycling Assessment Scores – Local Authorities in the Tactran Region – 2008 and 2013

Local Authority	National Assessment Score	
	2008	2013
Angus	3	3
Dundee	2	2.5
Perth & Kinross	3	3
Stirling	3	3.5

(Source: Cycling Scotland, National Assessment of Local Authority Cycling Policy 2013)

Statistics are collected by Sustrans on children’s mode of travel to school. These show a small increase in the proportion of children using active travel modes between 2008 and 2013, with the wheeled modes of cycles, skates and scooters increasing in popularity, as shown in [Figure 2.2](#).

**Figure 2.2** Children’s mode of Travel to School – Tactran Region



(Source: Sustrans, Hands Up Scotland Survey: Results for 2013)

## 2.4 AIR QUALITY

Dundee City and Perth & Kinross Councils have produced Air Quality Action Plans to address identified hotspots where the EU Limit Values are being exceeded for both nitrogen dioxide (NO<sub>2</sub>) and particulates (PM<sub>10</sub>). The main source of air pollution is from road traffic emissions.

## 2.5 INNOVATION IN TRANSPORT TECHNOLOGY

Emerging issues in connection with air quality and addressing climate change include sustainable freight and urban logistics, adoption and use of alternative powered vehicles and development of car clubs.

Dundee City Council, with support from Tactran, has developed a Sustainable Urban Logistics Plan (SULP). This was undertaken as part of the Council's involvement in the European Union (EU) funded ENCLOSE (ENergy efficiency in City LOGistics Services for small- and mid-sized European Historic Towns) project which aimed to reduce the adverse environmental impact of road-based urban logistics in historic towns across Europe. The SULP outlines a range of measures to reduce pollutant emissions, carbon dioxide output and traffic noise associated with urban logistics. Work has also been proceeding to develop a consolidation centre/urban logistics service centre in Dundee and Perth as part of another European project, LaMiLo (Last Mile Logistics), which aims to improve the efficiency of urban deliveries.

The adoption and use of alternative powered vehicles has proceeded in the last five years with financial support from the UK and Scottish Governments. These have included the introduction of hybrid electric buses in Dundee and Perth, purchase of full electric cars by public sector bodies and installation of electric charging points across the region.

A car club has been in operation in Dundee and proposals have been developed for a similar scheme in Perth. The Dundee car club has plans for the use of electric powered vehicles in addition to the petrol vehicles purchased initially.

## 2.6 DATA FROM THE RTS MONITORING FRAMEWORK

A Monitoring Framework for the RTS 2008–2023 was established in 2008/09. This is being reviewed in parallel with the RTS Refresh. The Framework defines 22 Performance Indicators (PIs) which aim to monitor and measure progress towards achieving RTS Objectives. Reporting on the Indicators is made in the Tactran Annual Report. There are few discernible trends for many of the PIs, reflecting the long term nature of monitoring the impact of the RTS, though there are some PIs where trends are apparent, these are:

- **improved air quality as measured by levels of PM<sub>10</sub> and NO<sub>2</sub> – levels of pollutants fell at all monitoring stations in the region;**
- **increased number of members and journeys registered on Tactran Liftshare – the number of members increased from 2,277 to 3,556 and the number of journeys registered increased from 3,325 to 5,404;**
- **reduced number of persons killed or seriously injured in road accidents – as noted in the Road Safety section above;**
- **increased number of buses in the Tactran region able to carry cycles – increased from 1 to 13 buses.**

The trends exhibited reflect positive results in terms of reduced air pollution and accidents, and increased provision for and use of alternative modes to single car use.

# 3. OUR VISION AND OBJECTIVES



## 3.1 TACTRAN VISION

Our Vision statement sets out the strategic direction and outcomes we want the RTS to achieve over the next 21 years and beyond, which is to deliver:

‘a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all’.

## 3.2 RTS OBJECTIVES

The Objectives have been refreshed following consultation with stakeholders, including ensuring compatibility with CPP SOA outcomes and priorities.

These have been developed under six broad themes: Economy; Accessibility, Equity & Social Inclusion; Environment; Health & Well-being; Safety & Security; and Integration. The overarching Objective for each theme and related supporting sub-Objectives are set out below:

### 1 ECONOMY

To ensure transport helps to deliver regional prosperity.

- A. Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors, and in supporting town centres
- B. Improving the efficiency, reliability and integration of the movement of goods and people
- C. Addressing issues of peripherality associated with the Tactran region
- D. Ensuring good connectivity between Tactran’s cities and those in the rest of the UK, and with major airports.

## 2. ACCESSIBILITY, EQUITY & SOCIAL INCLUSION:

To improve accessibility for all, particularly for those suffering from social exclusion.

- A. Improving access to employment
  - B. Improving access to public services, including health and education
  - C. Improving access to retail, recreation, leisure and tourist facilities
  - D. Reducing severance and social and economic isolation caused by transport, or by a lack of it
  - E. Improving the accessibility and inclusivity of the transport system.
- 

## 3. ENVIRONMENT:

To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement.

- A. Contributing to achievement of the Scottish national targets and obligations on greenhouse gas emissions
- B. Promoting a transport system that respects both the natural and the built environment
- C. Promoting a shift towards more sustainable modes.

## 4. HEALTH & WELL-BEING:

To promote the health and well-being of communities.

- A. Helping to meet or better all statutory air quality requirements in the Tactran region
  - B. Helping to reduce noise generated on the Tactran transport network.
  - C. Promoting a culture of active and healthy lifestyles.
- 

## 5. SAFETY & SECURITY:

To improve the real and perceived safety and security of the transport network.

- A. Improving transport-related safety
  - B. Improving real or perceived levels of personal security related to the transport network.
- 

## 6. INTEGRATION:

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

- A. Improving integration of all transport modes
- B. Ensuring integration with land-use planning
- C. Ensuring a fit with other relevant national, regional and local strategies and policies.

These Objectives have guided the identification of options and packages of measures which have been considered and assessed in the development of our Strategy and will be defined in a separate RTS Delivery Plan.

Congestion hotspots impose economic costs on the region and its 3 cities, highlighting the need for investment in key infrastructure projects to release the full economic potential of the region.



# 4. THE STRATEGY



nextbike

Stirling

## 4.1 DEFINING THE STRATEGY

Drawing on the Objectives set out in [Chapter 3](#) we have developed a refreshed Strategy that is designed to address the diverse needs of the Tactran region. By relating the key issues addressed by each individual Objective, a balanced strategy has been defined.

Our Strategy has at its heart three Key Strategic Themes:

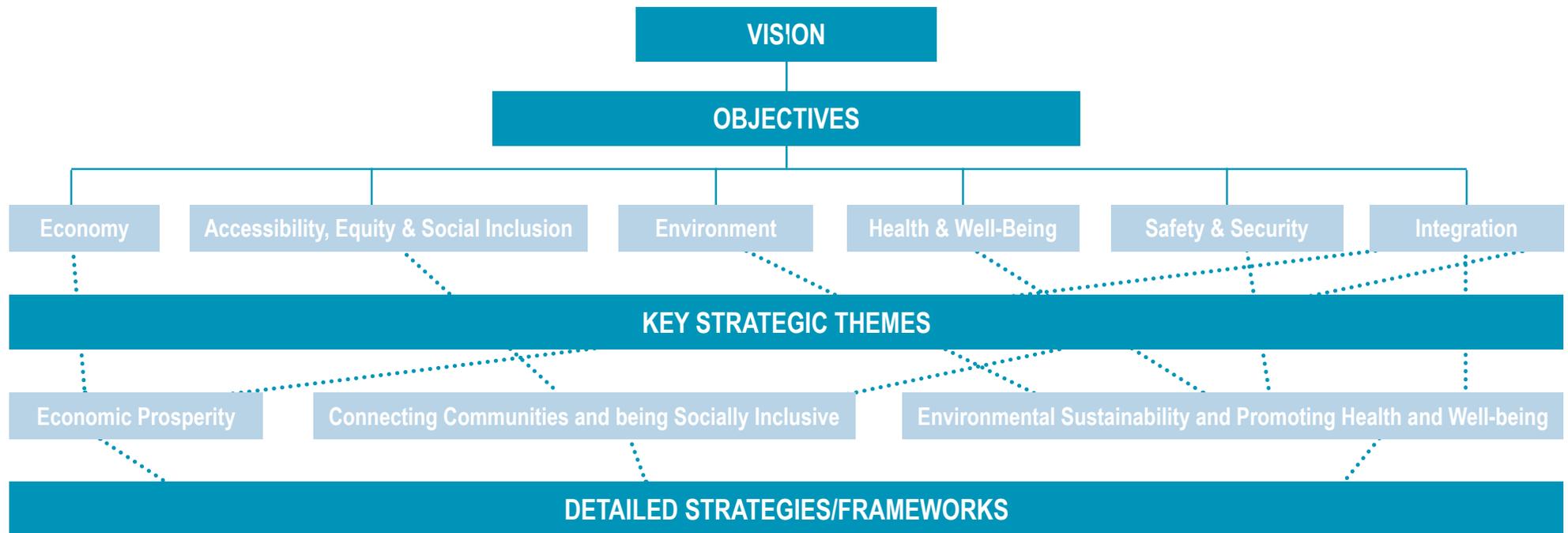
- **economic prosperity**
- **connecting communities and being socially inclusive**
- **environmental sustainability and promoting health and well-being.**

The relationship between the RTS Vision, Objectives, Key Strategic Themes and Detailed Strategies/Frameworks is illustrated in [Figure 4.1](#).

The RTS 2008–2023 identified 23 Strategic Actions which the Partnership would pursue in order to deliver the key objectives of the RTS. During the first 7 years of the RTS significant progress has been made on implementing these, as summarised in [Appendix 1](#).

The original Strategic Actions have been updated and redefined to reflect the changes and progress identified in [Chapter 2](#). The main policies and proposals which Tactran will pursue moving forward are outlined under each of the strategic themes below and detailed in full in the Strategies and Frameworks in [Chapter 5](#). Interventions that will put the Strategy into effect will be detailed in a separate RTS Delivery Plan.

**Figure 4.1** Relationship between RTS Vision, Objectives, Key Strategic Themes and Detailed Strategies / Frameworks



## 4.2 ECONOMIC PROSPERITY

The Trunk Road network and other Principal Roads, along with the rail system, bus network, transport interchanges, ports and airports form the strategic transport network and connectivity that is vital to the region's economy, providing access for business, employment, and tourism and emerging sectors such as renewables. Effective and efficient multi-modal connectivity is key to the success of economic regeneration initiatives, such as Dundee Waterfront. Improved and more efficient regional connectivity supports achievement of Community Planning Partnership Single Outcome Agreements which include promoting prosperous and sustainable economic development.



The Strategy seeks to maintain and enhance the economic prosperity of the region by:

- ensuring good connectivity between the Tactran region and the rest of the UK
- ensuring good connectivity between the region's three cities, Dundee, Perth and Stirling, their surrounding rural areas and Scotland's other cities
- ensuring that all transport supports efforts to encourage town centre growth
- securing improvements to and improving road safety on the Regional Road network, in particular removing delays and bottlenecks which hinder the efficient movement of people and goods and undermine the economic performance of the region
- enhancing the role of buses in providing access to employment, tourism and enhancing the region's economy
- securing improvements to the rail network within the STPR, to enable increased provision and opportunities for the movement of passengers and freight by rail
- supporting efficient movement of freight within or through the region
- ensuring that the role of ports and airports in supporting the economy of the region is supported by appropriate transport infrastructure including improved road and rail connections
- working with relevant airport authorities to promote flights from Dundee and improved facilities at Dundee and other major Scottish Airports
- managing growing demands on our transport system in a more sustainable way.

### 4.3 CONNECTING COMMUNITIES AND BEING SOCIALLY INCLUSIVE

The ability to access key services and facilities within a reasonable time and at reasonable cost is an essential aspect of an inclusive society. Connectivity in rural areas, which lack local services and facilities, is of especial importance. Appropriate public transport options should be available for those who do not have access to a car or who cannot make use of conventional scheduled bus services.

The RTS Refresh supports the aims of the UN Convention on the Rights of People with Disabilities to “promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity”. CPP SOAs stress social inclusion aspects including the provision of well connected, accessible local services and facilities.



The Strategy seeks to improve community connectivity, accessibility and social inclusion by:

- ensuring that the transport network provides the links between individual communities, which enable people to access goods and services, whether by private or public transport
- developing a public transport network, including DRT schemes, private hire cars and taxis, that is accessible to all and enables people to access the region’s main centres of employment, retail, education and tourism
- ensuring that health and transport provision are considered and planned in a coordinated manner
- improving the quality and integration of our public transport services across the region,
- maximising the role and contribution of Community Transport, social enterprise and car clubs in improving general accessibility and social inclusion
- ensuring that walking and cycling form part of an integrated accessible transport system
- recognising the role that motorcycling can play in enhancing accessibility
- recognising and addressing the accessibility needs of rural communities
- encouraging the application of innovative solutions to address transport issues.

## 4.4 ENVIRONMENTAL SUSTAINABILITY AND PROMOTING HEALTH AND WELL-BEING

Addressing the causes and effects of climate change is an increasing challenge facing all sectors. The Climate Change (Scotland) Act 2009 commits the Scottish Government to significant reductions in greenhouse gas emissions and to achieve a transition to a low carbon economy for Scotland. The National Transport Strategy states that “the key challenge for transport is to break the link between economic growth, increased traffic and increased emissions”. Whilst many of the initiatives that will require to be undertaken in support of this aim are the responsibility of the UK and Scottish Governments, Regional Transport Strategies have a key part to play in contributing to achieving reductions in local and global transport emissions and improving local air quality and health.

CPP SOAs in the region stress aspects including reducing the carbon footprint; having a clean, healthy and safe environment with improved air quality; and reducing risk factors that lead to health inequalities.

Investment in new development brings many benefits but places additional demands on the transport system. Scottish Planning Policy sets out a clear framework to be applied to the allocation and development of land. Individual planning applications are required to demonstrate means of mitigating impacts on the transport system, particularly through the implementation and monitoring of effective sustainable Travel Plans.

Transport safety and active travel also have an important role to play in improving the health and well-being of Tactran’s population.

The refreshed Strategy policies and proposals aim to support delivery of the Cycling Action Plan for Scotland (CAPS) and assist in meeting its target of 10% of all journeys in Scotland undertaken by bike by the year 2020; and implementation of the National Walking Strategy including its vision of creating a Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking.

The Strategy seeks to promote environmental sustainability and improved health and well-being by:

- **supporting improvements in the movement of people and goods that are sustainable, including maximising the use of public transport and rail and water-borne freight**
- **promoting the use of alternative fuels, in particular electric and hydrogen power, and the use of renewable sources of energy in infrastructure**
- **encouraging development proposals to contribute to sustainability and implement effective Travel Plans that maximise the potential for walking, cycling, public transport and other sustainable travel choices, including through continued use of planning agreements**
- **engaging with Development Planning Authorities to ensure that the RTS is fully integrated within land use planning processes across the region**
- **taking a lead in the promotion and development of active Travel Plans at major centres of employment, hospitals and other main health establishments, in partnership with Councils, Health Boards and the private sector**
- **promoting a range of behaviour change measures**

- **ensuring that, where network infrastructure improvements are undertaken, measures are taken to minimise impacts on landscape and communities and adopt high standards of mitigation where necessary**
- **promoting and enhancing transport safety, reducing road casualties and removing barriers caused by real and perceived safety issues**
- **promoting infrastructure improvements to safely promote the active travel options of walking and cycling in both the urban and rural environment**
- **supporting initiatives that address transport related air quality and noise impacts**
- **ensuring that transport in the region contributes to the achievement of the Scottish national targets and obligations on greenhouse gas emissions**
- **promoting active travel modes to contribute to healthy lifestyles and making effective use of Green Networks for work, education, shopping and leisure purposes.**

The various policy proposals set out under each of the Key Strategic Themes above will be pursued through development and implementation of relevant actions within the detailed delivery strategies and frameworks, which are set out in [Chapter 5](#).

# 5. DETAILED STRATEGIES / FRAMEWORKS



Detailed strategies or frameworks have been developed since approval of the RTS 2008–2023. These cover strategic connectivity, active travel, buses, freight, health & transport, park & ride, rail, travel information and travel planning. Each of the detailed strategies/frameworks has been developed drawing on the RTS Objectives and sets out in more detail the policy and delivery framework for specific strands of the RTS. The Regional Health and Transport Framework has been developed jointly with the NHS bodies in the region and has been adopted by the NHS Forth Valley and NHS Tayside Boards and Community Planning Partnerships.



# 5.1 STRATEGIC CONNECTIVITY



## 5.1.1 STRATEGY OVERVIEW

The Strategy aims to support the delivery of economic prosperity in the region through seeking improvements to the networks and services that connect Tayside and Central Scotland to the rest of Scotland, the UK, Europe and globally. It covers the five key modes for people and freight.

Partnership working between a range of key stakeholders and delivery bodies, including Transport Scotland, transport operators and neighbouring RTPs, is key to the successful delivery of the strategy.

## 5.1.2 RAIL LINKS AND SERVICES

Issues of train capacity, long journey times, fare levels and overcrowding can limit the attractiveness of rail services as an alternative to car and air travel.

- 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.
- SC2** Work with train operators to reduce overcrowding and improve the reliability of passenger services to Edinburgh, Glasgow, Aberdeen and beyond.
- SC3** Support improvements to the Caledonian Sleeper, East Coast and CrossCountry services to London and other UK cities and regions.
- 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.
- SC5** Support the provision of rail freight infrastructure, rolling stock and services to increase the role of rail freight serving the region.



## 5.1 STRATEGIC CONNECTIVITY



### 5.1.3 STRATEGIC ROADS

Congestion and unreliable journey times on the strategic road network affect the competitiveness of businesses in the region.

- SC6** Work with Transport Scotland to support delivery of STPR Projects 16: to upgrade the A9 between Dunblane and Inverness; and 29: to improve the A90 through/around Dundee.
- SC7** Support partners in delivering improvements to the strategic road network around Perth and Stirling.

### 5.1.4 INTER-REGIONAL BUS AND COACH SERVICES

Inter-city services play an important role in providing express links to Aberdeen, Inverness, Edinburgh, Glasgow and beyond, as well as connections to major Scottish airports. These can provide travel choices and a competitive and more sustainable alternative to the car.

- SC8** Support the continuation and development of inter-city bus and coach services.

### 5.1.5 PORTS

The region's three ports of Dundee, Montrose and Perth are important for the movement of freight. The use of coastal and short sea shipping provides a more environmentally friendly means of transporting goods. Dundee and Montrose have been identified as playing a significant role in supporting the development of offshore renewables energy in the National Renewables Investment Plan (NRIP).

- SC9** Support the movement of freight by sea.
- SC10** Support the improvement of rail and road links to the region's ports.

### 5.1.6 AIR

Connections by air are critical in supporting the region's tourism and export-related businesses; these include routes from within the region and to major destinations within the rest of Britain and internationally.

- SC11** Support the continuation and development of direct routes from Dundee Airport to London and other key destinations.
- SC12** Support the further development of facilities at Dundee Airport.
- SC13** Support enhanced surface access by all modes to Aberdeen, Edinburgh and Glasgow Airports.
- SC14** Support the continuation and development of services between Scottish Airports and major hubs, including London Heathrow.



## 5.2 HEALTH AND TRANSPORT

### 5.2.1 STRATEGY OVERVIEW

The Regional Health & Transport Framework has been developed jointly with NHS Forth Valley, NHS Tayside and Scottish Ambulance Service and was approved by the two NHS Boards and Community Planning Partnerships. It aims to ensure that health and transport provisions are considered in a coordinated manner. In this context “healthcare” is taken to encompass a wide range of services and facilities, from acute and emergency services, through to primary and local services including GPs, pharmacies, dentists and opticians. The Framework has four key strands:

- **Promoting Active Travel**
- **Transport and Public Health**
- **Access to Healthcare**
- **NHS Staff Travel**

Common across all four strands is the need to ensure that actions achieve best value.

### 5.2.2 PROMOTING ACTIVE TRAVEL

Promoting active travel aims to ensure that everyone living in the region is able to, and chooses to, travel safely by active modes such as walking and cycling for the majority of their local journeys.

- 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.
- HT2** Contribute to achieving road safety targets.

### 5.2.3 TRANSPORT AND PUBLIC HEALTH

Everyone in the region should be able to live without exposure to air quality or noise levels that are detrimental to health or a threat to personal safety associated with the transport network.

- HT3** Improve air quality within any designated Air Quality Management Area (AQMA) to a point where the AQMA is revoked.
- HT4** Minimise the number of people exposed to intrusive noise levels.
- HT5** Reduce the rate of road accident casualties and achieve or better national road safety targets.
- HT6** Reduce the effects of severance on communities caused by transport infrastructure or its use.



## 5.2 HEALTH AND TRANSPORT



### 5.2.4 ACCESS TO HEALTHCARE

Integrated healthcare and transport service delivery enables all patients and their visitors to access healthcare by convenient, affordable transport appropriate to their needs. This also ensures that the environmental impacts of journeys to healthcare services are minimised.

- HT7** Improve equality of access to healthcare.
- HT8** Provide, where possible, healthcare services in locations and at times that are readily accessible.
- HT9** Make transport to healthcare accessible for all, physically, socially and financially.
- HT10** Ensure transport to healthcare is undertaken by sustainable modes wherever possible.

### 5.2.5 NHS STAFF TRAVEL

Minimising the environmental and financial costs of NHS staff travel, whilst maintaining an efficient, effective healthcare service.

- HT11** Find alternatives to travel for staff communications wherever appropriate.
- HT12** Ensure that essential journeys are undertaken by the most appropriate sustainable modes.





## 5.3 ACTIVE TRAVEL



### 5.3.1 STRATEGY OVERVIEW

The strategy aims to improve the active travel network across the region and to promote the most sustainable modes of transport. Active Travel covers primarily walking and cycling, but also includes other modes such as the use of scooters and skateboards for journeys to and from school, etc.

The strategy aims to support delivery of the Cycling Action Plan for Scotland (CAPS); and implementation of the National Walking Strategy (NWS) and the Long Term Vision for Active Travel in Scotland.

The strategy has four key strands:

- **Strategic Integration**
- **High Quality Infrastructure**
- **Making Better Use of the Transport System**
- **Influencing Travel Behaviour.**

### 5.3.2 STRATEGIC INTEGRATION

The success of this strategy depends on support from a range of non-transport policies and programmes including those for land use planning, education and health. A key objective is to secure this support and encourage delivery through cross-cutting action.

#### **AT1 Integration and Coordination**

Work with Councils, CPPs and other partners to deliver the strategy's aims and ensure it is supported by non-transport policies and programmes.

### 5.3.3 HIGH QUALITY INFRASTRUCTURE

The development of the National Cycle Network (NCN) has shown how the provision of well-designed and easy-to-use routes can encourage more people to take up cycling or to cycle more regularly. The strategy seeks to expand the NCN network and improvements to strategically important walking and cycling routes. [Appendix 2](#) shows the proposed regional walking and cycling network. This network will connect existing long distance and cross-boundary routes with local walking and cycling links serving a range of travel and access needs, involving the community in its development. It will be complemented through the provision of good quality cycle parking at key trip destinations. Emphasis will be given also to developing walking and cycling links to schools backed up by School Travel Plans and priorities set by local Active Travel Strategies developed for each Council area. Opportunities will be taken to integrate the regional walking and cycling network with developing Green Networks.

#### **AT2 Improved Walking and Cycling Links within the Region**

Develop walking and cycling links to and within town and city centres and to employment, health facilities, services, leisure and tourism activities.

#### **AT3 Regional Walking and Cycling Routes**

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.

#### **AT4 Improved Walking and Cycling Links to Education Facilities**

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.



## 5.3 ACTIVE TRAVEL



### **AT5 High Quality Cycle Parking**

Provide secure and quality cycle parking at key trip destinations and make this an integral part of any infrastructure improvement or expansion.

### **AT6 Audit**

Where opportunities arise, locally focused active travel audits will identify priorities for future investment in developing the regional walking and cycling network.

### **5.3.4 MAKING BETTER USE OF THE TRANSPORT SYSTEM**

Walking and cycling have an important part to play in enabling existing transport facilities to be used more efficiently. A high proportion of car travel is over relatively short distances. With safe and convenient routes in place, walking and cycling provide practical and sustainable means of making these short journeys whilst helping to ease pressure on the local road network. The provision of good walking and cycling facilities can help in making services and amenities including bus and rail interchanges more locally accessible. This is particularly important for members of the community who might otherwise be socially excluded through lack of access to a car, poor public transport and factors of community severance.

### **AT7 Public Transport Access**

Support the provision of improved walking and cycling access at public transport interchanges and on trains/buses.

### **AT8 Priority**

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.

### **5.3.5 INFLUENCING TRAVEL BEHAVIOUR**

This strategy, and the related Travel Planning strategy, includes a range of practical 'soft' policy interventions designed to complement hard measures and maximise use of improved infrastructure.

### **AT9 Promotion**

Promote active travel through publicity, events and information provision, Cycling Scotland's Cycle Friendly schemes, forward planning and joint marketing with relevant partners.

### **AT10 Training**

Support cycle training in schools and workplaces.



## 5.4 TRAVEL PLANNING

### 5.4.1 STRATEGY OVERVIEW

Travel Planning enables organisations to promote more sustainable travel behaviour both for commuting and business travel. By assessing travel needs and providing greater travel choice, more sensible use of the car and greater use of sustainable modes of travel can be achieved. These can ultimately benefit the individual and the employer and also contribute towards health improvement and reductions in pollution and traffic congestion.

The Strategy has three key strands:

- **Travel Plan Guidance and Support**
- **Use of Awareness Campaigns**
- **Promote Regional Liftshare and Car Clubs.**

### 5.4.2 TRAVEL PLAN GUIDANCE AND SUPPORT

The strategy seeks the development and co-ordination of workplace travel plans across the region.

- 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.
- TP2** Provide support and advice to establish effective Travel Plans throughout the public sector.

- TP3** Encourage the development of private sector Travel Plans with major employers.
- TP4** Provide support and advice to School Travel Plan Coordinators.
- TP5** Develop and implement a Travel Plan for Tactran staff and business travel.
- TP6** Encourage the production and implementation of effective Travel Plans in new developments.

### 5.4.3 USE OF AWARENESS CAMPAIGNS

- TP7** Promote sustainable transport and travel choice to the community and encourage local authorities to promote initiatives in their area.

### 5.4.4 PROMOTE REGIONAL LIFTSHARE AND CAR CLUBS

- TP8** Promote and support a regional liftshare scheme, particularly within major employers.
- TP9** Support the establishment of Car Clubs in the region.



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## 5.5 BUSES



### 5.5.1 STRATEGY OVERVIEW

The Strategy sets out the principles to help maintain and improve the bus and Community Transport (CT) networks across the region. It has three key strands:

- **Network Coverage**
- **Infrastructure and Vehicles**
- **Network Performance.**

Partnership working between a range of key stakeholders and delivery bodies is key to the successful delivery of the strategy. It identifies opportunities where partnership working can be achieved and effective solutions delivered. It aims to facilitate greater partnership working between stakeholders by providing the forum for discussion, generation of ideas and sharing of best practice.

### 5.5.2 NETWORK COVERAGE

Improving network coverage will be delivered by ensuring that:

- **key employment, education, retail and tourism locations are linked to the passenger transport network by a service that meets the needs of the local economy**
- **everyone across the region has access to a key regional centre where they can access a range of services and facilities.**

It supports measures that seek to develop common standards, principles and criteria for service provision and procurement across the region in an effort to ensure the most appropriate and effective type of service is provided and to maximise the financial resources available to provide transport services.

#### 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. (Key Destinations are listed in [Appendix 3](#)).

#### B2 Pattern and Frequency of Bus Services

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](#)).

#### B3 Supported Bus Network

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.

#### 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.



## 5.5 BUSES



### 5.5.3 INFRASTRUCTURE AND VEHICLES

Improving infrastructure and vehicles aims to ensure the provision of a high quality, accessible and safe network in order to encourage increased bus use, improve accessibility for those with mobility difficulties and support interchange between different modes of public transport. Infrastructure includes a wide variety of features including, bus stops and shelters, vehicles, the road and footway network, bus stations and Park and Ride facilities.

#### **B5 Existing interchanges**

Encourage minimum standards for regionally Strategic Interchanges and deliver improvements. (Strategic Interchanges are listed in [Appendix 4](#)).

#### **B6 New Interchanges**

Assess opportunities for new interchange facilities.

#### **B7 Bus Stop Infrastructure**

Prioritise corridors and individual sites for improvement to bus stop infrastructure.

#### **B8 Whole Journey Approach**

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.

#### **B9 CCTV**

Identify and prioritise opportunities for enhanced provision of CCTV on vehicles and at key interchanges and corridors.

#### **B10 Lighting**

Identify and prioritise a programme of improvements and set appropriate standards for lighting provision at bus stops and interchanges across the region.

#### **B11 Mobility Difficulties**

Undertake detailed consultation with disabled representative groups and passenger transport operators to identify barriers to travel.

#### **B12 Buses**

Work in partnership to identify opportunities to raise the standard of vehicles, including promotion of alternative fuels to diesel.

#### **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.

#### **B14 Environmental Responsibility**

Promote environmentally conscious construction, maintenance and operation of Bus/DRT and CT networks.



## 5.5 BUSES



### 5.5.4 NETWORK PERFORMANCE

Improving network performance complements improvements to service coverage and infrastructure. This strand seeks to encourage travel by bus as an alternative to the car by improving journey reliability and promoting development of integrated fares and ticketing to make the bus network simpler to use and to ensure that bus journeys are affordable so that their cost is not a significant barrier to their use.

#### **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.





## 5.6 PARK & RIDE



### 5.6.1 STRATEGY OVERVIEW

The strategy aims to maximise the potential for enhanced Park & Ride serving the region's cities, including allowing for longer distance travel by bus and coach and encouraging modal shift in favour of rail through station parking provision. It supports implementation of STPR Project 8 Strategic Park & Ride/Park & Choose.

The Park and Ride strategy has two strands:

- **Promote new bus and rail based Park & Ride**
- **Enhance existing bus and rail based Park & Ride provision.**

### 5.6.2 PROMOTE NEW BUS AND RAIL BASED PARK & RIDE

#### **PR1 Safeguard Land for Future Park & Ride Use**

Liaise with Planning Authorities to ensure that land identified as having potential for Park & Ride development is safeguarded within the appropriate Development Plan(s).

#### **PR2 New Bus Based Park & Ride**

Develop and implement proposals for new Park & Ride sites to the south, west, east and north of Dundee, to the north and east of Perth and to the south of Stirling.

#### **PR3 Park & 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.

#### **PR4 Local Parking Opportunities on Long Distance Bus Routes**

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.

#### **PR5 Multi-modal Provision and Best Practice**

Ensure multi-modal facilities and other best practices are incorporated into any new Park & Ride site and corridor.

### 5.6.3 ENHANCE EXISTING BUS AND RAIL BASED PARK & RIDE PROVISION

#### **PR6 Expansion and Enhancement of Existing Bus Based Park & Ride**

Review Park & 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.

#### **PR7 Enhanced Park & Ride at Existing Rail Stations**

Support the provision of additional car and cycle parking at railway stations where demand warrants.

#### **PR8 Multi-modal Provision and Best Practice**

Ensure multi-modal facilities and other best practices are incorporated into any upgrade of existing Park & Ride sites and corridors.



## 5.7 RAIL



### 5.7.1 STRATEGY OVERVIEW

The strategy aims to enhance connectivity within the region and between the region and the rest of Britain, and, recognising rail's efficiency in moving people and goods, contribute to the reduction of transport related environmental impacts. It supports and complements implementation of STPR projects that will extend electrification to all railway lines in the region and make improvements to the railway lines between Aberdeen/Inverness and the Central Belt.

The Strategy will be implemented, in partnership with the rail industry and Transport Scotland, by considering rail service options; new and enhanced stations; stopping patterns and opportunities for interchange with other modes. The strategy seeks to:

- 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 region, specifically where this will benefit key business and employment sectors.
- R4** Support enhanced accessibility between key destinations within the Tactran region 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](#)).
- 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.



## 5.8 FREIGHT



### 5.8.1 STRATEGY OVERVIEW

The strategy aims to improve the efficiency and address adverse environmental impacts of freight operations in the region. It builds on the opportunities presented by multi-modal freight and other opportunities identified and developed through the Regional Freight Quality Partnership (FQP). The policies and proposals are:

#### 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 routing and other information for the road freight industry.



## 5.9 TRAVEL INFORMATION



### 5.9.1 STRATEGY OVERVIEW

The strategy addresses the provision of travel information covering all modes, incorporating and building on existing initiatives; promoting and maintaining a comprehensive Travel Information System, covering all modes and users; seeking to extend 'Real Time' Information systems already covering parts of the region to other key areas/corridors/routes, ensuring common regional and cross-regional approaches where possible; and ensuring that the specific needs of disabled and other disadvantaged groups are addressed.

It has three key strands:

- **Informing Travel Choices and Awareness**
- **Facilitating Modal Shift/Sustainability**
- **Making efficient use of the Transport Network.**

The strands define the purpose for which travel information is used. Within each strand different types of information will be required at different stages of the journey and for all types of travellers.

### 5.9.2 INFORMING TRAVEL CHOICES AND AWARENESS

Many travellers are not aware of the travel choices they have and choose to travel by the mode they know, which is not always the best option for their travelling needs. In many cases travel decisions are made on the basis of incomplete knowledge of the alternatives available, reliance on past experience or misconceptions (e.g. difficulty of interchange making public transport less attractive).

This strand aims to ensure people are better informed of their travel choices and are more aware of where they can access travel information when required either before or during their journey by.

- 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.
- T12** Implementation of the Regional Buses Information Strategy.



## 5.9 TRAVEL INFORMATION



### 5.9.3 FACILITATING MODAL SHIFT / SUSTAINABILITY

Unconstrained travel, particularly by car, will increasingly prove to be unsustainable given increasing congestion and its impact on the wider environment. Travel information has a major role to play in guiding decision-making towards healthier and more sustainable modes. This Strand aims to ensure people are informed of the negative impact their travel mode may have and are able to access the information they require to make more sustainable travel choices by providing:

- T13** Information on access to key locations.
- T14** Information that allows for planning and comparing journey options, including sustainable/active travel options, along with guidance on reliability.
- T15** Information that enhances journey experience and gives reassurance throughout the journey.

### 5.9.4 MAKING EFFICIENT USE OF THE TRANSPORT NETWORK

Transport provides a vital foundation for a successful regional economy by facilitating the movement of people and freight around the region to access and support employment, retail, leisure and other key economic activities. Whilst it is good practice to seek to minimise the need for travel, many journeys are essential.

As well as ensuring that movements which are fundamental to regional prosperity are adequately catered for, the Strategy seeks to ensure that the most efficient use is made of the transport network by providing:

- T16** Information on lifeline services.
- T17** Information on planned and unplanned variations to services.
- T18** Information on routeing for lorries.





# 6. RTS DEVELOPMENT, DELIVERY AND MONITORING



## 6.1 DEVELOPMENT AND DELIVERY

The RTS Vision and Objectives and the strategic themes and related key policies, proposals and actions detailed in sections 4 and 5 will determine the Partnership's priorities for delivery of the RTS. The RTS and associated RTS Delivery Plan constitute a balanced and integrated strategy and package of policies, proposals and supporting actions and interventions which support the Vision, Objectives and strategic themes.

A separate RTS Delivery Plan will set out the key interventions which are required to fulfil the RTS Vision and Objectives. The 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 Delivery Plan will be developed and updated in consultation and agreement with our partner Councils, Transport Scotland and a range of other key stakeholders. It identifies a range of transportation infrastructure, systems and service enhancements which will support delivery of the RTS, Single Outcome Agreements, the National Transport Strategy and other relevant local, regional and national strategies.

Prioritisation and implementation of individual RTS policies and interventions will be 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.

## 6.2 SUPPORTING COMMUNITY PLANNING

Regional Transport Partnerships are statutory Community Planning Agencies with a duty to engage in and support Community Planning and the development and implementation of Single Outcome Agreements (SOAs). Tactran is committed to proactively supporting delivery of the SOAs across its four partner Council areas. The Partnership is a formal signatory to the SOAs for the Angus, Dundee City, Perth & Kinross and Stirling areas.

The Partnership has aligned its RTS and delivery priorities with supporting achievement of SOA and national outcomes by contributing positively and directly to supporting economic growth, equality, social, health & wellbeing and environmental & sustainability SOA outcomes in each CPP area and nationally.

The RTS Objectives are mapped against Scottish Government's Strategic Objectives and National Outcomes demonstrating a close and complementary fit between the RTS and Government's own strategic aims, and also with supporting priority outcomes at a regional and local level.

Specific SOA priorities and outcomes which the Partnership and its RTS delivery priorities and activity will contribute directly and indirectly to, locally and nationally, include:

- **enhancing strategic transport infrastructure and connectivity;**
- **promoting Active Travel and Travel Planning;**
- **developing and implementing the Health & Transport Framework and related Action Planning under the auspices of CPPs;**
- **developing and implementing the regional Park & Ride/Choose Strategy;**
- **supporting road accident reduction and road safety education campaigns; and**
- **promoting more sustainable movement of passengers and freight generally in support of economic development outcomes and public sector Climate Change duties and transport carbon abatement.**

## 6.3 LAND USE AND TRANSPORT PLANNING

The Planning etc. (Scotland) Act 2006 places a duty on Strategic and Local Development Planning authorities to engage with RTPs and on RTPs to support Strategic and Local Development Planning processes. The importance of ensuring that strategic Land Use and Transportation policy and planning are fully aligned and integrated in a manner which supports sustainable economic growth is reflected in the designation of Regional Transport Partnerships as “key agencies” in Development Planning.

The RTS promotes the principle that development should be directed to the most economically and environmentally sustainable locations, supported by appropriate transport systems and infrastructure. New and existing development should also adopt increasingly sustainable approaches to addressing and meeting transport demands.

The RTS seeks to inform and influence the development of the TAYplan Strategic Development Plan for Dundee City, Angus, Perth & Kinross and North East Fife and the Local Development Plans covering Tactran’s 4 partner Council areas plus the Cairngorms National Park and the Loch Lomond and The Trossachs National Park.

The developing RTS Delivery Plan will inform and align closely with the Action Plans/Programmes for Strategic and Local Development Plans. Alignment of monitoring and delivery of complementary Land Use and Transport policy planning will be a priority for the Partnership and the RTS.

## 6.4 CLIMATE CHANGE DUTIES

The Climate Change (Scotland) Act 2009 sets challenging targets for the reduction of Scotland’s greenhouse gas emissions and places a duty on specified public bodies, including RTPs, to act in ways calculated to contribute to the Government’s emissions targets.

Tactran has undertaken work on producing a Transport Carbon Assessment which identifies the baseline position for both the Tactran and TAYplan regions and their constituent authority areas. This work identified key priority mitigation areas where the Partnership and its RTS have significant potential to contribute to or support reduction in transport carbon emissions:

- **supporting low carbon vehicles and infrastructure;**
- **promoting eco-driving training and advice;**
- **Travel Planning;**
- **supporting road-based public transport infrastructure and services improvements**
- **supporting rail infrastructure and service improvements; and**
- **influencing travel demand and behaviour through input to Strategic and Local Development Planning.**

These areas for Climate Change action are embedded within the RTS and its supporting strategies on Active Travel, Travel Planning, Health & Transport, Buses, Park & Ride; and Rail, and in supporting Community Planning and integrating strategic Transport and Land Use planning. .

## 6.5 MONITORING

Progress on delivering RTS outcomes is monitored in the RTS Monitoring Framework which is being reviewed in parallel with the RTS Refresh.

# 7. APPENDICES

The background of the slide is a complex, abstract geometric pattern composed of numerous overlapping triangles and polygons. The color palette is dominated by various shades of orange, from light, bright tones to deep, dark browns and near-black hues. The overall effect is a textured, low-poly aesthetic that provides a modern and professional look.

# APPENDIX 1 RTS 2008–2023 STRATEGIC ACTIONS – PROGRESS

DELIVERING ECONOMIC PROSPERITY	
Strategic Action	Progress
<p>Securing improvements to and improving road safety on the Regional Trunk Road network as priorities within the Strategic Transport Projects Review, in particular removing delays and bottlenecks which hinder the efficient movement of people and goods and undermine the economic performance of the region.</p>	<p>Capacity enhancement scheme at Swallow Roundabout delivered March 2009. Financial contribution towards signalisation of Inveralmond Roundabout. Ongoing engagement in Key Stakeholder groups on A9 dualling Perth–Inverness. Ongoing liaison with Transport Scotland on scope for progressing STPR proposals for upgrading A90 through or around Dundee and junction improvement strategy A9 Dunblane–Perth. Ongoing contributions towards work on A94/A9 Cross Tay Link Road and Perth Western Edge design and development.</p>
<p>Enhancing the role of buses in providing access to employment, tourism and enhancing the region’s economy. This will include the development of a Regional Bus Strategy that will provide a policy and delivery framework for specific interventions and promotion of Quality Bus Partnerships.</p>	<p>Regional Buses Strategy approved October 2008. Funding contributions towards extension of Real Time Passenger Information systems in Dundee and Angus. Contributions to upgrading of passenger waiting facilities (various). Funding for Quality Bus Corridor improvements including Dundee to Arbroath, Dundee to Perth, Blairgowrie to Perth and Stirling East-West Corridor. Infrastructure funding to support Bus Punctuality Improvement Partnership objectives and bus interchange at Wellmeadow, Blairgowrie. Feasibility study into potential for introducing Real Time Passenger Information in Perth &amp; Kinross. Contributions towards Bus Investment Fund projects in Breadalbane and West Kinross-shire.</p>
<p>Ensuring that the role of ports and airports in supporting the economy of the region is supported by appropriate transport infrastructure including improved road and rail connections. We will work with relevant airport authorities to promote flights from Dundee and improved facilities at Dundee Airport.</p>	<p>Feasibility study into potential for Port of Dundee freight railhead completed 2008. Unsuccessful application made for EU funding in 2009. Further funding opportunities will be explored. Funding provided for design of improved road links to Perth Harbour. Funding contribution towards major Stannergate road access to Dundee Port improvement to support development potential of Port as major renewables hub, completed 2012. Funding contribution towards South Montrose Masterplan study. Funding contribution towards supporting maintenance of air services Dundee–London City pending securing of DfT PSO funded service Dundee–Stansted. Contributing to multi-agency Working Group examining potential for development of Dundee Airport and air connectivity.</p>

# APPENDIX 1 RTS 2008–2023 STRATEGIC ACTIONS – PROGRESS

## DELIVERING ECONOMIC PROSPERITY

Strategic Action	Progress
<p>Securing improvements to the rail network within the Strategic Transport Projects Review, to enable increased provision and opportunities for the movement of passengers and freight by rail. Improvements are likely to include faster hourly services between Aberdeen/Inverness and Edinburgh/Glasgow as well as an additional hourly service between Arbroath, Dundee, Perth, Stirling and Glasgow.</p>	<p>Tay Estuary Rail Study completed and submitted to Transport Scotland in June 2009. TERS proposals and Business Case developed to support and complement STPR proposals for improved Aberdeen/Inverness–Central Belt rail services. Secured local service enhancements at Broughty Ferry, Invergowrie, Gleneagles in December 2011 timetable and further improvements in December 2012. Improved services at Monifieth introduced in May 2013. Customer Information Screens installed at Broughty Ferry. Funding contribution towards Gleneagles Station access and passenger facilities enhancements and road access improvements as proposed in TERS study, to be completed for Ryder Cup event in September 2014. Ongoing officer engagement in ScotRail Timetable Conference and Network Rail Access for All and Station Car Parking Groups. Consultation with all prospective bidders for new ScotRail, Caledonian Sleeper and East Coast franchises commencing in 2015.</p>
<p>Managing growing demands on our road system in a more sustainable way, including reducing the need to travel, increased emphasis on demand management techniques and managing how road space is allocated between transport modes to ensure that the most efficient use is made of the resources we have available.</p>	<p>Travel Plan Officer support for embedding of Travel Plans within 4 partner Councils, 2 Health Boards and Hospitals, Universities and Colleges and other public/private sector bodies. Implementation of “Travel Know How” Travel Plan Implementer toolkit. Development of Business Case, preferred site options and layout for strategic Park &amp; Ride facilities at Dundee (Tay) South, Dundee West, Perth East and Stirling South. Funding contribution towards upgrading of Urban Traffic Management and Control system in Dundee. Contributions to implementation of Intelligent Transport System information on key radial routes into Dundee City Centre.</p>
<p>Establishing a Strategic Regional Parking Policy that will address areas where parking demand currently or in the future will exceed supply. This will also consider parking standards for the provision of parking in new developments.</p>	<p>Action to be reviewed in light of emerging Local Development Plans and considered through planned RTS Refresh during 2014/15.</p>

# APPENDIX 1 RTS 2008–2023 STRATEGIC ACTIONS – PROGRESS

DELIVERING ECONOMIC PROSPERITY	
Strategic Action	Progress
<p>Establishing a Regional Freight Quality Partnership that will help to deliver cost effective packages of freight-related interventions. Early supportive work will include investigations into possible improved road links and rail freight facilities at the ports of Montrose, Dundee and Perth.</p>	<p>Regional Freight Quality Partnership established September 2008. Updated FQP Freight Action Plan approved June 2013. Overnight Lorry Parking study completed 2010. Funding contributions for improved road access to Dundee Port, Perth Harbour and to Montrose Port Masterplan study. Funding contributions to Highland Spring to develop feasibility of rail freight terminal at Blackford. Contributions towards Timber Transport Officer post employed by Stirling &amp; Tayside Timber Transport Group. Development of geographical database of HGV-related information to create digital regional Lorry Routeing Map. Feasibility study into potential for trial Freight Consolidation Centre in Perth utilising Air Quality Grant. Partner in EU Interreg IVB “LaMiLo” project examining potential for more sustainable Last Mile Logistics in urban areas. Supporting Dundee City Council participation in EU ENCLOSE project leading to development of a Sustainable Urban Logistics Plan (SULP) for Dundee.</p>
<p>Improving access and encouraging more sustainable options for tourism travel, including improvements in public transport integration, interchange and information and developing cycling and walking options.</p>	<p><b>www.tactranconnect.com</b> incorporating all-modes travel information and links to Transport Scotland, Traveline, Councils, Visit Scotland, National Parks etc. websites launched March 2010. Regional Bus Information Strategy approved 2011. Park &amp; Strategy approved 2008.</p>

# APPENDIX 1 RTS 2008–2023 STRATEGIC ACTIONS – PROGRESS

## CONNECTING COMMUNITIES AND BEING SOCIALLY INCLUSIVE

Strategic Action	Progress
<p>Ensuring that the local road network provides the links between individual communities, which enable people to access goods and services, whether by private or public transport.</p>	<p>Local issues to be addressed by partner Councils.</p>
<p>Developing a public transport network that is accessible to all and enables people to access the region's main centres of employment, retail and education.</p>	<p>Study into scope for piloting Demand Responsive Transport in urban and rural areas undertaken during 2009/10. Proposals for implementation to be taken forward by partner Councils. Funding contributions towards accessible infrastructure enhancements on Quality Bus Corridors and contributions towards Bus Investment Fund projects in Breadalbane and west Kinross-shire. Re-introduction of Thistle Card assistance card across Tacran region in Spring 2014.</p>
<p>Ensuring that health and transport provision are considered and planned in a coordinated manner.</p>	<p>Regional Health and Transport Framework approved by Partnership and endorsed by NHS Tayside and NHS Forth Valley and Community Planning Partnerships in August/September 2011. Work continuing on development of locally relevant Health &amp; Transport Action Plans through 4 Community Planning Partnerships.</p>
<p>Improving the quality and integration of our public transport services across the region, including development of improved/new multi-modal interchanges at key locations including Dundee, Perth and Stirling, integrated ticketing and improved travel information.</p>	<p>See progress update on Park &amp; Ride Strategy below.  <b>www.tactranconnect.com</b> travel information website launched March 2010 and to be updated/reviewed during 2014/15.</p>

# APPENDIX 1 RTS 2008–2023 STRATEGIC ACTIONS – PROGRESS

CONNECTING COMMUNITIES AND BEING SOCIALLY INCLUSIVE	
Strategic Action	Progress
Developing a Regional Park and Ride Strategy which will outline a programme for Park and Ride/Park and Choose networks serving the region's main towns and enhancement to railway station car parks.	Regional Park & Ride Strategy approved October 2008. Funded delivery of Kinross Park & Ride (2007); extension of Broxden, Perth Park & Ride site (2009); provision of Broxden passenger waiting facilities (2010); and contribution towards Castleview, Stirling Park & Ride (2008). Funded development work on selecting preferred locations and site layouts for facilities at Dundee West, Dundee (Tay) South, East Perth and Stirling South. Park & Ride facility at Dundee (Tay) South being progressed in partnership with SEStran. Review of Park & Ride at Dundee (western, northern and eastern approaches) in light of refusal of Planning Application for proposed site at Wright Avenue/Riverside Avenue.
Developing a Regional Travel Information Strategy that will identify the detailed measures and policies to improve access to travel information.	Regional Travel Information Strategy approved October 2008. <b>www.tactranconnect.com</b> – multi-modal web-based travel information system introduced in 2010 and further developed and enhanced during 2011/12. Comprehensive review and updating of website planned for 2014/15.
Maximising the role and contribution of Community and Demand Responsive Transport in improving general accessibility and social inclusion.	Study into scope for piloting Demand Responsive Transport in urban and rural areas undertaken during 2009/10. Pilot proposals and initiatives to be taken forward by Councils. Funding contribution towards Bus Investment Fund DRT project in west Kinross-shire
Developing a Walking and Cycling Strategy to ensure that the two modes form part of an integrated transport system.	Regional Walking & Cycling Strategy approved October 2008. Various schemes funded through Revenue and Capital programmes. Review and updating of strategy to take account of updated Cycling Action Plan for Scotland (CAPS) (2013), anticipated National Walking Strategy and Active Travel Strategies to be undertaken as part of RTS Refresh during 2014/15.

# APPENDIX 1 RTS 2008–2023 STRATEGIC ACTIONS – PROGRESS

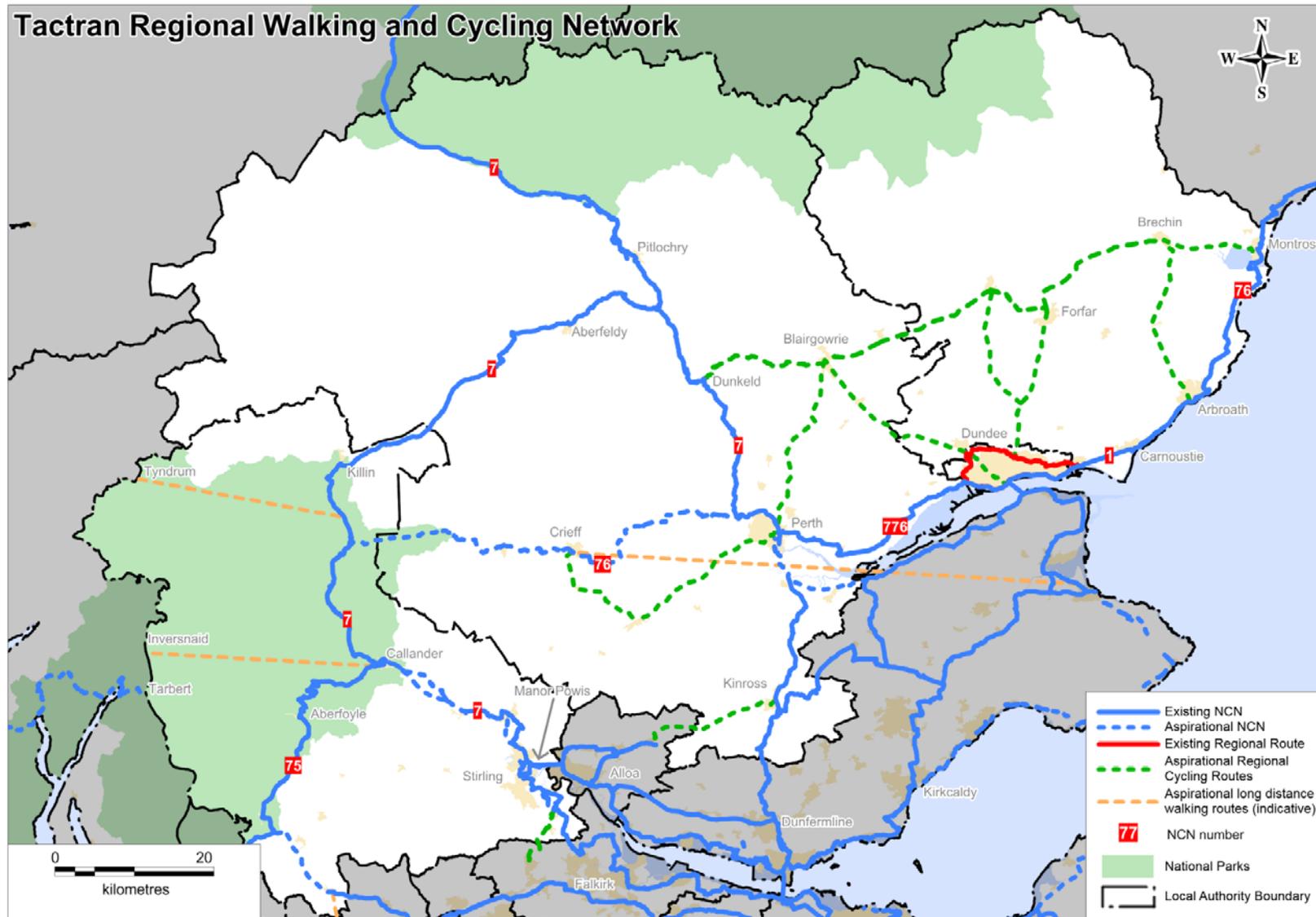
ENVIRONMENTAL SUSTAINABILITY AND PROMOTING HEALTH AND WELL-BEING	
Strategic Action	Progress
Ensuring that improvements in the movement of passengers and goods are sustainable, including maximising the use of public transport and rail and water-borne freight.	Work streams on Tay Estuary Rail Strategy, Park & Ride Strategy, Travel Planning, Travel Information, Freight Quality Partnership and Action Plan and rail freight terminal investigations at Ports and Highland Spring, Blackford all contributing to this Action.
Ensuring that development proposals include Travel Plans that maximise the potential for walking, cycling, public transport and other sustainable travel choices, including through continued use of planning agreements.	Ongoing engagement as “Key Agency” with Planning Authorities and emerging SDP and LDP proposals and Action Plans/Programmes to ensure that promoting sustainable travel is embedded within Development Planning and Development Management processes, supported by effective Supplementary Guidance.
Liaising closely with the appropriate Planning Authorities to ensure that the RTS is fully integrated within land use planning processes across the region.	Ongoing engagement with SDPA and LDPAs as “Key Agency” to ensure integration of Land Use and Transportation policy. Refresh of RTS being aligned with second iteration of TAYplan SDP and Local Development Plans.
Taking a lead in the promotion and development of Active Travel Plans at major centres of employment, hospitals and other main health establishments, in partnership with Councils, Health Boards and the private sector.	Ongoing Travel Plan Officer support for development of Active Travel Plans by all 4 partner Councils, 2 regional Health Boards, higher/further education establishments, and other public/private sector bodies. Ongoing support for public sector and non-profit organisations to develop and implement Travel Plans and introduce complementary measures through annual Sustainable Travel Grant Scheme. <a href="http://www.tactranliftshare.com">www.tactranliftshare.com</a> launched 2007 plus funded Liftshare sites for Angus, Dundee City, Perth & Kinross and Stirling. Funding contributions and officer support to Dundee Travel Active “Smarter Choices/Smarter Places” initiative. <a href="http://www.travelknowhow.org.uk/tactran">www.travelknowhow.org.uk/tactran</a> Travel Plan implementer web-based toolkit launched 2011 to support public and private sector bodies in implementing Travel Plans. Approved appointment of embedded Active Travel Officer, working in Partnership with Sustrans, Councils and other partners, to commence during 2014/15 supported by Community Links funding of £100,000/annum to support delivery of supporting infrastructure.

# APPENDIX 1 RTS 2008–2023 STRATEGIC ACTIONS – PROGRESS

## ENVIRONMENTAL SUSTAINABILITY AND PROMOTING HEALTH AND WELL-BEING

Strategic Action	Progress
<p>Promoting a range of SMART measures, including Travel Plans, travel awareness campaigns, high quality travel information, region-wide car-sharing schemes, cycling and walking infrastructure and initiatives, development of tele-working etc.</p>	<p>See above information relating to general Travel Planning and Active Travel activity and launch of <a href="http://www.tactranliftshare.com">www.tactranliftshare.com</a>; <a href="http://www.tactranconnect.com">www.tactranconnect.com</a>; <a href="http://www.travelknowhow.org.uk/tactran">www.travelknowhow.org.uk/tactran</a>. Funding contributions for various walking and cycling schemes etc. with new programme of Active Travel infrastructure grant funding to begin in 2014/15.</p>
<p>Ensuring that, where network infrastructure improvements are undertaken, measures adopt high standards of mitigation to minimise impacts on landscape and communities.</p>	<p>Addressed through project appraisal, environmental assessment and screening, and equalities impact assessment during design processes for individual schemes.</p>
<p>Promoting and enhancing transport safety, reducing road casualties and removing barriers caused by real and perceived safety issues. This will include developing a Regional Road Safety Plan.</p>	<p>Road Safety Plans and casualty reduction targets being progressed by individual Councils and other partners within Community Safety context of Community Planning. Contributions towards various Road Safety education campaigns, including Safe Drive/Stay Alive, to be extended on annually recurring basis in all 4 partner Council areas.</p>

# APPENDIX 2 REGIONAL WALKING AND CYCLING NETWORK



# APPENDIX 3 REGIONAL BUSES STRATEGY DEFINITIONS

## KEY BUSES STRATEGY DESTINATIONS

The key destinations include:

- **the regional centres of Dundee, Perth, Stirling, Arbroath, Forfar and Montrose**
- **town centres that provide a range of services including post office, grocery shopping, etc.**
- **out of town retail centres including those that provide evening entertainment e.g. cinemas**
- **major hospitals - Ninewells Hospital, Stracathro Hospital, Perth Royal Infirmary and Forth Valley Royal Hospital**
- **main further education establishments – Dundee and Angus College, Perth College UHI, Forth Valley College, Stirling University, University of Dundee and Abertay University**
- **employment sites with over 500 employees**
- **main tourist destinations outside of the key regional centres.**

## MINIMUM SERVICE STANDARDS

Key Destinations should be served by a minimum hourly weekday service connecting them to a Strategic Route Corridor or Interchanges. Each should have suitably located and specified bus stop infrastructure. The maximum walking distances to bus stops are those listed in STAG guidance, which are as follows:

- **5 minutes (300-500 metres) walk in urban areas, and**
- **10 minutes (600-1000 metres) walk in rural areas.**

# APPENDIX 3 REGIONAL BUSES STRATEGY DEFINITIONS

## STRATEGIC ROUTES

The strategic bus routes that connect Key Destinations and Strategic Interchanges include:

ROUTE	Recommended minimum weekday frequency
Arbroath – Dundee	Hourly
Brechin – Stracathro Hospital	Hourly
Brechin – Montrose	Hourly
Brechin – Forfar	Hourly
Brechin – Arbroath	Hourly
Forfar – Arbroath	Hourly
Forfar – Dundee	Hourly
Montrose – Arbroath	Hourly
Dundee – Blairgowrie	Hourly
Dundee – Ninewells Hospital	Hourly

ROUTE	Recommended minimum weekday frequency
Dundee – Perth	Hourly
Perth – Blairgowrie	Hourly
Perth – Pitlochry/Aberfeldy	Hourly
Perth – PRI	Hourly
Perth – Crieff	Hourly
Perth – Auchterarder – Stirling	Hourly
Perth – Kinross – Edinburgh	Hourly
Stirling – Crieff	Hourly
Stirling – Larbert	Hourly
Stirling – Callander	Hourly

# APPENDIX 4 STRATEGIC INTERCHANGES

The regionally significant strategic interchanges are:

- **Arbroath: railway station and bus station**
- **A90 Interchange (Forfar)**
- **Brechin (Clerk Street)**
- **Kirriemuir (High Street)**
- **Forfar (East High Street)**
- **Montrose: railway station and High Street**
- **Dundee: railway station, Seagate bus station, city centre interchanges and Ninewells Interchange**
- **Aberfeldy (Chapel Street)**
- **Auchterarder (High Street)**
- **Blairgowrie (Wellmeadow bus stance)**
- **Crieff (High Street)**
- **Gleneagles railway station**
- **Kinross (Muir's)**
- **Perth: railway station, Perth bus station, Mill Street and South Street in Perth city centre**
- **Pitlochry: railway station and Atholl Road**
- **Callander (Station Road)**
- **Crianlarich**
- **Killin**
- **Stirling: railway station and bus station**
- **Tyndrum**
- **Park and Ride sites at Broxden, Scone, Kinross, Springkerse and Castleview**

# APPENDIX 5 GLOSSARY

The following definitions have been used in producing the Tactran RTS and RTS Refresh.

**The Vision:**

is Tactran's over-arching aspiration

**Issues:**

are the identified difficulties in the region that are in some way related to transport. For example, lower than desired economic development may be related to a perception of peripherality that itself is seen to be caused by under-developed transport links

**Objectives:**

are what are desired in the wider terms to achieve the vision and address the issues. For example, to reduce social exclusion

**Strategy:**

is the overall way in which objectives will be achieved

**Intervention:**

a term used to encompass measures which can be taken to change a transport system

**Policy:**

a declared, statement of principle to change the transport system in a particular way or to retain and maintain a particular aspect of the system

**Scheme:**

a specific, defined action to change some aspect of the transport system. Some examples might be dualling a road, introducing a new train service, mounting a regional road safety campaign, or implementing a Work Place Travel Plan.

Thus the Regional Transport Strategy contains policies and schemes which together act in an integrated manner to develop an area's transport system to support and shape present and future travel needs in order to achieve a set of defined objectives, to ameliorate problems and issues, and to realise the strategy's overall vision.

Other definitions and abbreviations are:

**Accessibility**

Accessibility can be either (a) the ease of reaching a destination (in a given time or at a given cost); or (b) the physical ability of people to board or alight from a vehicle or enter/leave premises such as a railway station

**AQMA**

**Air Quality Management Area** – An area where threshold levels of specified air pollutants are exceeded and for which an Air Quality Action Plan is required

**Bus Priority**

Measures used to improve bus service reliability or reduce bus journey times

**CAPS**

**Cycling Action Plan for Scotland** – Scottish Government action plan to increase cycling

**CCTV**

Closed Circuit Television

**CPP**

**Community Planning Partnership** – A partnership which helps public agencies to work together with the community to plan and deliver better services

# APPENDIX 5 GLOSSARY

## **CT**

**Community Transport** – Transport provided by voluntary and community groups

## **Community severance**

The separation of residents from facilities and services within their community caused by heavy traffic or transport infrastructure

## **Concessionary travel**

Provision of reduced fare or free travel for specific groups, usually young, older or disabled people

## **Connectivity**

Transport connections between places, facilities and services

## **DRT**

**Demand Responsive Transport** – A form of transport where the day to day service provision is influenced by the demands of users

## **ECMA**

East Coast Mainline Authorities Consortium

## **ECML**

**East Coast Main Line** – The main intercity railway line connecting Aberdeen, Dundee, Edinburgh and London Kings Cross

## **EqIA**

Equality Impact Assessment

## **FQP**

**Freight Quality Partnership** – A partnership between transport authorities and the freight industry to address freight issues and encourage more sustainable carriage of goods

## **Green Network**

A network of paths, woods and open areas with the aim of improving the environment for people, and making an area a more attractive place to live and work

## **HGV**

Heavy Goods Vehicle, or lorry

## **IIP**

**Infrastructure Investment Plan** – Scottish Government plan that sets out priorities for investment and long term strategy for the development of public infrastructure in Scotland published in December 2011

## **LA**

Local authority

## **MIR**

Main Issues Report

## **NCN**

**National Cycle Network** – A network of cycle routes throughout the UK, created by the charity Sustrans

## **NTS**

**National Transport Strategy** – The Scottish Government's vision, policy and context for transport over the 20 year period from publication in December 2006

## **NWS**

**National Walking Strategy** – Scottish Government strategy to promote walking

# APPENDIX 5 GLOSSARY

## **PM10**

Particles smaller than 10 microns (a hundredth of a millimetre) in diameter

## **PI**

Performance Indicator

## **PT**

Public Transport

## **QBP**

**Quality Bus Partnership** – A partnership between roads and transport authorities and bus companies covering infrastructure, services and quality standards

## **RTP**

Regional Transport Partnership

## **RTS**

Regional Transport Strategy

## **RUS**

Network Rail Route Utilisation Strategy

## **SEA**

Strategic Environmental Assessment

## **SHS**

Scottish Household Survey

## **SOA**

Single Outcome Agreement (between CPPs and Scottish Government)

## **Social Inclusion**

Reducing inequalities between the least advantaged groups and communities (due to unemployment, low skills, low incomes, poor housing, high crime rates, poor health and family breakdown) and the rest of society

## **Tactran**

Tayside and Central Scotland Transport Partnership

## **SPP**

**Scottish Planning Policy** – Statement of Scottish Government policy on planning issues

## **STPR**

Strategic Transport Projects Review

## **SULP**

Sustainable Urban Logistics Plan

## **Stakeholder**

An individual or organisation that has a direct interest in a service being provided

## **Sustainable**

The principle of meeting present needs without compromising the ability of future generations to meet their own needs

## **Taxicard**

Reduced fare taxi travel usually for people who cannot use conventional bus services because of a severe disability or infirmity

# APPENDIX 5 GLOSSARY

## **TAYplan**

The Strategic Development Planning Authority for Dundee, Angus, Perth & Kinross and North Fife

## **TERS**

Tay Estuary Rail Study / Service

## **Travel Plan**

A package of measures that aim to promote more sustainable travel behaviour within an organisation or for an individual

## **Trunk Roads**

Roads of national strategic importance that are managed by Transport Scotland

This document can be translated on request into Chinese, Urdu, Hindi, Punjabi or Gaelic, or can be made available in large print, audio or Braille.

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