

# REGIONAL TRANSPORT STRATEGY

2015-2036  
REFRESH

MAIN ISSUES  
REPORT





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## **1. Introduction**

The Tactran Regional Transport Strategy 2008 - 2023 (RTS) 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 also the subject of review.

The RTS has statutory status, as provided for in the Transport (Scotland) Act 2005 (The Act). The Act requires that RTPs keep their strategies under review. Guidance on production of RTSs 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 of the RTS every 4 years, RTPs should refresh their RTS as appropriate to local needs and circumstances.

The core aims and objectives of the RTS 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 intention is not to change the direction of the RTS. It is proposed to extend the time scale of the RTS from 2008 - 2023 to 2036, which would align with the TAYplan Strategic Development Plan.

The Main Issues Report provides the background to the RTS refresh including outlining the policy and other changes since finalisation of the RTS in 2008. Its preparation has been informed by consultation with Tactran's Wider Stakeholder Group, partner Councils and a joint consultation undertaken with TAYplan.

## 2. Changes since RTS Approval – Policy

The main policy changes have been with respect to a variety of national policies. At the local level a new system of Community Planning has been introduced together with an SOA agreed for each local authority area. During the same period the planning system has been reformed with development of the TAYplan Strategic Development Plan (SDP) and Local Development Plans (LDP) by the region's four constituent Councils and two National Parks.

The policy change implications for the RTS Objectives and Strategy are:

### Climate Change obligations

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.

Part 1 of the Act, sets an interim 42% reduction target for 2020 and an 80% reduction target for 2050 (on 1990 levels). Annual targets have also been set through secondary legislation. All targets set apply to the whole of Scotland, across all sectors (including the transport sector).

Part 4 of the Act places duties on public bodies relating to climate change. Section 44 requires that a public body must, in exercising its functions, act:

- in the way best calculated to contribute to delivery of the Act's emissions reduction targets;
- in the way best calculated to deliver any statutory adaptation programme; and
- in a way that it considers most sustainable.

In 2009, the Scottish Government also published the Climate Change Delivery Plan, which sets out the broad measures required in each sector to meet Scotland's statutory climate change targets, to 2020 and in the long term. The Delivery Plan is built around four transformational outcomes that must be delivered to reduce emissions by 80% by 2050 including:

- almost complete decarbonisation of road transport by 2050, through wholesale adoption of electric cars and vans.

The Scottish Government's Second Report on Proposals and Policies (RPP2) published in June 2013 reported that transport emissions were being addressed through four packages:

- decarbonising vehicles; road network efficiencies; sustainable communities including modal shift to walking, cycling and public transport; and business engagement around sustainable transport.

It noted highlights of progress including: supporting the purchase of around 270 public sector low carbon vehicles and the installation of approximately 300 charging points; the purchase of more than 90 low carbon buses through the Green Bus Fund; and the opening of Scotland's first cycling/rail hub at Stirling railway station.

### *Implications for the RTS*

RTS Objective 12 covers contribution to the achievement of the Scottish national targets and obligations on greenhouse gas emissions while the Strategy recognises the challenge of addressing climate change.

Tactran has undertaken a Transport Carbon Assessment including estimates of carbon emissions for the Tactran region in future years of 2022 and 2032. The Assessment identified mitigation options that would be most effective in addressing the region’s transport related CO<sub>2</sub> emissions, these are:

- travel planning advice, behaviour change campaigns, Smarter Choices;
- eco driving advice and training (targeting car drivers, taxis, vans, buses); and
- development planning to support more efficient travel behaviour.

The Assessment also noted that Tactran should target measures where they are likely to have greatest effect, such as car clubs and taxi fleets.

**Equality Act 2010**

This Act codified the numerous arrays of Acts and Regulations, which formed the basis of anti-discrimination law in Great Britain.

The Equality Act 2010 (Statutory Duties) (Scotland) Regulations 2011 impose specific duties on Scottish public authorities including RTPs. The purpose of the specific duties is to ensure better performance by those authorities to have regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act, to advance equality of opportunity, to foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

*Implications for the RTS*

An Equality Impact Assessment is being undertaken and forms part of the RTS refresh.

**Scottish Government Economic Strategy**

The Scottish Government’s Economic Strategy published in 2011 aims to drive sustainable economic growth and develop a more resilient and adaptable economy. An efficient transport system is viewed as one of the key enablers for enhancing productivity and delivering faster, more sustainable growth. It is noted also that enhancing transport infrastructure and services can open up new markets, increase access to employment and help to build a critical mass of businesses that drive up competitiveness and deliver growth.

*Implications for the RTS*

The RTS currently recognises the importance of transport through the Economy Objective and sub-Objectives and the Delivering Economic Prosperity element of the Strategy. The fit of RTS objectives against the Economic Strategy’s Strategic Priorities is shown in Appendix 1.

**Scotland’s Cities**

Scotland’s Cities: Delivering for Scotland published by the Scottish Government in December 2011 set out a vision of “A Scotland where our cities and their regions power Scotland’s economy for the benefit of all”. It recognised that “Connected Cities”, with strong digital and transport infrastructure would support their growth. A key characteristic of a “Connected City” is a reliable, resilient infrastructure with strong transport and digital links to its workforce, its supply chain and its markets. It also stated that good connectivity within and between cities and their regions is key to widening the reach of cities within Scotland.

### *Implications for the RTS*

The Economy Objective and sub-Objectives aim to ensure transport infrastructure and services in the region help to deliver economic growth. Consideration can be given to reflecting the Scotland's Cities priorities by a new Economy sub-Objective and Strategy element - Ensuring good connectivity between Tactran's cities and those in the rest of Scotland.

### **National Planning Policy**

An updated Scottish Planning Policy (SPP) was issued by the Scottish Government in June 2014. SPP states that by aligning development more closely with transport, planning can improve sustainability and connectivity. Improved connections facilitate accessibility within and between places – within Scotland and beyond – and support economic growth and an inclusive society.

In particular the SPP indicates that the planning system should support patterns of development which:

- optimise the use of existing infrastructure;
- reduce the need to travel;
- provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- enable the integration of transport modes; and
- facilitate freight movement by rail or water.

Also published in June 2014 was the Third National Planning Framework (NPF3). This outlines plans for development and investment in infrastructure, as well as identifying national developments and other strategically important development opportunities in Scotland. Spatial priorities for change include:

- cities will be better connected and provide a gateway to the rest of the world; and
- rural areas will be more accessible.

Two of the national developments affect the Tactran area; these are a national long distance walking and cycling network and the Central Scotland Green Network (CSGN). The CSGN aims to improve environmental quality in areas with a legacy of disused land, poor quality greenspace and fragmented habitats. Elsewhere it intends to maintain the existing quality of place whilst delivering development in areas of particular pressure. A priority for the Network is to promote active travel.

Further key actions identified in the Framework with implications for the RTS are:

- we will take forward the provisions of the Cycling Action Plan and the National Walking Strategy;
- we will work with the Scottish Cities Alliance to progress Smart Cities initiatives;
- we will deliver the strategic transport projects in the Infrastructure Investment Plan and work with the freight sector to identify priority developments for inclusion in NPF4;
- we will continue to provide funding for the installation of domestic, workplace and en-route charging points, as set out in Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles; and
- we will continue to progress the Scotland's Scenic Routes initiative.

NPF3 also recognises that in the longer term, there is a need to finalise the best approach to upgrading the A90 through Dundee, either by improving the existing road or on a new alignment by-passing the city.

*Implications for the RTS*

The RTS currently recognises the importance of integrating with the planning system through the Integration Objective and sub-objectives 17 and 18. Tactran takes an active role as a key agency in the development of the TAYplan Strategic Development Plan and the Local Development Plans prepared by the region’s four local authority and two National Park Planning Authorities.

Issues raised in NPF3 require consideration in the RTS and RTS Delivery Plan. Connectivity with Scottish cities is not explicitly considered in the RTS Objectives or Strategy. Consideration can be given to adding a new Economy sub-Objective and a new Strategy element: Ensuring good connectivity between Tactran’s cities and those in the rest of Scotland. Rural accessibility is implicitly recognised in the Accessibility, Equity and Social Inclusion Objective and sub-Objectives and will be added to the Strategy.

The provisions of the Cycling Action Plan and the National Walking Strategy are being considered as part of a review of the Walking and Cycling Strategy and Action Plan which is concurrent with the RTS Refresh.

**Transport and Health**

The connections between transport and health have been emphasized in two reports, Healthcare Transport Recommendations of the Short Life Working Group and Audit Scotland Transport for Health & Social Care.

The Short Life Working Group presented recommendations in May 2013 on integrated and responsive transport solutions to the Cabinet Secretary for Health and Wellbeing and the Minister for Transport and Veterans, in conjunction with a comprehensive toolkit to aid NHS Scotland, RTPs and their partners in taking forward the associated actions.

The Audit Scotland Transport for Health & Social Care report, published in 2011, noted that transport is often the first part of a person’s contact with health and social care services and if this is poor, difficult or stressful, their experience can be undermined. Audit Scotland was concerned that partners should work together to clarify responsibilities for planning and delivering transport for health and social care and how these link together, and outlined a list of recommendations on achieving this.

The Public Bodies (Joint Working) (Scotland) Act was passed by the Scottish Parliament in February 2014. This requires Health Boards and Local Authorities to integrate health and social care. In parallel with this is the implementation of Self Directed Support which gives people who use social care services more control over the choice and delivery of services they use. Both initiatives have implications for transport services providing access to health and social care facilities, and will require new approaches to delivery.

*Implications for the RTS*

Since adoption of the RTS, Tactran and the region’s two NHS Boards have developed and adopted a regional Health & Transport Framework that addresses the issues identified in the two reports. In addition, this has been endorsed by CPPs and more detailed Health & Transport Action Plans have been developed for three of the region’s CPP areas.

## Tourism

Tourism Development Framework for Scotland published in 2013 recognises that “connectivity is key to the visitor experience and helping to secure growth”. It states that accessibility is a key driver to attracting inbound visitors and distributing them from the main transport hubs to other locations around Scotland. An effective road and rail infrastructure with national and international connections by air and sea is essential.

The Framework identifies a role for RTPs working with Visit Scotland and other partners in the following areas:

- encouraging the introduction of a smart and integrated ticketing system;
- reviewing the accessibility of transport interchanges to all modes of travel with the aim of improving sustainability of travel for onward journeys;
- encouraging improvements to mainline stations to enhance the visitor experience and enable greater accessibility to all modes of travel;
- encouraging take-up of rail services by visitors;
- encouraging the prioritisation of interventions to improve connectivity along strategic visitor routes;
- encouraging the development of a series of scenic tourist routes throughout Scotland; and
- encouraging improvements for the operation of coach and bus services in recognised tourist destinations.

### *Implications for the RTS*

The RTS currently implicitly recognises the importance of transport to tourism as a key business and employment sector through the Economy Objective and sub-Objectives. Consideration can be given to stressing the role for transport in supporting tourism development and identifying regionally significant tourist routes in the Strategy and the refreshed RTS Delivery Plan. Actions listed in the Tourism Development Framework will be considered for inclusion in the RTS Delivery Plan review.

## Renewables

The National Renewables Infrastructure Plan, published by HIE & Scottish Enterprise in 2010, outlines the nature of infrastructure required for the offshore wind, wave and tidal sectors and the locations that are well placed to provide it. Within the Tactran region the ports of Dundee and Montrose are identified as providing support for offshore wind farm manufacturing and operations/maintenance, with Dundee supporting the first phase of development and Montrose having a potential role in the medium term.

### *Implications for the RTS*

The RTS currently implicitly recognises the importance of transport in supporting the development of renewables as a key business and employment sector through the Economy Objective and sub-Objective 1. Consideration can be given to stressing the role for transport in supporting renewables in the Strategy and refreshed RTS Delivery Plan.

## Town Centres

The Town Centre Action Plan published in 2013 highlights the importance of town centres that are functioning, well-maintained assets that develop to support the needs of their residents, businesses and visitors. The Action Plan outlines the role that town centres play as integrated transport hubs and indicates how Scottish Government will work with partners

to improve bus services, develop and maintain walking and cycling routes, and enhance the public realm and cycle parking facilities in town centres.

*Implications for the RTS*

The RTS currently supports the improvement of bus services, walking and cycling routes and cycle parking through the Buses and Walking and Cycling Strategies.

### **Air Quality**

The UK Environment Act 1995 - Government Air Quality Strategy and Air Quality (Scotland) Regulations 2000, which were derived from EU Directives, outline threshold levels for pollutants including nitrogen dioxide (NO<sub>2</sub>) and particulates (PM10). Pollutant levels in Dundee and Perth both exceed threshold levels. The main source of air pollution is from road traffic emissions, with additional emissions from industrial sources. Air Quality Action Plans (AQAP) were developed for Dundee in 2011 and Perth in 2009. These set out measures that the Councils intend to introduce to minimise the effects of air pollution on human health.

*Implications for the RTS*

RTS Health and Well-Being sub-Objective 12 aims to help to meet or better air quality requirements in the region.

### **Noise**

The Scottish Government Transportation Noise Action Plan was published in July 2014 along with individual Noise Action Plans for the Dundee Agglomeration and Dundee Airport. The Action Plan outlines a range of actions that will be undertaken with respect to road and rail related environmental noise. This is to ensure that noise management is incorporated into all transport-related activities, to manage noise levels in designated Noise Management Areas (NMAs) and to preserve environmental noise quality where it is good.

*Implications for the RTS*

The RTS Health and Well-Being Objective supports plans to promote the health and well-being of communities. Consideration can be given to adding a sub-Objective in support of the Noise Action Plan.

### **Road Safety and Enforcement**

The Scottish Government's Road Safety Framework to 2020 was published in 2009. This sets out the Government's ambitions for a 'Safer Scotland' on the roads. It aims for a steady reduction in the numbers of those killed and those seriously injured, with targets set for 2020 and an ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced. Priority topics cover Leadership; Rural Roads; Sharing intelligence and good practice; Drink Drive; Children; Seatbelts; Drivers aged 17-25; and Speed.

Police Scotland was formed on 1 April 2013 and is the successor to eight former territorial forces including the Central Scotland and Tayside Constabularies. An early decision of the new Force was to withdraw the Traffic Warden Service. This has created a lack of consistency in parking enforcement across the region, leaving the two councils without decriminalised parking enforcement, Angus and Stirling, in an uncertain position regarding on-street enforcement of waiting and loading restrictions.

The Police re-structure also has implications for the Scottish Safety Camera Programme which was established in 2002 with the aim of reducing accidents at locations where there is

a history of fatal and serious accidents and an identified problem with speeding or failing to obey a red light traffic signal. It was previously delivered through eight regional Safety Camera Partnerships including Central Scotland and Tayside.

*Implications for the RTS*

The RTS currently supports road safety policies and initiatives through the Safety & Security Objective.

## **Railways**

The Scottish Ministers submitted their High Level Output Specification (HLOS) to the Office of Rail Regulation in 2012. This specifies what Scottish Government requires the rail industry to achieve with regard to the rail network in Scotland during 2014-2019 (Control Period 5). Main themes include improving journey times and accommodating growing demand for rail travel. Projects are listed that increase the capacity and capability of the Scottish network, within the Tactran region these are for the Edinburgh to Glasgow Improvements Programme (EGIP) and Highland Main Line Rail Improvements that will support an hourly train service in both directions between Inverness and Perth with faster journey times and more efficient freight operations. They also require the following strategic projects to be developed to an appropriate level to inform potential future funding decisions:

- Phase 3, 4 and 5 electrification in line with the conclusions of the STPR
- Phase 2 Highland Main Line Corridor
- Phase 3 Aberdeen to Central Belt.

*Implications for the RTS*

The HLOS proposals support the Economy; Accessibility, Equity and Social Inclusion; and Environment Objectives. Consideration will need to be given to including the projects in the refreshed RTS Delivery Plan.

## **Motorcycling**

The then Scottish Executive issued guidance on Motorcycling in Scotland in 2007. The guidance recognised that in rural areas powered two wheelers (motorcycles, mopeds and scooters) can help reduce social exclusion by providing an affordable alternative to the private car where public transport is not readily available and where walking or cycling is impractical. In urban areas, switching from car use to motorcycling has the potential to reduce vehicle emissions and congestion as well as minimising the land required for parking. It also recognises that the safety of motorcyclists is a significant issue and that appropriate action needs to be considered to address this as well as security, noise and vehicle pollution concerns.

*Implications for the RTS*

There is a need to explicitly consider the role of motorcycling in the RTS particularly in enhancing rural accessibility though this needs to be addressed along with full consideration of safety and provision of secure parking.

## **Active Travel**

In February 2014 the Scottish Government published A More Active Scotland - Building a Legacy from the Commonwealth Games. This recognised that physical inactivity results in the second biggest cause of mortality in Scotland and that technology, urbanisation, increasingly sedentary work environments and lifestyles, alongside ever increasing car use,

has meant opportunities for physical activity have declined. It notes that the Commonwealth Games provides an unparalleled opportunity to increase the number of people involved in sport and physical activity, including building on initiatives contained within the Cycling Action Plan for Scotland and National Walking Strategy.

The Cycling Action Plan for Scotland (CAPS) was originally published in June 2010. The vision for cycling is that by 2020, 10% of all journeys taken in Scotland will be by bike. The Actions listed in the Plan cover a number of areas in skills and network development. A renewed emphasis particularly with regard to RTPs having a clear strategic role to play in supporting delivery of the CAPS through their RTSs and associated RTS Delivery Plan programmes was given in the CAPS refresh in 2013. Other key aspects of the CAPS refresh were to continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism, and develop better integration with public transport.

The National Walking Strategy (NWS) was published in June 2014. The Strategy's Vision is for "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 Strategic Aims are:

- create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being;
- better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
- enable easy, convenient and safe independent mobility for everyone.

The NWS notes that there are many benefits from getting Scotland walking, including: more people will use active travel more often and will walk more for pleasure and for recreation; children will have safer routes to school and local facilities; older people will feel more connected with their communities; employers will have a healthier and more productive workforce; Scotland will reduce its use of carbon; and local economies will benefit from increased footfall. The NWS Action Plan will be developed and consulted on in autumn 2014 and will be considered within the RTS Delivery Plan review.

#### *Implications for the RTS*

Active travel contributes to satisfying most RTS Objectives. The provisions of the Cycling Action Plan and National Walking Strategy are being considered as part of a review of the Walking and Cycling Strategy and Action Plan which is concurrent with the RTS Refresh.

### 3. Community Planning Partnerships and Single Outcome Agreements

The current system of Community Planning and associated Single Outcome Agreements was established following the Scottish Government and Local Government Concordat concluded in 2007. The first SOAs were produced for each local authority area in 2008-09; these have been superseded by a new round of SOAs in 2013. The SOAs are based on National Outcomes and local outcomes to take account of local priorities. They are intended to drive the pace of service integration, increase the focus on place and prevention and secure continuous improvement in public service delivery, in order to achieve better outcomes for communities.

Tactran is a signatory partner to each of the four local authority based SOAs in the Tactran region. The SOAs cover different periods with Angus covering up to 2016, Dundee's expiring in 2017 and those for Perth & Kinross and Stirling extending to 2023.

The **Angus SOA** local outcomes that are relevant to the RTS are:

- we have a sustainable economy with good employment opportunities;
- our communities are safe, secure and vibrant;
- we have improved the health and wellbeing of our people and inequalities are reduced;
- our communities are developed in a sustainable manner; and
- our carbon footprint is reduced.

The **Dundee SOA** includes the following Strategic Priorities that are relevant to the RTS:

- our communities will be safe and feel safe;
- our communities will have high quality and accessible local services and facilities; and
- our people will live in a low carbon, sustainable city.

It includes a number of Intermediate Outcomes of which the following have transport implications:

- we have improved road safety;
- our people have access to a range of travel networks;
- Dundee mitigates and adapts to the effects of climate change for the transition to a low carbon economy;
- Dundee has an accessible, integrated and sustainable travel network; and
- Dundee has a clean, healthy and safe environment with improved air, land and water quality.

The **Perth & Kinross SOA** includes Strategic Priorities that are relevant to the RTS:

- promoting a prosperous, inclusive and sustainable economy; and
- creating a safe and sustainable place for future generations.

The **Stirling SOA** includes Outcomes of which the following have transport implications:

- communities are well served, better connected and safe – detailed reference is made to local transport supporting the wider economy and access to services; and
- reduced risk factors that lead to health and other inequalities – detailed reference is made to increased ability to access employment.

*Implications for the RTS*

The RTS Objectives and Strategy currently support the various Outcomes and Priorities in the four SOAs. The fit of RTS objectives against the SOA outcomes/priorities/objectives is shown in Appendix 2. There are some SOA outcomes/priorities/objectives where there is no RTS alignment; these are in areas where there are no transport links such as improving the supply of social and affordable housing.

## 4. Development Planning

### TAYplan

The TAYplan Strategic Development Plan (SDP) 2012-32 was adopted in June 2012. It is currently being reviewed with a replacement SDP programmed for adoption in 2016. This will extend the Plan period to 2036.

The TAYplan area differs from that covered by the RTS. Both include Dundee, and most of Angus, and Perth & Kinross; however, while the RTS covers the Stirling Council area TAYplan instead extends to North Fife. Also, the RTS coverage includes those parts of Angus and Perth & Kinross subject to planning by the two National Parks.

TAYplan was developed after adoption of the RTS and has involved Tactran as a “key agency”. The RTS and TAYplan are closely aligned. Key principles in the SDP include promoting an accessible, connected and networked region and supporting sustainable economic development. TAYplan’s Objectives are in alignment with the RTS and include:

- enhancing the condition and connectivity of the networks of green spaces within and between the region’s settlements to support cycling and walking;
- promoting transport linkages, infrastructure improvements and network improvements; and, support the delivery of infrastructure that promotes a shift towards non-car travel and transporting freight by rail and sea;
- ensuring that new development makes best use of existing networks of infrastructure, movement corridors and ecosystems;
- locate most of the region’s development in principal settlements to improve accessibility to jobs and services; and reduce the need to travel by car.

A Main Issues Report for the replacement SDP was published for consultation in April 2014. It is proposed to make no changes to the SDP Vision or to the Plan’s locational strategy and infrastructure proposals.

#### *Implications for the RTS*

In view of the significant overlap between the two areas covered by TAYplan and the RTS, and the need to ensure a good fit for land use and transport planning, it is proposed to extend the RTS from 2023 to 2036. The fit of RTS objectives against the TAYplan Objectives is shown in Appendix 3.

### Local Development Plans

The development of Local Development Plans (LDP) since adoption of the RTS is at varying stages.

**Angus** Council produced an LDP Main Issues Report in November 2012 which identified issues including; reducing transport-related carbon emissions; and green networks and infrastructure.

**Cairngorms National Park** published a Proposed LDP for consultation between April-July 2013. The Proposed Plan includes policies that require new development to be well connected to core paths and other off-road routes, and that future activity and growth will be focussed on transport corridors, and within the settled valleys of the Park.

**Dundee** City Council’s LDP was adopted in 2014. It is effective until 2024. A strong emphasis is placed on ensuring that developments are accessible, particularly by public

transport, pedestrians and cyclists. It also recommends that new developments should promote healthy lifestyles by encouraging active travel.

**Loch Lomond & The Trossachs National Park** produced an LDP Main Issues Report in April 2014. It recognises that there is a lack of public transport around the Park and that developments can be restricted by poor roads. It identifies opportunities for enhancing the role of water transport and to provide better linked walking and cycling routes. The Report makes specific reference to greater centralisation of health care provision highlighting the need for good public transport.

**Perth & Kinross** Council's LDP was adopted in 2014. It is effective until 2024. It emphasizes that the location of new development contributes to reducing the need to travel and ensures that a realistic choice of access and travel modes is available. Development proposals should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport and that connections should be made where possible to green networks. It states that the future development of Perth and Kinross requires major road infrastructure investment as well as improvements to walking, cycling and public transport routes. The Plan seeks to reduce the need to travel through the spatial strategy by ensuring that most growth takes place in or close to existing settlements; ensuring employment and services are close to where people live; and by locating major expansion areas where improvements to public transport can best be delivered.

**Stirling** Council's LDP Modified Plan was produced in June 2014 and is subject to ratification by the Council. The Plan will be effective until 2034. In order to create accessible developments in sustainable locations, the LDP requires that new development should be located where safely and conveniently accessible by walking, cycling and public transport as well as by motor vehicles. Development should aim to reduce its travel demands, and to ensure that residual demands are met in a manner which ensures a safe and realistic choice of access by walking, cycling, public transport and motor vehicles. Where appropriate, transport infrastructure corridors should be integrated with the Green Network. The Plan views optimising accessibility to active travel opportunities and public transport from new developments as significant in contributing to the aims of greenhouse gas reduction.

*Implications for the RTS*

The RTS Objectives and Strategy reflect the common theme in the region's LDPs of improving accessibility by a range of modes of transport, promoting a shift towards more sustainable modes and reducing carbon emissions. The emphasis on Green Networks needs further consideration in the Strategy, along with the role for water-based tourist related passenger transport in Loch Lomond & The Trossachs National Park and possibly elsewhere.

## 5. Local Transport Strategies

### Stirling Local Transport Strategy

The City Transport Plan and Towns, Villages and Rural Area Transport Plan were adopted in March 2013.

The City Transport Plan 2013/14 – 2015/16 sets out the programme for delivering the objectives of the Local Transport Strategy (LTS) in the area covering Stirling City, Bannockburn and Bridge of Allan. Transport interventions have been identified under three headings:

- maximising the attractiveness of Stirling City Centre - continuing to enhance the accessibility and attractiveness of Stirling City Centre for residents and visitors;
- promoting modal shift and sustainable communities - maximising the ability of Stirling's residents to walk, cycle and use public transport; and
- maintaining strategic access - Reducing congestion on strategic routes to reduce pollution and maintain reliable journey times. Thereby supporting and enabling development.

The Towns, Villages and Rural Area Transport Plan 2014/15 – 2029/30 sets out the problems and opportunities relating to transport and access in the towns, villages and rural area of Stirling. Delivery themes are:

- reducing the impact of traffic on communities – recognising the traffic demands of rural economies and managing it to make settlements safe and pleasant places;
- improving access to jobs, services and opportunities – promoting the ability for all to access services and opportunities both within the settlements themselves and beyond;
- improving the opportunities to walk and cycle – promoting the ability for all to safely access local services via walking and cycling, and enhancing healthy leisure and tourism infrastructure; and
- improving the quality of roads and the street environment – recognising how roads and streetscape affect the quality of settlements and the image of the area to visitors.

#### *Implications for the RTS*

The Stirling LTS detailed Plans put into effect the RTS Economy; Accessibility, Equity and Social Inclusion; Environment; Health and Well-being; and Safety & Security Objectives.

### Shaping Perth's Transport Future

Shaping Perth's Transport Future was produced by Perth & Kinross Council in 2010. It outlines a package of measures that aim to “provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility.” The measures include:

- improvements to the A9/A85 Crieff Road junction;
- Cross Tay Link Road which connects the A9 to the A93 & A94 requiring the construction of a new bridge across the River Tay north of Perth;
- a package of measures to reduce congestion and improve air quality within Perth City Centre;
- improvements to public transport including new Park & Ride sites surrounding Perth;
- improved pedestrian and cycle facilities.

*Implications for the RTS*

Shaping Perth's Transport Future puts into effect the RTS Economy; Accessibility, Equity and Social Inclusion; Environment; Health and Well-being; and Safety & Security Objectives.

**Angus and Dundee Local Transport Strategies**

Angus Council and Dundee City Council published their respective LTSs before the current RTS was developed and published. These are unchanged but are still relevant documents to the RTS.

## **6. RTS sub-Strategies**

A number of sub-Strategies have been approved by the Tactran Partnership Board since adoption of the RTS, these cover – Buses, Bus Information, Park & Ride, Travel Information, Walking & Cycling and Tay Estuary Rail Services, as well as the Health & Transport Framework.

### *Implications for RTS*

The sub-Strategies require to be reviewed to align with and take account of the various national, regional and local policy, strategy and delivery developments and progress on implementation since their approval in 2009.

## 7. Data Update and Trends

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

### Where We Live

The total population of the region grew by about 25,000 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 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 for the future population of the region have been updated and suggest that the population in the Tactran region will increase by over 14% by the year 2036 with all parts of the region, other than the Angus Council area, sharing in the growth.

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

### Tactran Connectivity

Over the period 2008 – 2012 the mode of travel for journeys to work in Tactran changed slightly with fewer driving and more people choosing to walk. Other small changes noted were declines in bus use and increases in travel as a car passenger or by train.

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

### Roads

Congestion and delay continues to be concentrated at a number of key roads and junctions in and around the three main cities. Currently these are A90 Kingsway West/Kingsway/Forfar Road, together with roads and running parallel to it, A991 Inner Ring Road, A92 Tay Road Bridge, A92 Claypotts junction, and A930 Queen Street, Broughty Ferry in Dundee; A9/M90/A93 Broxden Roundabout and Bridgend to Atholl Street corridor, and Crieff Rd Auction Mart to Tulloch Terrace in Perth; Craig's and Customs (Clock) Roundabouts, A91 between Greencornhills and Skeoch, Kerse Road, Cornton Road and A9 Causewayhead Road corridor in Stirling and the M9/A9/B824/B8033 Keir roundabout.

## Road Safety

The region's local authorities continue to contribute to reducing the number of casualties from road accidents. The numbers across the region have fallen between 2007 and 2012 as follows:

	2007		2012	
	No. of accidents	Rate per 100 million veh km	No. of accidents	Rate per 100 million veh km
Killed and seriously injured	346	6.2	258	4.8
Slight injuries	1,253	98	938	77

## Rail

The number of passengers travelling through the region's railway stations has increased since 2008/09. The following table 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.

Station	2008/09 Entries & Exits	2012/13 Entries & Exits	% change 2008/09 to 2012/13
Arbroath	410,162	388,320	-5
Blair Atholl	10,580	14,280	35
Bridge of Allan	224,598	248,216	11
Broughty Ferry	5,918	23,180	392
Carnoustie	92,268	107,758	17
Crianlarich	10,700	15,276	43
Dunblane	516,094	504,058	-2
Dundee	1,636,862	1,690,486	3
Dunkeld & Birnam	23,578	27,862	18
Gleneagles	31,062	43,602	40
Montrose	365,922	390,140	7
Perth	834,726	975,364	17
Pitlochry	82,784	98,340	19
Stirling	2,131,928	2,238,146	5

## 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 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.

## Community Transport and Demand Responsive Transport

The Community Transport sector remains similar to that in 2008.

The number of Demand Responsive Transport services provided by the private sector with Council financial support has increased with new schemes introduced in the Balquhiddy, Fintry, Killin and Strathfillan, 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 has been developed since the publication of the RTS. Preparation of proposals for Park & Ride sites serving Dundee and at Walnut Grove east of Perth are being advanced.

### **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. All three ports experienced decreases in tonnages handled between 2004 and 2012 associated with the worldwide economic downturn.

Port	2004			2012		
	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	666	176	842
Montrose	585	192	777	330	182	518
Perth	150	9	159	42	19	62

### **Airports**

Dundee Airport has experienced some loss of patronage with the withdrawal of services to Belfast and Birmingham. 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. 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 55,000 in 2012, 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.

### **Walking and Cycling**

A regional Walking and Cycling Strategy and Action Plan has been developed since the publication of the RTS. Progress has continued in the development particularly of cycle infrastructure, training and safety awareness.

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 area 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 follows:

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

Statistics are collected by Sustrans on children's' mode of travel to school. These show that, overall, more children are using active travel modes, though the proportion walking for the whole journey declined between 2008 and 2013, as follows:

Mode of travel	2008	2013
Walking	48.5%	46.7%
Wheeled modes (cycles, skates, scooters)	3.3%	6.6%
Park and stride	6.9%	6.8%

### Data from the RTS Monitoring Framework

A Monitoring Framework for the RTS was established in 2008/09. 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 PM10 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 area 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.

## **8. Changes since RTS approval – Infrastructure & Services**

At a national level there have been no completed major changes to infrastructure impacting on the Tactran region. This inevitably reflects the longer time scale needed for progression of major schemes and funding constraints in the public sector since 2008. Some projects identified in the STPR are progressing, notably STPR Project 14 Forth Replacement Crossing, Project 15 Edinburgh to Glasgow Rail Improvements in the Stirling area, and Project 16 A9 upgrade from Dunblane to Inverness. It is programmed to complete dualling of the A9 between Inverness and Perth, forming part of Project 16, by 2025. Tactran is also contributing to Project 8 Park & Ride/Park & Choose through feasibility, design and land acquisition for sites around Dundee. However, Scottish Government delivery of a number of other regionally significant STPR projects, which were originally due to be completed by 2030, including Project 29: Improving the A90 at Dundee; Project 6: Further Extension of Rail Electrification, Project 23: Aberdeen – Central Belt Rail Improvements; completion of Project 17: Highland Main Line rail improvements; and Project 28 Inverkeithing to Halbeath rail connection, remains unclear.

At a regional level there has been significant progress in implementing the RTS Delivery Plan and other initiatives either within the region or improving connectivity with neighbouring regions. A summary of major changes is as follows:

### **Information-based measures**

- tactranconnect multi-modal travel information website.
- Continuing development of an Intelligent Transport System (ITS) for Dundee.

### **Measures designed to change attitudes and behaviours**

- Dundee Travel Active, Perth On the Go – active travel promotion.
- Sustainable Travel Grant Scheme awards for measures in support of Travel Plans at Angus Council, Dundee City Council, Perth & Kinross Council, Stirling Council, Abertay University, University of Dundee, Stirling University, Arbroath Infirmary, Murray Royal Hospital, Ninewells Hospital, Dundee Science Centre.
- travelknowhow Travel Plan implementation website.
- Dundee Car Club.
- Plugged in Places electric vehicle charging points.

### **Walking and cycling measures**

- Dundee Green Circular upgrades.
- Ninewells Hospital – NCN cycle/walk link.
- Stirling University cycle/walk link.

### **Bus-based measures**

- Quality Bus Corridors implemented - Forfar-Brechin-Montrose/Laurencekirk, Montrose-Arbroath-Dundee, Dundee-Perth, Perth-Blairgowrie-Dundee.
- Killin bus turning circle.
- Lochee Regeneration, Dundee - road/bus link.
- Introduction of electric hybrid buses in Dundee and Perth.
- Real time passenger information upgrade - Dundee City Centre and Ninewells Hospital.
- Introduction of Thistle Assistance Card for people with disabilities.

## **Rail-based measures**

- Enhanced frequencies of trains between Inverness-Perth-Edinburgh and Glasgow-Stirling-Perth-Dundee and trains stopping at Gleneagles, Invergowrie, Broughty Ferry and Monifieth.
- Enabling work for the Edinburgh Glasgow Improvement Programme (EGIP) rail project.

## **Measures associated with improving multi-modal interchange**

- Dundee Railway Station improvement – in progress.
- Upgrade of Gleneagles Railway Station and provision of new link road.
- Arbroath Bus Station improvement.
- Wellmeadow Bus Stance, Blairgowrie – improvements.
- Broxden Park & Ride extension and enhanced passenger waiting facility.
- Kinross Park & Ride.
- Castleview Park & Ride and expansion.
- Progressing Park & Ride around Dundee and A90 East of Perth near Walnut Grove.

## **Community and Demand Responsive Transport**

- Introduction of Demand Responsive Services in the Balquhidder, Fintry, Killin and Strathfillan, Muckhart/West Kinross-shire, Strathard and Trossachs areas.
- Community and Transport Forum established in Stirling.

## **Roads**

- Removal of tolls on Tay and Forth Road Bridges.
- Road safety measures - A811.
- Crianlarich Bypass.
- Capacity improvements on A85 Riverside Approach to Swallow Roundabout.

## **Freight**

- Improved road links to Montrose Port - A935 Montrose to Brechin Route Action Plan, A92 North of Arbroath Route Action Plan.
- Improved road link to Dundee Port.

## **9. Consultation on Vision, Objectives and Main Issues**

Consultation has been undertaken on the RTS Vision, Objectives and Main Issues. An online survey using surveymonkey was circulated to Tactran's Wider Stakeholder Group members. These comprise approximately 530 contacts including Members of the region's four Councils, MSPs, CPP members, community and voluntary organisations, public transport operators, major freight operators, and chambers of commerce, as well as other RTPs in Scotland. Responses were made by 64 stakeholders, representing 12% of the Group.

In parallel with the online survey, Tactran worked with TAYplan on their Main Issues Report consultation. TAYplan commissioned Planning Aid Scotland (PAS) to deliver and report on a series of public consultation workshops across the TAYplan region over the period 15 April to 7 June 2014.

### **Tactran Wider Stakeholder Group Consultation**

A summary of the results, together with comments received and Tactran responses are shown in Appendix 4. The following outlines the main results and issues for further consideration as part of the RTS Re-fresh.

#### **Vision**

87.5% agreed with the RTS Vision statement.

#### **Objectives**

Stakeholders were asked if they consider that the RTS Objectives are still valid, for all six Objectives at least 94% of respondents considered that they are still valid.

#### **Issues**

Stakeholders were asked to indicate their support for the issues identified in the RTS and to suggest changes or new issues. The responses indicate that the key issues identified in the current RTS remain valid.

##### **(a) Economy Issues Facing the Region**

At least 71% considered that the issues identified are still valid.

A number of comments were made regarding regional air connections and air travel generally. It is still considered that connectivity by air is important for the region for international travel and to London. It is accepted that connectivity to London by rail will improve should the current High Speed Rail proposals for London - Leeds / Manchester be extended to central Scotland. This may reduce the need for air connections; however, there are no proposals for such a line to be constructed during the lifetime of the RTS. It is considered that there is a continuing role for Dundee Airport to provide fast and convenient connections to London and potentially other major centres building on shorter journey times to the Airport and faster passage through departure procedures than travelling through Aberdeen, Edinburgh and Glasgow. Connections to the latter will remain important reflecting the range of destinations offered by these airports.

##### **(b) Accessibility Issues Facing the Region**

At least 82% considered that the issues identified are still valid.

(c) Environmental Issues Facing the Region:

At least 84% considered that the issues identified are still valid.

Comments were made that as more, quieter electric vehicles are introduced consideration will need to be given to the safety of pedestrians who may not hear them approaching.

(d) Health & Well-being Issues Facing the Region

At least 81% considered that the issues identified are still valid.

(e) Safety and Security Issues Facing the Region

At least 84% considered that the issues identified are still valid.

(f) Integration Issues Facing the Region

At least 88% considered that the issues identified are still valid.

## 10. TAYplan Main Issues Report Consultation Results

The TAYplan consultation comprised a combination of engagement activities facilitated by Planning Aid for Scotland during the period 15 April to 7 June 2014, which Tactran officers attended.

The engagement activities covering the Tactran area included:

- briefing sessions for local authority Councillors and Community Councillors
- a Young Placemaker programme in which eight secondary/higher education students worked on a project related to the TAYplan MIR
- a Youth Camp held for secondary school students
- two In My Back Yard sessions for primary schools
- six community drop-in events
- online consultation

TAYplan consultation centred on eight Main Issues of which six are relevant to the RTS, these are:

Issue 1: Climate Change Resilience

Issue 2: Planning to Enable People to Live Healthier Lives

Issue 3: First Choice to Invest

Issue 4: Planning for Vibrant Town and City Centres

Issue 6: Low Carbon Travel, Heat and Power

Issue 8: Green Networks

Under Issue 1 (Climate Change), transport was amongst the most commonly cited concerns. The Youth Camp considered that sustainable travel was important in climate change adaptation, while improved transport links and incentives to encourage the use of public transport were noted.

For Issue 2 (Living Healthier Lives), transport was seen as the key to healthier lifestyles, with strong demand for promoting cycling, improving cycling and walking infrastructure, and reducing car use. The principles of requiring new development to promote walking and cycling, developing health facilities which are easily accessible without a car and identifying housing land in or surrounding existing settlements to reduce dependence on the private car were supported. The Youth Camp suggested conveniently located and connected green networks as well as safe walking routes between housing and schools/healthcare, as ways to improve health, encourage physical activity and active travel.

Issue 2 also considered the promotion of rail/sea freight and freight distribution hubs. Rail/sea freight was supported at Dundee/Montrose Ports and Arbroath/Perth Harbours, in addition to transferring goods between rail and road networks.

Responses to Issue 3 (Investing for Growth) were principally concerned with the need to boost business though a number of respondents highlighted the importance of the ports of Dundee and Montrose for the energy industry.

The promotion of sustainable transport was considered to be vital to the success of vibrant town and city centres (Issue 4). Several respondents considered that good public transport links and improved walking and cycling networks would attract shoppers back to town centres and that within town centres priority should be given to pedestrians over cars.

In general, for Issue 6 (Low Carbon and Energy), sustainable low carbon travel was supported along with promoting active travel and shorter travel distances.

Green Networks, as identified in Issue 8, were seen as useful for supporting health and well-being. Specific support was given for a green link through the Carse of Gowrie between Dundee and Perth. The Youth Camp identified that green networks are vital for tackling both physical and mental health.

A list of individual issues raised in the Councillors briefing sessions and community drop-in events is listed in Appendix 5.

## 11. APPENDIX 1 - Mapping of RTS Objectives against Scottish Government Economic Strategy

	Scottish Government Economic Strategy Strategic Priorities	Supportive Business Environment	Transition to a Low Carbon Economy	Learning, Skills and Well-being	Infrastructure Development and Place	Effective Government	Equity
<b>RTS Objective</b>							
<b>Economy</b>							
Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors	✓				✓		
Improving the efficiency, reliability and integration of the movement of goods and people	✓		✓				✓
Addressing issues of peripherality associated with the Tactran area	✓						✓
<b>Accessibility, Equity and Social Inclusion</b>							
Improving access to employment	✓			✓			✓
Improving access to public services, including health and education			✓	✓			✓
Improving access to retail, recreation and leisure facilities	✓		✓				✓
Reducing severance and social and economic isolation caused by transport, or by a lack of it				✓			✓
Improving the accessibility and inclusivity of the transport system				✓			✓
<b>Environment</b>							
Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions			✓				
Promoting a transport system that respects both the natural and the built environment							
Promoting a shift towards more sustainable modes			✓				
<b>Health and Well-Being</b>							
Helping to meet or better all statutory air quality requirements in the Tactran area			✓	✓			✓
Promoting a culture of active and healthy travel			✓	✓	✓		✓
<b>Safety &amp; Security</b>							
Improving transport-related safety					✓		✓
Improving real or perceived levels of personal security on the transport network				✓			
<b>Integration</b>							
Improving integration of all transport modes	✓				✓		
Ensuring integration with land-use planning							
Ensuring a fit with other relevant national, regional and local strategies and policies				✓	✓	✓	✓

## 12. APPENDIX 2 - Mapping of RTS Objectives against SOA Outcomes

### Angus SOA

	<b>Local Outcomes</b>												
	We have a sustainable economy with good employment opportunities	Angus is a good place to live in, work in and visit	Our children and young people are confident individuals, effective contributors, successful learners and responsible citizens	Adults maximise their potential through learning opportunities	Individuals and families are involved in decisions which affect them	Individuals are involved in their communities	Our communities are safe, secure and vibrant	We have improved the health and wellbeing of our people and inequalities are reduced	Individuals are supported in their own communities with good quality services	Our communities are developed in a sustainable manner	Our natural and built environment is protected and enjoyed	Our carbon footprint is reduced	
<b>RTS Objective</b>													
<b>Economy</b>													
Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors	✓	✓		✓		✓			✓	✓			
Improving the efficiency, reliability and integration of the movement of goods and people	✓	✓											
Addressing issues of peripherality associated with the Tactran area		✓			✓	✓			✓	✓			
<b>Accessibility, Equity and Social Inclusion</b>													
Improving access to employment	✓	✓											
Improving access to public services, including health and education	✓		✓	✓				✓	✓	✓		✓	
Improving access to retail, recreation and leisure facilities	✓	✓											
Reducing severance and social and economic isolation caused by transport, or by a lack of it		✓						✓	✓				
Improving the accessibility and inclusivity of the transport system	✓	✓	✓					✓					
<b>Environment</b>													
Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions		✓						✓		✓	✓	✓	
Promoting a transport system that respects both the natural and the built environment	✓	✓					✓	✓		✓	✓		
Promoting a shift towards more sustainable modes		✓						✓		✓		✓	
<b>Health and Well-Being</b>													
Helping to meet or better all statutory air quality requirements in the Tactran area		✓						✓		✓	✓	✓	
Promoting a culture of active and healthy travel		✓						✓		✓	✓	✓	

<b>Safety &amp; Security</b>												
Improving transport-related safety		✓					✓					
Improving real or perceived levels of personal security on the transport network		✓					✓					
<b>Integration</b>												
Improving integration of all transport modes	✓	✓					✓	✓	✓	✓		✓
Ensuring integration with land-use planning	✓	✓					✓	✓	✓	✓	✓	✓
Ensuring a fit with other relevant national, regional and local strategies and policies	✓	✓					✓	✓	✓	✓	✓	✓

## Dundee SOA

	<b>Strategic Priorities</b>									
	Dundee will be an internationally recognised city at the heart of a vibrant region with more and better employment opportunities for our people									
	Our people will be better educated and skilled within a city renowned for learning and culture									
	Our children will be safe, healthy, achieving, nurtured, active, respected, responsible and included									
	People in Dundee will have improved physical health and mental well-being and will experience fewer health inequalities									
	People in Dundee are able to live independently and access support when they need it									
	Our communities will be safe and feel safe									
	Dundee will be a fair and socially inclusive city									
	Our people will live in strong, popular and attractive communities									
	Our communities will have a high quality and accessible local services and facilities									
	Our people will live in a low carbon, sustainable city									
<b>RTS Objective</b>										
<b>Economy</b>										
Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors	✓							✓		✓
Improving the efficiency, reliability and integration of the movement of goods and people	✓			✓	✓			✓	✓	✓
Addressing issues of peripherality associated with the Tactran area	✓									
<b>Accessibility, Equity and Social Inclusion</b>										
Improving access to employment	✓					✓		✓		✓
Improving access to public services, including health and education	✓		✓	✓	✓	✓		✓		✓
Improving access to retail, recreation and leisure facilities	✓	✓	✓	✓	✓			✓	✓	
Reducing severance and social and economic isolation caused by transport, or by a lack of it	✓			✓	✓			✓		✓
Improving the accessibility and inclusivity of the transport system				✓	✓	✓	✓			✓
<b>Environment</b>										
Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions			✓	✓			✓		✓	✓
Promoting a transport system that respects both the natural and the built environment	✓			✓	✓			✓	✓	✓
Promoting a shift towards more sustainable modes			✓	✓	✓			✓		✓
<b>Health and Well-Being</b>										
Helping to meet or better all statutory air quality requirements in the Tactran area	✓		✓	✓			✓	✓	✓	✓
Promoting a culture of active and healthy travel			✓	✓				✓		

<b>Safety &amp; Security</b>										
Improving transport-related safety			✓		✓	✓	✓		✓	
Improving real or perceived levels of personal security on the transport network	✓		✓		✓	✓	✓		✓	
<b>Integration</b>										
Improving integration of all transport modes	✓		✓	✓	✓		✓		✓	✓
Ensuring integration with land-use planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ensuring a fit with other relevant national, regional and local strategies and policies	✓		✓	✓	✓	✓	✓	✓	✓	✓

## Perth & Kinross SOA

	<b>Strategic Objectives</b>	Giving every child the best start in life	Developing educated, responsible and informed citizens	Promoting a prosperous, inclusive and sustainable economy	Supporting people to lead independent, healthy and active lives	Creating a safe and sustainable place for future generations
<b>RTS Objective</b>						
<b>Economy</b>						
Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors			✓			✓
Improving the efficiency, reliability and integration of the movement of goods and people			✓		✓	✓
Addressing issues of peripherality associated with the Tactran area			✓			✓
<b>Accessibility, Equity and Social Inclusion</b>						
Improving access to employment		✓	✓	✓	✓	✓
Improving access to public services, including health and education	✓	✓	✓	✓	✓	✓
Improving access to retail, recreation and leisure facilities	✓	✓	✓	✓	✓	✓
Reducing severance and social and economic isolation caused by transport, or by a lack of it			✓	✓	✓	✓
Improving the accessibility and inclusivity of the transport system			✓	✓	✓	✓
<b>Environment</b>						
Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions			✓			✓
Promoting a transport system that respects both the natural and the built environment						✓
Promoting a shift towards more sustainable modes		✓	✓	✓	✓	✓
<b>Health and Well-Being</b>						
Helping to meet or better all statutory air quality requirements in the Tactran area	✓		✓			✓
Promoting a culture of active and healthy travel	✓	✓	✓	✓	✓	✓
<b>Safety &amp; Security</b>						
Improving transport-related safety					✓	✓
Improving real or perceived levels of personal security on the transport network					✓	✓
<b>Integration</b>						
Improving integration of all transport modes			✓	✓	✓	✓
Ensuring integration with land-use planning			✓	✓	✓	✓
Ensuring a fit with other relevant national, regional and local strategies and policies			✓	✓	✓	✓

## Stirling SOA

	<b>Outcomes</b>	Improved outcomes in children's early years	Improved support for disadvantaged and vulnerable families and individuals	Communities are well served, better connected and safe	Improved supply of social and affordable housing	Reduced risk factors that lead to health and other inequalities	Improved opportunities for learning, training and work	A diverse economy that delivers good quality local jobs
<b>RTS Objective</b>								
<b>Economy</b>								
Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors			✓					✓
Improving the efficiency, reliability and integration of the movement of goods and people			✓					✓
Addressing issues of peripherality associated with the Tactran area			✓				✓	✓
<b>Accessibility, Equity and Social Inclusion</b>								
Improving access to employment		✓	✓				✓	
Improving access to public services, including health and education		✓	✓				✓	
Improving access to retail, recreation and leisure facilities		✓	✓					
Reducing severance and social and economic isolation caused by transport, or by a lack of it		✓	✓					
Improving the accessibility and inclusivity of the transport system		✓	✓			✓		
<b>Environment</b>								
Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions			✓			✓		
Promoting a transport system that respects both the natural and the built environment			✓			✓		
Promoting a shift towards more sustainable modes			✓			✓		
<b>Health and Well-Being</b>								
Helping to meet or better all statutory air quality requirements in the Tactran area			✓			✓		
Promoting a culture of active and healthy travel			✓			✓		
<b>Safety &amp; Security</b>								
Improving transport-related safety			✓			✓		
Improving real or perceived levels of personal security on the transport network			✓			✓		
<b>Integration</b>								

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

### 13. APPENDIX 3 – Mapping of RTS Objectives against TAYplan Objectives

RTS Objective	Objectives													
Economy														
Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and		✓	✓		✓			✓	✓			✓	✓	
Enhance the condition and connectivity of the networks of green spaces and watercourses within and between the region's settlements to reduce flood risk, support cycling and walking, increase tree planting and carbon capture, support bio-diversity and provide better habitats, leisure opportunities, and agricultural and economic potential.	Promote transport linkages, infrastructure improvements and network improvements; and, support the delivery of infrastructure that promotes a shift towards non-car travel and transporting freight by rail and sea.	Ensure that new development makes best use of existing networks of infrastructure, movement corridors and ecosystems.	Strengthen the economic base to support the renewable energy and low carbon technology sectors, the further and higher education sector including commercialisation and research, the region's ports, food research, forestry, life sciences, digital media and tourism.	Promote and enhance places and landscapes as economic drivers and tourist destinations; and, support the region's town centres as accessible business and service locations	Plan for an effective supply of land for housing and employment	Provide for good quality, mixed housing type, size and tenure.	Strengthen the critical mass of Dundee so that with Perth and other principal settlements they serve as major economic drivers supporting a more competitive, strong and stable economy for the region, to become more vibrant centres for commerce, learning, leisure and living.	Support an advanced, thriving and diverse economy occupying a competitive position within European and World Markets.	Promote prosperous and sustainable rural communities that support local services, including the provision of additional housing and related development proportionate to local need, available infrastructure and environmental capacity.	Ensure that regional inequalities in education, employment, health and environment are narrowed.	Protect and enhance the quality of the TAYplan area's built and water environments, landscape, biodiversity and natural resources.	Locate most of the region's development in principal settlements to improve accessibility to jobs and services; reduce resource consumption and reduce the need to travel by car.	Support resource security by protecting finite resources such as minerals, soils and prime agricultural land.	

employment sectors																
Improving the efficiency, reliability and integration of the movement of goods and people		✓	✓	✓	✓	✓		✓	✓	✓		✓			✓	
Addressing issues of peripherality associated with the Tactran area		✓	✓		✓			✓	✓	✓	✓					
<b>Accessibility, Equity and Social Inclusion</b>																
Improving access to employment		✓	✓		✓	✓		✓	✓	✓	✓		✓			
Improving access to public services, including health and education		✓	✓		✓			✓	✓	✓	✓		✓			
Improving access to retail, recreation and leisure facilities		✓	✓		✓			✓	✓	✓	✓		✓			
Reducing severance and social and economic isolation caused by transport, or by a lack of it		✓	✓			✓		✓		✓	✓		✓			✓
Improving the accessibility and inclusivity of the transport system		✓	✓		✓	✓		✓		✓	✓		✓			
<b>Environment</b>																
Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions		✓	✓									✓	✓		✓	
Promoting a transport system that respects both the natural and the built environment	✓		✓									✓	✓		✓	✓
Promoting a shift towards more sustainable modes	✓	✓	✓		✓					✓			✓		✓	
<b>Health and Well-Being</b>																
Helping to meet or better all statutory air quality requirements in the Tactran area		✓	✓		✓						✓		✓			
Promoting a culture of active and healthy travel	✓	✓									✓		✓		✓	
<b>Safety &amp; Security</b>																
Improving transport-related safety																
Improving real or perceived levels of personal security on the transport network					✓											
<b>Integration</b>																
Improving integration of all transport modes		✓	✓		✓			✓	✓	✓	✓		✓			✓
Ensuring integration with land-use planning		✓	✓		✓			✓	✓	✓	✓	✓	✓		✓	✓
Ensuring a fit with other relevant national, regional and local strategies and policies		✓	✓		✓			✓	✓	✓	✓	✓	✓		✓	✓

## 14. APPENDIX 4 – RTS Refresh Consultation – Summary of SurveyMonkey Results

### Survey background

The Survey was open between 1 May and 20 June 2014.

64 respondents comprising 12% of 531 Wider Stakeholder Group

The Wider Stakeholder Group includes:

- 116 Councillors
- 2 Health Boards
- 26 MSPs and MEP
- 142 CPP members
- 234 stakeholders
- Transport Scotland
- 12 RTP Chairs and Chief Officers

SurveyMonkey does not record the e-mail address of the respondent and therefore it is not possible to identify which of the stakeholders has responded. This degree of anonymity enables respondents to express their views without them being attributed.

### RTS Vision

The question posed - The RTS Vision statement sets out the strategic direction and outcomes for the Strategy. It aims 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." Do you agree?

Yes – 87.5%

No – 12.5%

Comments included, *together with Tactran response shown in italics in box:*

- Question whether it should be focused on the transport system in general (as it currently is), or focused on what the RTS can help achieve.

*The RTS Vision sets out the strategic direction for the transport system in the region. The Delivery Plan outlines what can be achieved.*

- The statement seems to ignore the fact that many disabled people are unable to access or use the transport system by reason of their disability. The statement seems to be complacent about the reality of access to transport for many disabled people.

*Aiming for "socially inclusive" is intended to cover all aspects such as ensuring access for all.*

- Why does it need to deliver prosperity? Instead of saying socially inclusive why not say accessible to all? Also would be good to have some mention of improving air quality in our cities.

*The need to deliver prosperity should remain as the RTS should support the Scottish Government's Economic Strategy. Aiming for "environmentally sustainable" is intended to cover all aspects such as addressing air quality.*

- It's not all its citizens but should be in partnership with other agencies and local people equally together to make the best use of all resources including third sector and volunteers - that would be inclusive, we should not be setting out strategic visions in isolation from people and contributors who make access possible.

*Tactran works extensively with agencies but it is believed the emphasis should remain on engaging with citizens.*

## **RTS Objectives**

Do you consider that the RTS Objectives are still valid? (57 responding)	%	%
	Yes	No
Economy	94.7	5.3
Accessibility, Equity and Social Inclusion	98.2	1.8
Environment	96.5	3.5
Health and Well-Being	96.5	3.5
Safety & Security	98.2	1.8
Integration	96.5	3.5

Comments included, *together with Tactran response shown in italics in box:*  
Accessibility, Equity and Social Inclusion

- particularly those suffering from social exclusion' is covered by Accessibility, Equity and Social Inclusion.

*It is proposed to retain the existing wording to ensure priority is given to those members of the population who are unable to access a full range of services and opportunities.*

## Environment Objective

- perhaps should consider adaptation in addition to protecting environment.
- needs to be brought up to date, along lines of - To ensure that the transport system contributes to safeguarding the environment and maximum benefit is achieved from the emerging Low Carbon technologies.

*It is proposed to retain the existing wording which is considered to encapsulate adaptation within "opportunities for improvement" and while supporting emerging Low Carbon technologies which would address greenhouse gas emissions a wider remit is needed to consider other aspects such as noise and community severance which would not be addressed solely by Low Carbon technologies.*

## Safety & Security

- needs to be refocused to take account of the safety and security of the persons using the network (for example the safety and security of rail passengers especially whilst passengers are in a station).

*It is believed that the existing wording includes and is addressed at users of the network.*

## Integration

- could be considered a means to achieving all the above objectives rather than an objective itself.

*It is believed that integration is important and should remain as an objective to ensure the effectiveness of interventions, etc.*

## Economy Issues Facing the Region

(of those responding)	Agree	Disagree
E1 Need to maintain and improve strategic transport links within the region, to the rest of Scotland and beyond	95.9	4.1
E2 Connectivity problems between existing and new location of housing, employment and key services in certain parts of the region	91.7	8.3
E3 Dispersed economic activity, and ongoing dispersion of population out of traditional centres is increasing the need to travel	91.3	8.7
E4 Timing, speed, frequency and cost of public transport options to major centres not perceived to be optimal and may compound image of peripherality	91.5	8.5
E5 Parking in city and town centres and in tourist areas - scope for improved management of car, coach and HGV	91.5	8.5
E6 Need for increased promotion of the overall Tactran region as a tourist destination	84.4	15.6
E7 Lack of regional air connections to UK and European destinations (particularly for business travel)	71.1	28.9
E8 Seasonal congestion caused by high levels of traffic in tourist areas	76.1	23.9
E9 Bottlenecks and network constraints (including some outwith Tactran) may be limiting economic growth	91.3	8.7
E10 Freight traffic (notably timber and extractive industries) on rural roads in affected areas	82.6	17.4
E11 General congestion within city and town centres at peak times and its impact on bus reliability and links to external markets	87.0	13.0
E12 Road infrastructure and traffic management restrictions sub-optimal for freight	75.6	24.4
E13 Real and perceived peripherality	77.3	22.7
E14 Road maintenance backlog	91.5	8.5
E15 Significant growth in 'white van' goods delivery	88.6	11.4
E16 Need to improve streetscape in towns and cities to maintain/boost economic vitality and quality of life	86.4	13.6

### Additional responses

E3	With the economic downturn I am not sure there is the same dispersal of economic activity.
E4	The cost of public transport is not directly within the control of TACTRAN, although TACTRAN can play a valuable role in improving the timing, speed and reliability of bus services through infrastructure improvements which should, in turn, reduce costs to operators and result in lower fares.
E5	Parking is not the problem - but car use is.
E6	Tourism is not appropriate for Tactran; other policy vehicles address this subject.
E7	Air connections from 'within' the region not as important as links 'available' for the population of the region - wider connections.
	Regional air connectivity is well provided for by Central Scotland airports.
	Air travel - prefer to reduce it altogether.
	There is no need for a regional airport, just need good connections to existing ones.
	Not sure if air routes contribute anything to economy.
E8	Seasonal congestion is not a priority given competing needs.
E9	Relieving network constraints can allow movement of trade out of a community.
E10	Timber and extraction has been a feature of our region for generations.
E11	Not convinced congestion is an issue.

E12	Unaware of any freight movements (apart from timber) that incur increased cost or are unviable due to road infrastructure.
E14	Road maintenance is not really a Tactran responsibility. Don't think road maintenance is an issue.

*Tactran response – a number of comments are made with respect to Tactran's responsibilities. The RTS sets a strategy for the transport system in the region and is not limited to actions undertaken by the Partnership alone.*

**Comments included, together with Tactran response shown in italics in box:**

- in view of need to encourage sustainable modes of transport that have low GHG emissions a move should be made away from air travel and freight should be shifted from road to rail or sea.

*This is covered by sub-Objective 11*

there needs to be a focus on improving the accessibility of the transport network and dealing with (passenger) interchange issues.

*This is covered by the Accessibility, Equity and Social Inclusion Objective*

- Dundee is an urban authority and does not have large rural areas for timber extraction. It also does not suffer seasonal traffic congestion at present but could be an issue in the future with the construction of the Central Waterfront and V&A.

*Noted*

- we need to look more at localism.

*The RTS considers accessibility. This may be an issue more appropriate for the land-use planning system.*

- is there an ongoing dispersion of population out of traditional centres? Doesn't much of it contain elements of personal choice? If this is important it's a lower priority. Scotland is small and airports accessible.

*Revised population forecasts indicate that population is likely to increase across the region, other than in Angus. TAYplan proposes that development is concentrated in Dundee and Perth, and the region's other principal settlements.*

- some statements are only relevant to some areas in the region (e.g. high levels of traffic in tourist areas).

*Noted*

### **Accessibility Issues Facing the Region:**

(of those responding)	Agree	Disagree
A1 Access to healthcare facilities, notably following centralisation of healthcare, including parking at major hospitals, PT access, emergency and non-emergency transport	86.4	13.6
A2 Increasing elderly population presents challenges of maintaining accessibility for these people	95.5	4.5
A3 Difficulty in providing desired levels of evening public transport services	93.2	6.8
A4 Variable daytime public transport provision in certain areas	95.5	4.5
A5 Access to Universities and Colleges within Tactran area and beyond	84.1	15.9
A6 Provision of accessible public transport for mobility and visually impaired travellers is variable across the region	93.2	6.8
A7 Differences in public transport fare levels across Tactran area, with high PT fares creating a barrier for some low-income travellers	86.4	13.6
A8 Insufficient/patchy Taxicard and/or DRT Services	86.4	13.6
A9 High levels of car ownership (despite relatively low incomes), low level of public transport and proximity to services in rural and suburban areas	90.9	9.1
A10 Community severance caused by certain major roads (notably the Kingsway in Dundee)	81.8	18.2
A11 Pockets of severe deprivation in certain areas which might benefit from improved transport links	88.6	11.4

#### Additional responses

A1	Access to healthcare facilities, notably following centralisation of healthcare and reduction of the provision of non-emergency patient transport provided by the SAS.
A2	Poor provision for the needs of older people discourages use of the walking network - more seats and toilets needed. The language of question 2 is very unfortunate (these people) we are talking about are people who made a remarkable contribution to our lives they are our parents and grandparents. An increasing elderly population doesn't present a problem it is not their fault they have good health to live longer but surely an opportunity to provide more services to elderly care than they receive unlike any other age group, this includes transport.
A6	We need to concentrate on removing the barriers to accessible transport. Independent access for those travellers with disabilities.
A7	Fares levels are not within the direct control of TACTRAN. I am unsure as to what element of the RTS refresh aims to address this.

*Tactran response – these aspects are covered by the Accessibility, Equity and Social Inclusion Objective*

#### **Comments included, together with Tactran response shown in italics in box:**

- the poor quality of some PT stock discourages use.

*The Buses Strategy and Action Plan includes Action NP1 to explore opportunities for and facilitate the implementation of Quality Partnerships which can include the provision of better quality buses. Tactran takes an active role in discussions with train operators and through the rail franchising processes to encourage the upgrade of railway rolling stock where necessary.*

- connectivity between home and public transport for those vulnerable and socially isolated.

*The Buses Strategy and Action Plan includes Action IV4 (Whole journey approach) to develop a partnership approach to passenger safety that considers the whole journey including the safety of key walking routes to and from bus stops and interchanges.*

- lack of a proper, joined up cycle track network. Still too many hazardous crossings and junctions and too many tracks/footpaths which abandon the pedestrian and cyclist next to heavy traffic.

*This is recognised in the actions within the Walking and Cycling Strategy and Action Plan including developing a high quality infrastructure.*

- need to look at volunteer supported travel which is local and responsive (included under Environmental Issues).

*The Buses Strategy and Action Plan includes Action NP11: Development of community travel.*

## **Environmental Issues Facing the Region:**

(of those responding)	Agree	Disagree
Env1 Need to contribute to reducing climate change/global warming	95.3	4.7
Env2 Need to plan for climate change/global warming/rising sea levels	88.4	11.6
Env3 Need to minimise the impact of transport and transport infrastructure on the environment	90.7	9.3
Env4 Improvement to transport infrastructure and vehicles, to make transport quieter	83.7	16.3
Env5 Need for promotion of sustainable transport options	95.3	4.7

### Additional responses

Env4	Quieter transport is generally desirable. But exceptionally quiet or silent vehicles, where people cannot hear on-coming traffic, might increase the risk of road casualties.
	Unsure if lower levels noise can or should be achieved i.e. electric cars make that little noise that in some instances pedestrians do not hear them.
Env5	Encourage use of non-polluting fuels.

*Tactran response – Env4 seeks to make transport quieter, it is accepted that as the number of quieter vehicles increase consideration may need to be given to safeguard safety in areas with high pedestrian movements.*

### Comments included, together with Tactran response shown in italics in box:

- just feel the last three need to be brought up to date and better combined, related to one another. The thrust of them is still 100% valid just need tweaked.

*Noted*

- two issues not referenced (i) air quality (ii) adaption.

*Air quality is included in Env4. Adaptation is included within Env2.*

- air quality?

*Air quality is included in Env4.*

- needs to be far more investment in strategic active travel networks. The starting point should be looking at how local active travel networks link to the national cycle and footpath network.

*The Walking and Cycling Strategy and Action Plan includes Action B1 which seeks to support development of the National Cycle Network, develop a complementary regional network connecting key settlements, and provide local links to the NCN.*

- are these issues perhaps not better tackled at a national level? Whilst RTPs and local authorities can play a part, there does need to be a coherent strategy from Government to help to provide a steer on this area.

*The RTS implements national strategies including those relating to climate change, air quality and traffic noise.*

- climate change should be dealt with at national/international level. Many parts of the RTS (e.g. improved air routes, increased freight movements) could increase pollution.

*The RTS includes policies and proposals that support Scottish Government climate change targets.*

## **Health & Well-being Issues Facing the Region:**

(of those responding)	Agree	Disagree
H1 Pollution hot spots particularly within city and town centres	92.9	7.1
H2 Poor health caused by lack of exercise, over-use of the car for short trips	90.5	9.5
H3 Where/when traffic levels become excessive, this can cause transport noise and environmental degradation	92.9	7.1
H4 Large school catchment areas, particularly within rural areas, which reduce opportunities for walking and cycling	81.0	19.0
H5 Provision of sustainable transport infrastructure, paths, cycle lockers, gaps in cycling and walking network, etc.	88.1	11.0
H6 Need to maintain and provide access to outdoor activities, recreation and green spaces	90.5	9.5

### Additional responses

H2	Link to poor AQ as ten times as many people die prematurely from poor AQ impact than road accidents.
	Poor health is caused by many factors not just exercise mental health and physical health are often correlated around poverty.
H4	Large school catchment need not necessarily reduce opportunities for active travel but it will require more thought given to investment in strategic active travel routes, traffic management and making route to school pleasant through good town planning.
	School catchments are a fact of life not an issue to be addressed.
	School mergers and larger catchment areas impacting in rural areas now, more car reliance (placing requests too).
H5	There is also a need to promote active travel and active travel infrastructure. Provision of infrastructure alone will not bring about behaviour change.
	Introduction of cycling and walking infrastructure (segregated from traffic) could allow children to use active travel to school in safety.
	Need to stop just flagging it up and do something about the gaps in the cycling/walking network - all new housing estates and all new roads should have pedestrian/cycle access built in.
	Cycle paths are a good thing but we need to maintain a separation between pedestrians, cyclists and motorists.
H6	Issue straying away from transport, maybe concentrate on access to such facilities.

### Comments included, together with Tactran response shown in italics in box:

- not convinced these are issues in area.

*It is believed that the issues are still valid, for example, there are two Air Quality Management Areas designated in the region, with a third in the process of designation; while lack of exercise is recognised nationally and regionally as a major contributor to poor health.*

### **Safety and Security Issues Facing the Region:**

(of those responding)	Agree	Disagree
S1 Road safety in urban and rural areas, particularly for pedestrians and cyclists, and where freight delivery, car and public transport access are required	90.5	9.5
S2 Road safety and road collisions/casualties occurred to motorcyclists, drivers and passengers	85.7	14.3
S3 Road accidents at intersections of local and trunk roads	83.3	16.7
S4 Need for ongoing work providing Safer Routes to School	88.1	11.9
S5 Training for cycling & motorcycling	90.5	9.5
S6 Perceived levels of insecurity preventing people from using public transport	85.7	14.3

#### Additional responses

S1	It should not just be about installing loads of safety features that ruin the urban environment - there are good solutions from elsewhere (Henley, Denmark) that rely on forcing drivers to take cues from pedestrians and the design of the urban landscape rather than loads of horrible signs.
	Need to improve the condition of the pavements and remove clutter on pavements.
	Road safety is used as an excuse for dualling roads, which split communities. Typically roads are not dangerous, merely the drivers/riders that drive/ride dangerously.
S2	Road safety stats indicate roads are much safer. Motorcycle accidents are a concern.
S6	Lack of services is more of an issue.
	'Insecurity' not sure this deters people. Security issues for passengers travelling at night on public transport.

#### **Comments included**

All listed above

**Integration Issues Facing the Region:**

(of those responding)	Agree	Disagree
I1 Integration between transport and land-use, including across LA boundaries to reduce the need to travel and the distance travelled	88.1	11.9
I2 Integrated ticketing options	90.5	9.5
I3 Facilities for interchange between all modes at main rail stations, Park & Ride sites and other transport hubs/local bus interchanges are in need of further improvement	88.1	11.9
I4 Joint working of Health and Transport providers	92.9	7.1

**Additional responses**

I1	Need to integrate planning for road networks and planning for active travel networks and green corridors. There is a need for design to consider the nature of the place, rather than apply an inflexible, off the peg design solution to every issue.
	Cross boundary connectivity between local authority areas.
I3	Evidence of interchange potential at main rail stations is not conclusive.

**Comments included**

All listed above

## **Other comments**

Action regarding Perth Station should be included as a rail/bus interchange is a major growth concept and has been bogged down by too many cooks and bureaucracy.

Utilise Perth Railway Station more effectively and upgrade it.

Should support be given to one transport provider or another? E.g. Dundee airport (unfair on other airport operators) - might have been cheaper to set up a dedicated subsidised bus from Dundee to Edinburgh Airport.

It is not yet as joined up as it should be - Voluntary Action Angus provides essential response transport for people who need to get to hospital or visit their loved ones but this needs to be factored into access for vulnerable and excluded people it has to be a whole systems approach of which transport is one aspect but not all.

There's nothing in all this to quarrel with, but how to overcome inertia in public bodies so that action is speeded up?

There needs to be a much more detailed consideration of the impact of network improvements on the quality of life of people, less adherence to fixed design solutions and better integration of planning for public transport, private transport and active travel networks.

The issues raised are wide-ranging and, on the whole, sensible. The main problem is developing and working on a long-term strategy that is maintained and not subject to changes in the light of changing politics over the years. Setting clear targets and achieving these should be a first priority with the emphasis on a move away from unsustainable modes of transport to public transport and active travel. This requires well thought out infrastructure improvements.

We would like to see more prominence for the access issues experienced by disabled people.

Sustainable and active transport modes have to be at the core of the RTS refresh. TACTRAN should not shy away from promoting these modes above the car and from making brave policy decisions that encourage modal shift by discouraging car use.

With more emphasis on strong communities the transport agenda must link closely to ensure more community capacity and empowerment.

Whilst the RTS refresh is a worthwhile exercise, it is the Action Plan that is critical to the success of the RTS and this can only happen in partnership with the constituent LA's, who are frequently the most appropriate mechanism for delivering the plan. It is therefore critical that the RTS and the associated Action Plan aligns closely to the policies and strategies adopted by the constituent LA's.

Need to try to promote the accessibility and inclusion of the transport network as a whole and try to develop an overall policy framework.

Increase the seating capacity of the trains.

Instead of the last few pages with a huge list of priorities it would have been better to rank them as some were far more important than others. Also some were driven by legislation and others were more 'wish lists' of people in area.

This needs further integration and dialogue driven engagement with communities, not tokenistic consultations, need to involve the third sector more and link to all the issues affecting people.

Strategic road and rail improvements that improve journey times are the key issue and we would support RTS policies and actions that seek to improve journey times and connectivity between the north east, the Tactran region and beyond.

In relation to more local cross boundary connections between the North East and Tactran regions, we are keen to work closely with Tactran and its constituent authorities where appropriate.

Please stop using jargon - use plain English.

## 15. APPENDIX 5 – TAYplan Main Issues Report Consultation

Listed below are the issues discussed by Councillors at their briefing sessions and members of the public at the community drop-in events

15 April 2014, Enterprise House, Dundee

- Park & Ride (Tay South) – scepticism over benefits.
- Issue of differing RTP and SDP boundaries

17 April 2014, North Inch Community Campus, Perth

- Crucial issue of access to Health.
- Transport links with achieving Community Planning outcomes.
- Poor public transport accessibility generally in rural areas and role/potential for more Community Transport/DRT.
- Issue of strategic connectivity to, through and around Perth.

24 April 2014, Strathearn Community Campus, Crieff

- Crieff by-pass – when?
- Off-road cycle route between Perth and Crieff.

1 May 2014, Webster Theatre, Arbroath

- Get rid of the car-based school run – promote cycle safety.
- Increase speed/reliability of buses to create greater use/passenger numbers.
- Should be made ok to cycle on pavements if pavement is wide enough (safety).
- Promote cycle safety – especially on small streets.
- Historic narrow streets are a problem for cycling – not very safe, few opportunities for re-design (challenge!).
- Too many cars make it difficult to cross the road (parked and moving cars).
- Too much car use = poor health / obesity.
- Poor state of pavements discourages walking.
- Bus lanes – think about it for Arbroath.
- Too many cars used for unnecessary journeys.
- Bus lanes not the answer.
- Car parking is not an issue for town centres.
- Car parking provision needs to be better arranged in town centres.
- Stagecoach provides a good service.
- More needs to be done to promote electric powered cars.

15 May 2014, Discovery Point, Dundee

- Need to reduce emissions from cars in Dundee, tackling hotspots.
- More policy on emissions and city air quality.
- Dundee really struggles with air quality - lorries, buses, cars. Fails to hit its targets.
- Cycle lanes should be improved and extended.
- Create transshipment depots on the edges of towns and cities where goods can be transferred to electric vehicles for onward local delivery.
- Bike infrastructure is very poor – but rather than think about bikes, design liveable environments (Jan Gehl, Dutch style). Links with resource security, green networks, housing developments, healthier living.
- Dundee could be Scotland's cycling city! That would be a good thing to shout about! We're too car oriented!

- Improve accessibility to the train station. A90 at Dundee – concern expressed at bypass proposal (Auchterhouse resident).
- Montrose/Dundee ports are valuable assets for future renewables energy – need to be safeguarded.
- Bus Park & Ride – P&R is provided at Edinburgh, Perth and Stirling. Why not Dundee?
- Car Parking – unable to park off street for more than 24hrs in city centre.
- Rail Station – lack of parking facility: also lack of integration with bus and public transport in general.
- Dundee Airport – Leuchars suggested as an alternative.

17 May 2014, Concert Hall, Perth

- Crieff and elsewhere – must provide more parking, people will not walk – and they won't stop if they can't see reasonably close parking opportunities.
- Permit expansion needs integrated transport infrastructure – rail, tram, cycle, Park and ride, roads.
- Transport infrastructure needs to be vastly improved: bus/ Rail interchange in city centre, local bus services improved. Active travel, cycling and walking! Look at mainland Europe. Develop home, work, shops close to each other – minimise travel distances. Air quality needs to be considered especially in relation to strategic allocations that will be dependent on cars.
- More cycle paths of course, but who pays for them? I think cyclists should make a contribution.
- More options for public transport. Use renewables to power public transport.
- Need free parking, visible networks of paths (e.g. Pitlochry and Killin), maps showing areas and routes. I'm all in favour of green networks! Would be good to be able to walk or cycle from one place to another without using a main road.
- Perth Bus/Rail stations and need for integration of these and better modal integration generally.
- Rail connectivity generally and Perth – Edinburgh.
- Perth bus interchanges – too many (4) - (in view of the individual).
- Need for Real Time Passenger Information in Perth.
- Need for CTRLR and early delivery.
- Support for Park & Ride (Tay South).

24 May 2014, Reid Hall, Forfar

- Park and ride in summer for Forfar from A90 to draw people in.
- Better transport between Dundee and Aberdeen. Buses should include smaller towns. This will encourage city dwellers to visit the smaller towns.
- Would like to see transfer of freight to rail, but no station! More opportunities for people to get from home to work by walking and cycling. Cycle network – improve safety on road network particularly rural roads.
- Good public transport links. Public service vehicles should be electric ASAP.
- Link health, well-being and green space to make healthier and more active living environments. Enable community action – Brechin Community Council wants to do projects!
- Cycling Network – rural roads dangerous for cyclists, off road network suggested e.g. using disused rail lines.
- Caledonian Rail, Brechin to Bridge of Dun – 4 miles of rail required to connect to Bridge of Dun to main line at Montrose.
- A935 Montrose to Brechin – Brechin bypass required for development at Montrose (HGVs).
- Important to have good road and rail links to develop tourism.

- Buses serving rural communities – interchange connection difficulties on Dundee/Forfar/Brechin corridor.
- Facilities needed to interchange (car/coach) at Forfar bypass.
- Dundee Bus Station/Rail Station – lack of integration.
- Rail services to/from Montrose – both north and south important for Montrose development.
- Rail reintroduced to Forfar.

7 June 2014, Marryat Hall, Dundee

- Integration of public transport services and ticketing.
- Ticket machine at Broughty Ferry Station.
- More cycle facilities especially in new developments – still being built as cul-de-sacs.
- Kingsway traffic problems need addressing (2 people).
- Opposed to Dundee West Park & Ride.



