

REPORT TO: PLANNING & TRANSPORT COMMITTEE - 8 DECEMBER 2008

REPORT ON: TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP - REGIONAL TRANSPORT SUB-STRATEGIES

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 553-2008

1 PURPOSE OF REPORT

1.1 This report informs the Committee that the Tayside & Central Scotland Transport Partnership (TACTRAN) has developed and approved 4 Regional Sub-Strategies.

2 RECOMMENDATION

2.1 It is recommended that the Committee notes:

- a the contents of TACTRAN's 4 regional sub-strategies that cover Buses (including Community Transport/Demand Responsive Transport), Travel Information, Park and Ride and Walking & Cycling; and
- b that the TACTRAN Board approved these sub-strategies on the 28 October 2008.

3 FINANCIAL IMPLICATIONS

3.1 There are no direct financial implications to the Council arising from this report, However, the Regional Transport Strategy (RTS) Delivery Plan prepared by TACTRAN could have significant capital and revenue implications in the future.

4 BACKGROUND

4.1 TACTRAN is one of seven Regional Transport Partnerships (RTPs) established under the Transport Act (2005). TACTRAN covers the local authority areas of Angus, Dundee City, Perth & Kinross and Stirling Councils. These Councils are all represented on the TACTRAN board.

4.2 TACTRAN is primarily responsible for developing the area's Regional Transport Strategy (RTS) and associated Delivery Plan. The RTS sets out the Transport vision and objectives for the next 10-15 years. A separate Delivery Plan will determine the priorities of projects, interventions and actions for the area to achieve the overall Strategy objectives and vision.

5 RTS SUB-STRATEGIES

5.1 As part of developing the Regional Transport Strategy and Delivery plan it was identified early that 4 Regional Transport Sub-strategies were required to cover certain aspects of Transport. These were to provide sufficient detail to inform the overall Delivery Plan. The 4 Sub-strategies are to set out the policy and framework for specific strands of the RTS, namely:

- Buses (including Community Transport (CT) and Demand Responsive Transport (DRT));

- Travel Information;
- Park and Ride; and
- Walking and Cycling.

5.2 The development of each of the sub-strategies involved a similar process to the RTS. This began with an audit of existing provision and a review of best practice involving stake holder consultation. This process firstly developed objectives for each strategy that nest within the overarching RTS objectives and also identify key issues, gaps and opportunities. Following this, actions that address the issues and best achieve the Sub-strategy objectives were developed and an Action Plan was produced identifying each action as either High, Medium or Low Priority. Each strategy action plan will feed into the overall RTS Delivery Plan. A brief summary of each sub-Strategy and its main outcomes is given below.

5.3 Buses and Community and Demand Responsive Transport Strategy

The Buses Strategy can be defined under 3 strands: Improving network coverage, Improving infrastructure and vehicles and Improving network performance. This is underpinned by a number of Strategy Principles and Prioritised Actions. The more notable High Priority Actions coming forward from the Strategy are:

- to ensure that key destinations are served by buses/CT/DRT;
- to ensure the regular review of a supported bus network to improve efficiency of available funding;
- to encourage development of direct, frequent services on a core route network;
- to ensure that new developments are located close to existing public transport services or can be linked in using contributions from developers; and
- to facilitate implementation of Quality Partnerships.

5.4 The full sub-strategy document is available on the TACTRAN website at www.tactran.gov.uk.

5.5 Travel Information Strategy

The Travel Information Strategy can be defined in 3 strands: informing Travel Choices and Awareness, Facilitating Modal Shift/Sustainability and Making Efficient Use of the Transport Network. This is underpinned by 7 Strategy Principles and a number of prioritised Actions. The more notable High Priority Actions coming forward from the Strategy are to investigate and develop:

- a TACTRAN database suitable for multi-purpose use;
- a web based comprehensive journey planner; and
- the extension of Real Time Information.

5.6 The full sub-strategy document is available on the TACTRAN website at www.tactran.gov.uk.

5.7 A Regional Bus Information Strategy that aims to set out agreed minimum standards for bus information as well as setting out more inspirational standards will require

further consultation with TACTRAN and bus operators following the publication of the Bus Action Plan Guidance which is expected to be published in late 2008 early 2009.

5.8 Park and Ride Strategy

The TACTRAN Park and Ride strategy can be described under 2 strands: Promote new Bus and Rail based Park and Ride and Enhance Existing Bus and Rail Based Park and Ride provision. These strands are underpinned by ensuring multi-modal and other best practice is incorporated in existing and new Park and Ride developments. The Major High Priority Actions coming forward are to:

- develop and implement new Park and Ride sites to the south and west of Dundee;
- support the development of new rail stations at Dundee West, Bannockburn and Bridge of Earn with provision of parking spaces to match anticipated demand;
- provide improved waiting facilities at existing Park and Ride sites at Springkerse, Stirling and Broxden, Perth; and
- support provision of additional car parking at Dunblane and/or Bridge of Allan rail stations, in consultation with Network Rail.

5.9 The Park and Ride Strategy has identified two high priority bus based sites around Dundee with one being located in the Western Gateway Area near the Swallow Hotel roundabout. The site located south of Dundee is in Fife and the Council has been working with TACTRAN, South East Scotland Transport Partnership (SESTRAN) and Fife Council investigating a future suitable site south of the Tay Road Bridge. The Strategy also identifies that a new rail station at Dundee West identified through the Tay Estuary Rail Study is a high priority as a rail based Park and Ride scheme

5.10 The Strategy has also identified other locations to the North and East of Dundee where bus based Park and Ride should be investigated and proposals developed in the future, although at present, these sites are not a high priority. The Park and Ride site to the north is located to the north of Fintry within the DCC boundary. The site to the east is located near Dobbie's Garden Centre in Angus.

5.11 The Park and Ride Strategy supports a key measure within the Central Dundee Car Parking Strategy which identified the need to bring forward proposals for the provision of Park and Ride facilities.

5.12 The full sub-strategy document is available on the TACTRAN website at www.tactran.gov.uk.

5.13 Walking and Cycling Strategy

The Walking and Cycling Strategy can be defined under 5 strands: Strategic Integration, High Quality Infrastructure, Making Better Use of the Transport System, Developing Technical Excellence and Influencing Travel Behaviour. This is underpinned by a number of Strategy Principles and Prioritised Actions. The more notable High Priority Actions coming forward from the Strategy are to:

- produce guidance on giving greater priority to pedestrians and cyclists on the road network;

- improve walking and cycling access and facilities at public transport interchanges and on buses and trains; and
- provide training to ensure implementation of good practice.

5.14 The full Sub-strategy document is available on the TACTRAN website at www.tactran.gov.uk.

5.15 It is recognised that the above Sub-strategies and their actions have to be considered in the wider context of the RTS and Delivery Plan. These actions are to be taken forward into the development of an overall Delivery Plan which will prioritise all interventions/actions that are aimed to achieve the RTS vision and objectives. This work is ongoing between TACTRAN and its constituent Councils.

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 that the RTS and Sub-Strategies will contribute towards the Councils sustainability objectives by seeking to reduce the need to travel and by promoting alternative, more sustainable modes of transport other than the car.

6.2 The RTS has also been screened for policy implications in respect of Strategic Environmental Assessment and Equality Impact Assessment and there are no major issues.

7 CONSULTATIONS

7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Head of Finance and Assistant Chief Executive have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

8.1 Committee Report 125-2007 - TACTRAN Regional Transport Partnership - Draft for Public Consultation.

8.2 Committee Report 279-2007 - Central Dundee Car Parking Strategy.

8.3 TACTRAN Regional Transport Strategy/Sub-strategies and Board Papers available at www.tactran.gov.uk.

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