REPORT TO: CITY DEVELOPMENT COMMITTEE – 18 MAY 2015

REPORT ON: TACTRAN REGIONAL TRANSPORT STRATEGY - REFRESH

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 196-2015

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) Refresh and asks Committee to support the updated Strategy and endorse Dundee City Council's response in Section 5.0 of this report.

2   RECOMMENDATION

2.1   It is recommended that the Committee

        a   support the Refreshed Regional Transport Strategy as being the correct strategy for the TACTRAN region;

        b   note the purpose and content of the consultation and agree to the proposed response as contained in Section 5.0;

        c   note TACTRAN is preparing a Delivery Plan in consultation with it's constituent Council's

3   FINANCIAL IMPLICATIONS

3.1   There are no financial implications arising as a result of this report.

4   BACKGROUND

Introduction

4.1   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. 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 nonelected members. The Transport (Scotland) Act 2005 places a duty on the RTPs to develop a Regional Transport Strategy (RTS) which is a statutory document ,which sets out a vision and objectives for the area.

4.2   The original RTS was prepared and published in 2008 following Scottish Government approval and this provided direction and focus for the RTP and it's constituent Council's.   The Transport Act requires that RTPs keep their strategy under review and therefore TACTRAN have published their first refresh of the Regional Transport Strategy to bring it up to date to meet the ongoing transport needs of the area.

TACTRAN RTS Refresh

4.3   The core aims and objectives of the original RTS has remained consistent and is still relevant with current circumstances. The RTS refresh has extend from 2008 - 2023 to 2036, which aligns it with the second Tayplan Strategic Development Plan. This refresh has been informed by wider consultation and constituent Councils have been involved in developing the draft RTS refresh.

Updated Trends and Issues

4.4   The document defines trends and issues for Transport in the Tactran area and highlights changes that have occurred in the area that taken place in the last few years. The refresh describes the key demographics and transport system in terms of Road, Rail, Bus , Park and Ride, Ports, Harbours, Freight, Airports, Walking/Cycling, Community Transport and Demand Responsive Transport. In Rail terms it can be highlighted that there has been a significant increase in patronage at Broughty Ferry Station and this is due to the increased number of train services stopping at this station providing local residents with an alternative mode of transport.

4.5   The refresh also highlights key issues that are increasing relevant to the area such as Tourism, Air Quality, Climate change and Innovation in Transport Technology.

Vision

4.6   The vision for TACTRAN area 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

4.7   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, particular for those suffering from social exclusion.
•   To ensure that the transport system contributes to safe guarding 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 to the transport network
•   To improve integration, both within transport and between transport and other policy areas.

4.8   A further set of 20 specific sub-objectives underpin these higher level objectives.

The Strategy

4.9   This refreshed Strategy seeks to build on and develop existing good practice across the region and also, though developing new measures, ensure that the Vision and Objectives are achieved. The Strategy has three key strategic themes and these are:

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

4.10   These strategic themes steer and underpin the development of relevant actions and interventions that will in turn support the visions and higher level objectives. The actions /intervention have been classified under the following categories with actions that are most relevant to Dundee:

Strategic Connectivity

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

people and freight. Partnership working between a range of key stakeholders and delivery bodies, including Transport Scotland, transport operators and neighbouring RTPs, is key to the successful delivery of the strategy. Actions most relevant to Dundee City Council are below:

SC1 Work with Transport Scotland to deliver STPR Projects 6: Further Extension of Rail Electrification; 15 Edinburgh to Glasgow Rail Improvement; 17: Highland Main Line rail improvements and 23 Aberdeen - Central Belt Rail Improvements.

SC3: Support improvements to the Caledonian Sleeper, East Coast and CrossCountry services to London and other UK cities and regions.

SC5: Support the provision of rail freight infrastructure, rolling stock and services to increase the role of rail freight serving the region.

SC6: Work with Transport Scotland to support delivery of STPR projects to upgrade the A9 between Dunblane and Inverness; and to improve the A90 through/around Dundee.

SC10: Support the improvement of rail and road links to the region's ports.

SC11: Support the continuation and development of direct routes from Dundee Airport to London and other key destinations.

SC12: Support the further development of facilities at Dundee Airport.

Health and Transport

4.12   The Regional Health & Transport Framework has been developed jointly with NHS Forth Valley, NHS Tayside and Scottish Ambulance Service and was approved by the two NHS Boards and Community Planning Partnerships. It aims to ensure that health and transport provisions are considered in a coordinated manner. Actions most pertinent to Dundee are:

HT1: Increase the number of journeys made by active travel modes by making people aware of the benefits of active travel and ensuring that active travel infrastructure is available and attractive to use.

HT2: Contribute to achieving road safety targets.

HT3: Improve air quality within any designated Air Quality Management Area (AQMA) to a point where the AQMA is revoked.

HT7: Improve equality of access to healthcare.

Active Transport

4.13   The strategy aims to improve the active travel network across the region and to promote the most sustainable modes of transport. Active Travel covers primarily walking and cycling, but also includes other modes such as the use of scooters and skateboards for journeys to and from school, etc. The strategy aims to support delivery of the Cycling Action Plan for Scotland (CAPS); and implementation of the National Walking Strategy (NWS) and the Long Term Vision for Active Travel in Scotland. Dundee related actions are below:

AT2: Improved Walking and Cycling Links within the Region
Develop walking and cycling links to and within town and city centres and to employment, health facilities, services, leisure and tourism activities.

AT3: Regional Walking and Cycling Routes
Establish routes of regional priorities and close gaps in the regional network for walking and cycling in line with expansion of the National Cycle Network (NCN), national long distance paths, tourism strategies and local active travel strategies.

AT4: Improved Walking and Cycling Links to Education Facilities
Promote walking and cycling links to schools as well as further and higher education facilities. Promote continuation and expansion of school travel plans, Cycle Friendly Schools and Campuses.

Travel Planning

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

TP3: Encourage the development of private sector Travel Plans with major employers.

TP4: Provide support and advice to School Travel Plan Coordinators.

TP9: Support the establishment of Car Clubs in the region.

Buses

4.15   The Strategy sets out the principles to help maintain and improve the bus and Community Transport (CT) networks across the region. The most Dundee relevant actions are:

B1: Accessibility to Key Destinations
Work with local authorities, operators and developers to ensure that existing and new employment, education, retail, healthcare, and tourism destinations are serviced by road based passenger transport.

B2: Pattern and Frequency of Bus Services
Encourage the development of direct, frequent services on strategic routes, supported by an appropriate secondary network of scheduled and demand responsive (DRT) feeder services and efficient interchange provision, including linking with rail services.

B3: Supported Bus Network
Encourage the regular review of supported bus networks to identify opportunities to improve the efficiency of use of available funding in support of policies B2 and B12.

B12: Buses
Work in partnership to identify opportunities to raise the standard of vehicles, including promotion of alternative fuels to diesel.

B15: Integrated Ticketing
Work with Transport Scotland, operators and local authorities to explore opportunities for the provision of multi-operator, multi-modal and multi-journey tickets, including the use of smartcard technology.

Park and Ride

4.16   The strategy aims to maximise the potential for enhanced Park & Ride serving the region's cities, including allowing for longer distance travel by bus and coach and encouraging modal

shift in favour of rail through station parking provision. It supports implementation of STPR Project 8 Park & Ride/Park & Choose. Key Park and Ride actions are:

PR1: Safeguard Land for Future Park & Ride Use
Liaise with Planning Authorities to ensure that land identified as having potential for Park & Ride development is safeguarded within the appropriate Development Plan.

PR2: New Bus Based Park & Ride
Develop and implement proposals for new Park & Ride sites to the south, west, east and north of Dundee, to the north and east of Perth and to the south of Stirling.

Rail

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

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

R1: Implement the Tay Estuary Rail Study proposals to achieve an additional hourly service between Arbroath and Glasgow stopping at appropriate local stations, complementing fast Inter City services.

R2: Support the provision of rail services that provide and enhance economic growth by connecting key business & employment sectors where possible.

R5: Support provision of new, relocated and enhanced stations where this will enhance access to the rail network and improve integration with the area being served.

R6: Support the maintenance or improvement of real and perceived levels of safety and personal security on the rail network.

R7: Seek to ensure that rail is fully integrated with relevant land-use and planning projects.

R8: Support the provision of rail freight terminals, rolling stock and services for the region.

Freight

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

F2: Urban Logistics
Promote the implementation of more efficient and environmentally friendly urban logistics, including giving consideration to the implementation of logistics service centres in the region's main towns and cities.

F5: Port Development
Support development of the region's three ports, including the provision of multi-modal freight facilities.

Travel Information

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

TI1: Travel Information that is up to date and current, consistent, coherent, comprehensive (including routes, journey times, cost and facilities), easily available and tailored to users' needs.

TI2: Implementation of the Regional Buses Information Strategy.

Delivery Plan

4.21   TACTRAN will develop a separate RTS Delivery Plan that will set out the key interventions which are required to fulfil the RTS Vision and Objectives. The delivery plan will act as framework for determining associated Capital and Revenue programmes and priorities which may be implemented by the Partnership, its partner Councils, Scottish Government, Transport Scotland and other relevant delivery agencies.

4.22   The Delivery Plan will be developed and updated in consultation and agreement with partner Councils, Transport Scotland and a range of other key stakeholders. It identifies a range of transportation infrastructure, systems and service enhancements which will support delivery of the RTS. Prioritisation and implementation of individual RTS policies and interventions will be subject to resource availability and appraisal against RTS objectives, including their contribution towards promoting sustainable economic growth locally, regionally and nationally.

4.23   The full RTS refresh document can be seen at:

http://www.tactran.gov.uk/strategy_rtsrefresh.html

5   DUNDEE CITY COUNCIL'S RESPONSE TO CONSULTATION ON RTS REFRESH

5.1   As a key constituent member of TACTRAN Dundee City Council supported the original RTS (Committee report 125/2007) and the Council continues to support the updated RTS refresh. Dundee City Council recognises that there are a number of actions/interventions within the RTS refresh that are directly related to the city and are regionally important for the TACTRAN area. The Councils consider that the following actions should be a priority for taking forward and these actions are:

SC6: Work with Transport Scotland to support delivery of STPR projects to upgrade the A9 between Dunblane and Inverness; and to improve the A90 through/around Dundee.

SC11: Support the continuation and development of direct routes from Dundee Airport to London and other key destinations.

SC12: Support the further development of facilities at Dundee Airport.

PR2: New Bus Based Park & Ride

F5: Port Development
Support development of the region's three ports, including the provision of multi-modal freight facilities.

R1: Implement the Tay Estuary Rail Study proposals to achieve an additional hourly service between Arbroath and Glasgow stopping at appropriate local stations, complementing fast Inter City services.

R5: Support provision of new, relocated and enhanced stations where this will enhance access to the rail network and improve integration with the area being served.

5.2   The A90 upgrade through around Dundee was submitted to the Scottish Government by DCC as a project to be included in National Planning Framework 3 and considers this is still a priority (Committee report 248-2013). Dundee City Council considers that a rail station at Dundee West and supporting the redevelopment of Dundee rail station and its links to the Waterfront and V&A developments are also priorities for the Council.

5.3   The Council also acknowledges the importance of the RTS refresh in supporting Community and Strategic Development Plans to ensure that its supports and is fully integrated with these other statutory documents. The Council also welcomes the fact that the RTS contributes to meeting the Climate Change Targets set down by the Scottish government and this in inline with the Council objectives as it is increasing the use of electric vehicles in its own fleet and the installation of electric charging points through out the city to encourage the uptake in the private sector. This also contributes improving Air Quality and supporting the Council's Air Quality Action Plan.

6   POLICY IMPLICATIONS

6.1   This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. The major issues identified are:

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

    b   a Strategic Environmental Assessment has been undertaken on the changes incorporated into the RTS refresh in accordance with the legislation.

    c   a full Equality Impact Assessment has been undertaken of the RTS refresh.

7   CONSULTATIONS

7.1   The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

8   BACKGROUND PAPERS

8.1   None.

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NHG/EG/MS   7 May 2015

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