

**REPORT TO: PLANNING & TRANSPORTATION COMMITTEE - 12 MARCH 2007**

**REPORT ON: TACTRAN REGIONAL TRANSPORT STRATEGY - DRAFT FOR PUBLIC CONSULTATION**

**REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION**

**REPORT NO: 125-2007**

## **1 PURPOSE OF REPORT**

- 1.1 This report outlines the purpose and content of the Tayside and Central Scotland Transport Partnership's (TACTRAN) draft Regional Transport Strategy (RTS) and asks Committee to strongly support the preferred strategy and endorse Dundee City Council's response in Appendix A.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee
- a strongly support the Preferred Strategy as being the correct strategy for the TACTRAN region;
  - b note the purpose and content of the consultation and endorse Dundee City Council's detailed response as contained in Appendix A;
  - c note TACTRAN is preparing a Delivery Plan in parallel with the consultation process and that the Council expects the Delivery Plan contained within the final published RTS to be used as a starting point for consultation with the constituent Local Authorities on funding of interventions and the statutory transport functions required.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no direct financial implications to the Council arising from this report. However, the subsequent approval of the final RTS by TACTRAN could have significant impact on staffing resources and both capital and revenue budgets.

## **4 SUSTAINABILITY POLICY IMPLICATIONS**

- 4.1 The RTS will contribute towards the Council's sustainability objectives by seeking to reduce the need to travel and by promoting alternative, more sustainable modes of transport than the private car.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 Changes to the transport delivery system will have a significant influence on equal opportunities and have been considered in the RTS. TACTRAN will be undertaking an Equality Assessment to ensure the strategy does not have an adverse impact on equality groups.

## 6 BACKGROUND

### 6.1 Introduction

- 6.1.1 As Members are aware, the Tayside and Central Scotland Transport Partnership (TACTRAN) is one of 7 Regional Transport Partnerships (RTP's) created under the Transport (Scotland) Act 2005.
- 6.1.2 TACTRAN covers the local authority areas of Angus, Dundee City, Perth & Kinross and Stirling Councils. The TACTRAN Board comprises 10 councillor members from these local authorities, including 3 from Dundee City Council, and currently 4 non-elected members.
- 6.1.3 The draft RTS was approved by TACTRAN Board on 16 January 2007 for an 8 week public consultation period beginning on 22 January 2007 and ending on 16 March 2007. As part of that consultation TACTRAN is also required to consult with the constituent Local Authorities, appropriate Health Boards and Community Planning Partnerships. This report will provide the response to the consultation draft RTS for Dundee City Council.

### 6.2 Purpose of RTS

- 6.2.1 The purpose of an RTS is to provide a vision and objectives for transport in the region over a 10 to 15 year horizon to meet the transport needs of the area and set out a programme of projects, interventions and actions which will contribute to the achievement of these regional objectives.
- 6.2.2 The RTS will also provide a key steer for local transport strategies, support the National Transport Strategy and identify suitable projects to be included in the Scottish Executive's Strategic Projects Review.

### 6.3 TACTRAN Draft RTS

- 6.3.1 Copies of the full draft TACTRAN Regional Transport Strategy and summary documents are available in the Members Lounge and also can be accessed on line at [www.tactran.gov.uk](http://www.tactran.gov.uk). A brief summary of the draft strategy document is given in the paragraphs below drawing out interventions that are particularly pertinent to Dundee City Council.

#### Existing Transport Network

- 6.3.2 The RTS describes the TACTRAN area and its transport network, noting that the area is at the heart of Scotland and is well placed and connected to other parts of Scotland. A description of the area's topography, demographics and transport system is given in terms of roads, rail, bus, ports, harbours, airports, walking and cycling infrastructure and community and demand responsive transport. A series of examples in terms of existing transport practices in the area is also given in this section indicating that there is existing good practice for TACTRAN to build on.

#### Vision

- 6.3.3 The vision for TACTRAN is stated as 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.'

### Objectives

6.3.4 To help achieve this vision, it is supported by 6 objectives. They are:

- To ensure transport helps to deliver regional prosperity
- To improve accessibility for all, particularly for those suffering from social exclusion.
- To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement.
- To promote the health and well-being of communities.
- To improve the real and perceived safety and security of the transport network.
- To improve integration, both within transport and between transport and other policy areas.

6.3.5 A further set of 18 specific sub-objectives underpin these high level objectives.

### Trends and Issues

6.3.2 The document then goes on to define the trends and issues for transport in the TACTRAN area under the headings of Economy; Accessibility, Equity and Social Inclusion; Environment; Health and Well-Being; Safety and Security; Integration. 49 issues to be addressed have been identified under these headings with several key issues being identified, as follows:

- The region is peripheral to Scotland's and the UK's main economic centres and there is a need to maintain and improve the strategic transport links to support existing businesses and attract future investment, including reducing journey times for movement of people and goods;
- Where we live, where we work and where key services are located, have become increasingly distant from each other. The need to travel greater distances to reach many of the basic services places increasing burdens on the transport systems and people, particularly those in the more remote rural areas;
- Specialist healthcare services, in particular, have become increasingly centralised and this trend is likely to continue. An increasingly elderly population will place greater demands on healthcare services, yet find them harder to access;
- There is a need to improve integration between transport modes and between transport and land use planning;
- The standard of our public transport services, whilst good in many areas, is not the same for all; service levels, fares and vehicle standards vary across the region;
- Safety in using our transport system remains a major concern for many people. Much has been achieved to improve road safety but pedestrians, cyclists and motor cyclists in particular remain vulnerable when using the roads. More schools need to benefit from the 'safer routes to schools' initiative. Personal

security concerns still affect some groups in society when using public transport; and

- There is a need to address climate change and the wider environmental impacts of transport locally and globally through changes in the way the transport system is developed and used.

### Preferred Strategy

6.3.7 In order to address the issues and achieve the objectives and vision TACTRAN have developed a Preferred Strategy utilising three strategic themes:

- delivering economic prosperity
- connecting communities and social inclusion
- environmental sustainability and promoting health and well-being

6.3.8 The Preferred Strategy gives a preference to delivering regional economic prosperity with the other themes of connecting communities and environmental protection & health improvement also seen as key to delivering a transport strategy tailored to the needs of the TACTRAN region. These key themes are underpinned by the objective to improve integration between transport modes and between transport, land use and other policy areas.

### Interventions

6.3.9 A total of 39 interventions, with 63 supporting actions, are proposed to deliver the preferred strategy. The interventions most pertinent to Dundee are listed below:

- Fast hourly service between Aberdeen and Edinburgh supported by semi-fast hourly rail service from Dundee to Edinburgh
- Additional hourly rail service between Arbroath and Perth as recommended by the Tay Estuary Rail Study (TERS) and possible extensions of this service to Stirling or Glasgow, with potential new stations.
- Bus-based Park and Ride/Park and Choose network in Dundee, Perth and Stirling
- Additional improvements to Dundee rail station, including improved multi-modal interchange, as part of the major development of the Dundee Waterfront area
- A90 Outer Bypass of Dundee including investigation of all options for A90 corridor through Dundee, including a package of associated bus priority, cycle lanes and pedestrian measures on or across the Kingsway, locking in the benefits to Dundee City.
- Improved road links to the Ports of Montrose and Dundee and Perth Harbour
- Additional air services from Dundee Airport
- Improved terminal and other facilities at Dundee airport

6.3.10 In addition to location specific interventions there are a number of general interventions, such as Land-use planning policy and controls to help reduce the need to travel, particularly by car; Develop, deliver and maintain a Regional Travel Information Strategy; Promote regional car-sharing schemes; Develop, deliver and monitor a walking and cycling strategy for the Region; Integrated Ticketing Schemes; Region-wide co-ordination of Community Transport provision and Expansion of Demand Responsive Transport Services.

### Alternative Strategies Considered

6.3.11 In line with Scottish Executive guidance, TACTRAN considered a number of alternative strategies by placing more emphasis on each key theme (see paragraph 6.3.7 above). This produced some additional interventions and/or changed priorities for preferred interventions. Although required to consult on these alternative strategies considered TACTRAN considers that the balanced Preferred Strategy is the right one for the region and should be pursued.

### Strategic Environmental Assessment and Equality Assessment

6.3.12 As part of the consultation process TACTRAN will also be carrying out consultation on the Strategic Environmental Assessment and Equality Assessment. A Strategic Environmental Assessment (SEA) has been undertaken in parallel with the development of the RTS and is the subject of a parallel consultation exercise. TACTRAN is also in the process of undertaking an Equality Assessment to ensure that the finalised strategy does not have an adverse impact on any particular group by seeking the views of a diverse range of stakeholder groups and individuals. Both of these consultation exercises will involve specific focus groups.

## **6.4 Delivery Plan**

6.4.1 During the consultation period TACTRAN will be producing a delivery plan that sets timescales and milestones for the delivery of interventions and actions, against which progress can be monitored.

6.4.2 The delivery plan will then be used to identify:

- what is the most appropriate method of funding each intervention and what statutory transport functions are required,
- which organisation should fund each intervention and which should have the statutory transport functions either separately or concurrently (Scottish Executive, TACTRAN, Local Authority or other public bodies) to deliver the strategy.

## **6.5 Dundee City Council's Response to Consultation**

6.5.1 Dundee City Council strongly supports the Preferred Strategy as being the correct strategy for the TACTRAN region.

6.5.2 TACTRAN have published a questionnaire for consultation purposes. Dundee City Council's detailed response to the questionnaire is given in Appendix A to this report.

6.5.3 Dundee City Council note TACTRAN is preparing a Delivery Plan in parallel with the consultation process. The Council expects the Delivery Plan contained within the final published RTS to be used as a starting point for consultation with the constituent Local Authorities on funding of interventions and the statutory transport functions required.

## 7 CONSULTATIONS

- 7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Assistant Chief Executive (Community Planning), Director of Education, Director of Social Work, Director of Housing, Director of Economic Development, Director of Leisure and Communities, Head of Environmental Health and Trading Standards have all been consulted and are in agreement with the contents of this report.

## 8 BACKGROUND PAPERS

- 8.1 TACTRAN Regional Transport Strategy, Draft For Consultation available at [www.tactran.gov.uk](http://www.tactran.gov.uk)
- 8.2 Tayside and Central Scotland Regional Transport Strategy, SEA Environmental Report available at [www.tactran.gov.uk](http://www.tactran.gov.uk)
- 8.3 Committee Report 667-2006, Tayside and Central Scotland Transport Partnership - progress update, Planning and Transportation Committee, 13 November 2006

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22 February 2007

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## APPENDIX A

**TACTRAN RTS Consultation Questionnaire****Issues and Objectives**

**Chapter 3** of the RTS describes the **Objectives** which the RTS should try to achieve in order to improve transport within the TACTRAN area

1 Overall, do you agree with the Objectives presented in the RTS?

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree

**Response:** *Dundee City Council strongly agrees with the objectives and sub-objectives presented in the RTS.*

2 If you have any specific comments on the Objectives please state them in the space below, referring to the relevant Objective number:

**Response:** *No specific comments*

**Chapter 4** of the RTS describes the key **Issues** affecting transport in the TACTRAN area.

3 Overall, do you agree with the analysis of the issues presented?

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree

**Response:** *Dundee City Council strongly agrees with the analysis and key issues affecting transport in the TACTRAN area.*

4 If you have any specific comments on the Issues, or feel there are any significant omissions which have been made, please state them in the space below:

**Response:** *Dundee City Council considers that an appropriate balance and understanding of urban and rural issues has been achieved in the RTS.*

## The Preferred Strategy

Drawing on the Issues and Objectives for the RTS, we have developed a Preferred Strategy that is designed to address the diverse needs of the TACTRAN region. Chapter 5 of the RTS sets out our Preferred Strategy, which has at its heart three key strategic themes:

- Delivering economic prosperity
- Connecting communities and being socially inclusive
- Environmental sustainability and promoting health and well-being.

5 Overall, do you agree with our Preferred Strategy?

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree

**Response:** *Dundee City Council strongly agrees with TACTRAN RTS Preferred Strategy.*

## Our Proposed Interventions

**Chapter 6** of the RTS sets out under 11 categories (e.g. Land Use; Walking and Cycling, Bus, Rail etc.) a proposed list of **Interventions and Actions** which we propose to undertake in order to improve the transport system in support of our Preferred Strategy. Section 6 also indicates the types of interventions which would be included, or have higher priority, under the 3 Alternative Strategy scenarios we considered.

6 Overall, do you agree with our list of Preferred Strategy Interventions and Actions?

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree

**Response:** *Dundee City Council strongly agrees with the list of Preferred Strategy interventions and actions and the priority given to each intervention. However, with 40 of the 63 actions described as high priority, it is expected that further refinement of these priorities will be made while developing the delivery plan.*

7 If you have any specific comments on the Interventions or Actions, or feel there are any significant omissions, please state them in the space below, referring to the relevant Intervention or Action number:

**Response:** *Although bridge tolling is identified as an important issue (Issue No E12) and the Tolloed Bridges Review Phase III is identified as an opportunity (page 4.17) any further mention of tolling on the Tay Road Bridge has been omitted from the document.*

*Dundee City Council urges TACTRAN to include a statement within the RTS supporting the abolition of tolls on the Tay Road Bridge. Furthermore, in the event that tolls on the Tay Road Bridge are not abolished as a result of the Tolled Bridges Review, Dundee City Council urge TACTRAN to include an intervention within their RTS to engage with Fife Council, SEStran, Tay Road Bridge Joint Board and the Bus Operators to investigate possible funding mechanisms for sustainable options to relocate the toll plaza to the Fife landfall.*

*Dundee City Council recognises that there are a number of interventions suitable for inclusion within the Strategic Transport Projects Review, but in particular considers that the strongest possible representation should be made to the Scottish Executive/Transport Scotland to include Interventions IV\_F3 (Tay Estuary Rail Study recommendations), IV\_G2 (Improvements to Dundee Rail Station), IV\_I1(A90 Outer Bypass of Dundee), IV\_G1(Bus Based Park & Ride schemes on strategic network) in the Strategic Transport Projects Review and if required the relocation of the Tay Road Bridge Toll Plaza (as outlined above) should also be included.*

- 8 Do you have any comments on the Alternative Strategies Considered and associated Interventions, as discussed in section 6.4 of the RTS? Please indicate any comments in the space below :

**Response:** *Dundee City Council notes the alternative strategies considered by TACTRAN, but as stated in response to questions 5 and 6 above, strongly agrees that the preferred strategy is the correct strategy for TACTRAN to pursue.*

## Our Targets

**Chapter 8** of the RTS suggests some possible **Targets** which might be adopted to monitor and measure progress on achievement in meeting the RTS Objectives.

- 9 Overall, do you agree that the Targets are appropriate?

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree

**Response:** *Dundee City Council neither agree nor disagree with the current set of targets and the proposed methodology of monitoring. See response to question 11.*

- 10 Are the Targets:

- Not ambitious enough
- About right
- Too ambitious
- No opinion

**Response:** *Dundee City Council has no opinion on how ambitious the targets currently set are. See response to question 11.*

- 11 If you have any specific comments on the Targets, or wish to suggest additional or alternative Targets, please state them in the space below, referring to the relevant section:

**Response:** *The draft RTS currently proposes to directly monitor each sub-objective and this is causing difficulty as in a number of cases there are no directly appropriate and easily measurable targets available. In other cases subjective information is proposed. Targets must be objective and relatively easily measured and understood, without requiring significant resources.*

*Dundee City Council consider that appropriate targets should be set for the 6 main objectives - economy, accessibility, environment, health and well-being, safety and security, integration - using information that is readily available such as the Scottish Household Survey, Census data and information already available from the constituent Councils such as Road Traffic Reduction Act data, Accident Statistics data and other information/targets contained in Council Plans and Annual Performance Reports. More than one target could be set for each of the 6 main objectives.*

## Equality

The TACTRAN RTS will seek to ensure that the needs and requirements of any groups within society who may encounter barriers when using the Transport System, or who are deemed most likely to experience inequality, are addressed. In particular we will aim to ensure that our RTS is fair to all and no one is at a disadvantage in using the transport system through:

- Gender
- Age
- Disability
- Sexual Orientation
- Race or
- Religion

- 12 Are you aware of any transport-related needs and issues that might be faced by particular equality groups that are not addressed within the TACTRAN RTS?

- Yes
- No
- Don't Know

**Response:** *Dundee City Council consider that all needs and issues faced by particular equality groups are addressed within the TACTRAN RTS.*

If 'Yes', please explain why:

- 13 Do you think any aspect of the TACTRAN RTS might have a negative impact on any equality groups?

- Yes
- No

- Don't Know

**Response:** *Dundee City Council consider that the TACTRAN RTS will not have a negative impact on any equality group.*

If 'Yes', please explain which aspect and why:

### Other Comments

- 14 Do you have any other comments on the TACTRAN draft strategy? If so, please write them below:

**Response:** *Interventions such as A90 Bypass of Dundee, Park and Ride and other road and rail projects cross local authority boundaries and Dundee City Council in general welcomes TACTRAN's ability for strategic consideration of transport needs in the region. Dundee City Council urges that the benefits of such interventions are assessed on a truly strategic scale.*

*Dundee City Council note TACTRAN is preparing a Delivery Plan in parallel with the consultation process. The Council expects the Delivery Plan contained within the final published RTS to be used as a starting point for consultation with the constituent Local Authorities on funding of interventions and the statutory transport functions required.*

### Information About You

In order to help us classify responses, please can you answer the following questions about yourself. These questions will be treated in the strictest confidence, will only be used to analyse our results, and will not be passed to any third parties.

- 15 Are you responding on behalf of an organisation?

- Yes
- No

If 'Yes', please state which organisation: Dundee City Council