

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

11 JUNE 2024

SUSTAINABLE TRANSPORT CORRIDORS

REPORT BY TAYSIDE BUS ALLIANCE PROJECT MANAGER

Purpose

This report provides the Partnership with background, development, and updates of integrated active travel and bus priority corridors (Sustainable Transport Corridors) in Perth and Dundee.

Summary

The work described below relates to the delivery of sustainable transport corridors in three locations, combining existing bus and active travel priorities into single integrated projects in both Perth and Dundee. The work arises as an outcome of the Tayside Bus Alliance STAG appraisal and advice from Transport Scotland, supporting development of integrated corridors for the Dunkeld Road in Perth and the Lochee Road and Arbroath Road in Dundee.

Funding applications were made to Sustrans Places for Everyone fund for the progress to the completion of design phases for each of the corridors as sustainable transport corridor projects in both Perth and Dundee. Perth & Kinross Council and Dundee City Council have subsequently been informed that applications for funding for the next stages in design development have been successful.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes the award of Sustrans Places for Everyone funding to Perth & Kinross Council and Dundee City Council to further develop Sustainable Transport Corridors at Dunkeld Road in Perth and Lochee Road and Arbroath Road in Dundee; and
- (ii) notes the involvement of the Tayside Bus Alliance in the coordination of sustainable transport corridors, alongside public transport and active travel officers from Dundee City and Perth & Kinross councils.

2 BACKGROUND

- 2.1 The work by the Tayside Bus Alliance developing bus priority options, supported under the Bus Partnership Fund (BPF), made recommendation for the development of twelve bus priority corridors across the Tayside area. These being focused on the cities of Perth and Dundee.

- 2.2 The recommendations were made to the Transport Scotland gateway process prior to a pausing of the BPF during 2024/25. In order to accommodate a number of the recommendations of the bus alliance work, Transport Scotland have both supported the development of urban signal priorities on bus priority corridors in Perth and Dundee, reported to the Partnership meeting in March 2024 and made specific recommendation for the joint development of integrated sustainable transport corridors for the Dunkeld Road Corridor in Perth and the Lochee Road and Arbroath Road Corridors in Dundee.

3 DISCUSSION

- 3.1 Following recommendation from Transport Scotland, Tactran, Dundee City and Perth & Kinross Councils, developed an integrated approach to sustainable transport modes along corridors that met core criteria for interaction between active travel and bus priority measures. An initial review identified three corridors where a coordinated approach to corridor development was felt to produce substantial benefits to both bus priority and active travel.
- 3.2 The concept relates to the fact that both active travel and bus priority serve the aim of reducing private car use and will also share many of the same outcomes of improved community access, environmental and health outcomes. While both will typically recognise the need to accommodate other modes at later stages of the design process, their combination as integrated corridors at an earlier stage contributes to beneficial outcomes across both sustainable modes.
- 3.3 The integration of earlier design stages promotes the greatest levels of interaction between active travel and bus priorities; specifically, the extent to which each element would impact on the other, and the mutual benefit arising from their coordination.
- 3.4 Coordination necessarily includes the integration of design and infrastructure delivery rather than separate analysis as individual modes. This required a common approach, including the standardisation of stages integral to individual modal analysis. A common framework was therefore developed to integrate business case development, applied in the STAG approach to bus priority; and the Sustrans/RIBA criteria applied to active travel.
- 3.5 A detailed proposal was developed and forwarded to Sustrans for consideration of funding through their Places for Everyone Fund in line with the Transport Scotland recommendation. As the two councils had arrived at different stages in the Sustrans process separate submissions were made by Dundee City Council and Perth & Kinross Council, though both share the same format and outcomes. The submission by Perth & Kinross Council was made as a change control request to an existing project, while the submission by Dundee City was made for new projects.
- 3.6 In May 2024 Sustrans indicated funding would be awarded to both Councils to take forward the design of their respective Sustainable Transport Corridors. In

both instances the funder has set out a series of comments and feedback to be addressed.

- 3.7 Project oversight will be provided by the Tayside Bus Alliance Project Manager, based at Tactran, alongside active travel officers from Dundee City and Perth & Kinross Council. Modal expertise will be provided from the Tayside Bus Alliance, relevant Local Authority working groups (such as, the PKC mobility working group), and from council officers with specialist knowledge.
- 3.8 A project management structure will be developed and agreed between Tactran and the local authorities from the start of the project.
- 3.9 Project progression will be identified according to the stages defined by RIBA and applied to Sustrans supported projects. The project stages will be undertaken according to the same structure, subject to funding support, to the completion of all design stages.

4 CONSULTATIONS

- 4.1 The report has been prepared in consultation with the relevant Local Authority transport and active travel officers.

5 RESOURCE IMPLICATIONS

- 5.1 The work reported would fall within support allocations as awarded by Sustrans active travel.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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Report prepared by James Cooper. For further information e-mail jamescooper@tactran.gov.uk

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report.