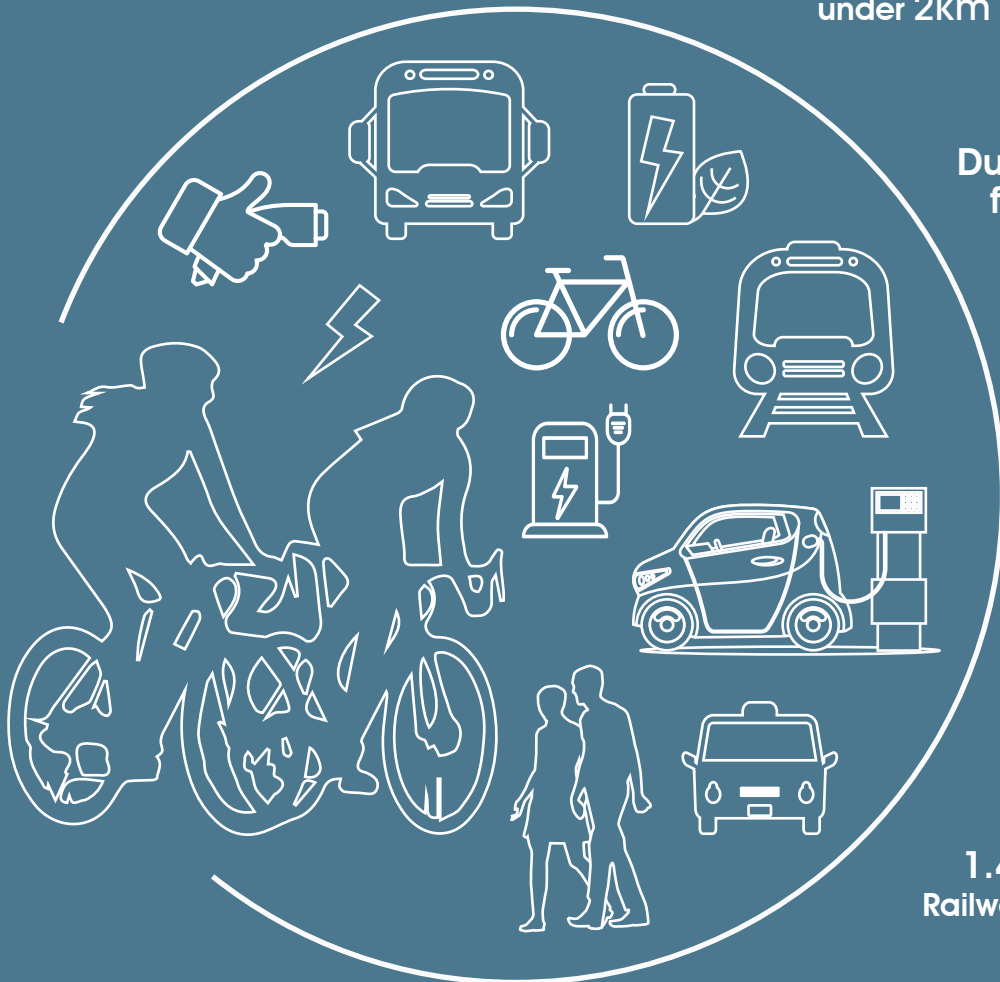


Sustainable transport

Local Development Plan Topic Paper

Over half of trips made by Dundee Residents are under 2km



Dundee has 33 miles of traffic-free paths away from the road

At 30%, Dundee has the highest proportion of electric taxis in Scotland

44.8% of Dundee households do not have access to a car with 45.9% of adults not having a driving licence

1.4 million passengers used Dundee Railway Station in 2022/23

Topic Paper – Sustainable Transport

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1. Introduction

This topic paper reviews evidence identified as being of key relevance to movement in and to/from Dundee. This topic paper solely covers National Planning Framework (NPF4) **Policy 13 - Sustainable Transport**.

The topic paper summarises all evidence and data identified and considers specifically its relevance to Dundee. The implications of this evidence and data have been considered and how this might inform the Proposed Plan. The conclusions set out are based on a professional judgement as to the land use planning implications of the data examined.

In listing evidence sources this document seeks to acknowledge those which are of key influence in the preparation of a Local Development Plan. It is to be noted that some items of evidence are recalculated annually or are still in the process of being updated when this document is finalised.

The topic paper also outlines consultation that has been undertaken thus far, in identifying evidence and datasets through a key stakeholder group and the current stage of public consultation.

2. Identification of Evidence/ Datasets

NPF4 Policy	Evidence/ Dataset and Source
Policy 13 – Sustainable Transport	National Planning Framework 4
	Dundee Local Development Plan 2019 <ul style="list-style-type: none"> • National Planning Framework 4 • Equality, opportunity, community: New leadership – A fresh start • Dundee Local Development Plan 2019 • National Transport Strategy • Regional Transport Strategy and Delivery Plan (Delivery Plan currently in preparation) • Road Standards: Dundee Streets Ahead (under review) • Dundee Cycling Strategy • Dundee Walking and Cycling Index 2023 • Core Paths Plan • Strategic Transport Projects Review (STPR2) • Sustainable Transport Delivery Plan (Draft) • Reducing car use for a healthier, fairer and greener Scotland • Sustainable Travel to Stations Strategy
	<p>Evidence expected in future:</p> <p>The final Sustainable transport Delivery Plan is expected to be published in 2024. It is understood that Tactran are currently undertaking a multi-modal transport study of the Perth-Montrose transport corridor and expected to publish a detailed options appraisal later in 2024.</p> <p>Whist these documents are not available at this time their final publication is anticipated as occurring prior to the preparation of the proposed plan so may offer further influence on the Local Development Plan.</p>

3.Summary of Evidence/ Datasets

3.1 Policy Context

National Planning Framework 4

Policy 13: Sustainable Transport

The stated policy intent is “To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.”

Local Development Plans should seek to balance both a place-based approach which will assist in reducing car dominance and an infrastructure first approach, particularly avoiding impacts on the trunk road and rail networks. A transport appraisal should assist in the preparation of the Plan. *(The transport appraisal would be expected as an early part of the preparation for the Proposed Plan stage and will be supported by statistical information from Dundee City Council and partner organisations).*

The implementation of other policies could have a less direct impact on transportation matters, in particular:

- Policy 1 – Tackling Climate and Nature crises
- Policy 2 – Climate mitigation and adaptation
- Policy 15 – Local Living and 20-minute neighbourhoods
- Policy 16 – Quality Homes
- Policy 18 – Infrastructure First

These policies will be considered in much greater depth by other parts of the Local Development Plan preparation process. Only those elements with direct impact on transportation have been assessed in the preparation of this topic paper.

Local Development Plan 2019

Policy 54: Safe and Sustainable Transport: requiring that any development proposals that generate travel should be designed to be well served by all modes of transport. In particular the sustainable modes of walking, cycling and public transport should be afforded priority and provide for easy access to local amenities, education facilities and other services.

Policy 55: Dundee Airport: seeks to ensure safety protection for air traffic whilst supporting developments associated with the airport operations

Policy 56: Parking: this provides for cycle parking provision and restricts private non-residential parking provision, within the City Centre. It seeks that any residential parking is provided with electrical charging capabilities. Outwith the City Centre it requires compliance with the Dundee City Council adopted Road Standards document. It also seeks to avoid impact on existing lorry parking facilities.

Policy 57: Transportation Interchanges: This policy seeks to encourage Park & Choose facilities and supports further development of rail infrastructure, road freight facilities and water-based transport.

Equality, opportunity, community: New leadership – A fresh start

This document sets out the Scottish Government's vision with specific results to be achieved by 2026. Whilst the Local Development Plan will be published after 2026 it does offer an indication of the direction expected of the Scottish Government and contains longer term ambitions which extend beyond the expected lifespan of the Local Development Plan.

Key commitments include a continuing emphasis on:

- Reducing greenhouse gas emissions
- Making public transport more accessible, available and affordable
- Reduce car kilometres by 20% by 2030 (also contained within the Climate Change Plan)
- Increase investment in spaces for walking and wheeling for short everyday journeys
- Double the number of electric charge points and increase the share of zero-emission vehicles with a view to phasing out petrol and diesel vehicles
- Improve the resilience of the road and rail networks to climate change

National Transport Strategy

Transport Scotland's National Transport Strategy sets out a 20-year vision for Scotland's transport system and is supported by delivery plans. It does not contain policies or proposals which are unique to Dundee. It does however advocate for items on a Scotland-wide scale such as the delivery of low emission zones, active travel and a ban on pavement parking which directly influence transport infrastructure and performance within the city.

Regional Transport Strategy

Currently in preparation for the period 2024-2034: The strategy provides a framework which Dundee City Council and other partners can collaborate towards strategic travel and transportation matters. This includes reducing carbon emissions, improving air quality and enabling inclusive economic growth that enables access to service and opportunity.

It highlights that the area is subject to a considerable scale of challenge to address Government policies, particularly in relation to climate change measures given the geography of the wider region and lack of reasonable alternatives to the private car. Dundee benefits from a more compact urban area but is not isolated from the wider regional pressures with a catchment area that extends well beyond its administrative boundaries. Whilst the Local Development Plan cannot address items outwith those administrative boundaries, the Regional Transport Strategy does provide a context to coordinate with regional partners. Despite this, Dundee continues to perform well with 4471km driven per person per year (compared to the Scottish average of 6723km) but it remains that 93% of trips within the city are under 10km.

Road Standards: Dundee Streets Ahead

Whilst this is not a policy statement the content of this document does influence the delivery of development within Dundee City through items such as cycle and vehicle parking standards and the space standards required for footways, cycleways and roads.

This document was published in 2005 and is currently being reviewed with a new document expected in 2024/2025.

Dundee Cycling Strategy

Published in 2019, this strategy sought to deliver benefits for cycling within the city to increase cycle use. It identifies in general terms barriers to cycle use and offers commitment to addressing physical constraints within the existing transport network as well as an aspirational network of cycle routes.

Figure 1 – Existing (2019) strategic network and aspirational network



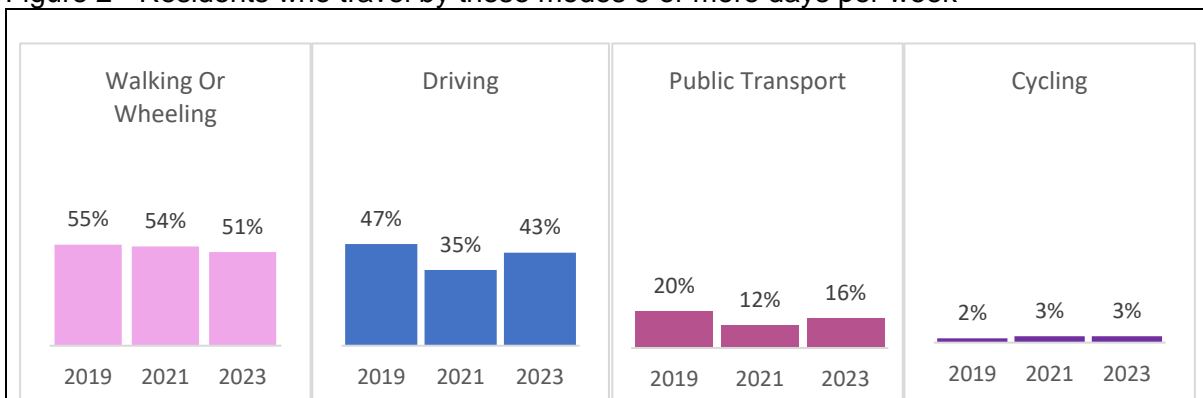
The targets and measures were written without the knowledge of the Covid-19 pandemic – e.g. it contained a target of a 100% increase in cycle use by 2021. Cycling did increase over that time period but 2020 and 2021 saw low demand of all forms of transportation so care must be taken with regard to interpreting the targets against survey figures.

Dundee Walking and Cycling Index 2023

Published in March 2024 by Sustrans this offers an annual insight into walking and cycling activity within the city. As with other statistical accounts care should be taken with interpreting the statistics shown as the monitoring period includes the Covid-19 pandemic which had a significant impact on travel needs and habits leading to a dip in usage in the 2021 survey.

In comparison to 2019 walking and wheeling, driving and public transport use have all reduced by 4%, however during that period all modes dipped in 2021 and started to recover again. Such statistics illustrate the effects of the pandemic but unfortunately cannot be reliably used to show expected trends.

Figure 2 - Residents who travel by these modes 5 or more days per week

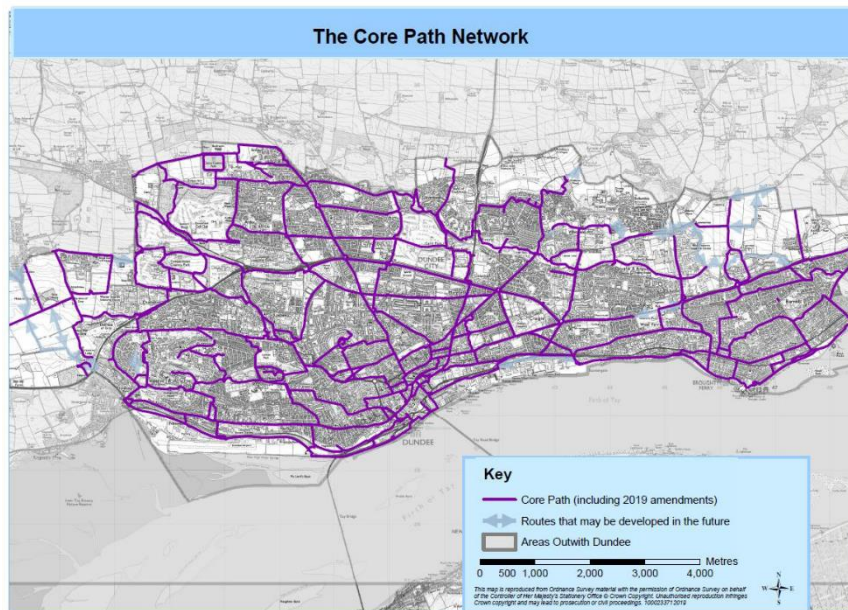


Of perhaps greater statistical significance in this document is the opinion based information which include indicating a desire for increased spending on public transport; wider pavement standards, cycle routes segregated from vehicles and pedestrians.

Core Paths Plan

The Core Path Plan identifies routes within the Dundee City Council area which require protection and should ideally be considered for enhancement or improvement over time.

Figure 3 – Dundee Core Path Network



Core Paths are paths which meet the minimum needs of people moving around the city by non-motorised transport. The paths were identified through public consultation, and scored against criteria, but may be of any condition or surface depending on suitability for their users. They form a basic network of routes for exercising access rights along with pavements and other local paths.

The original Core Paths Plan was adopted by Dundee City Council in 2009 after consultations and with support and advice from Dundee's Local Access Forum. The Plan was reviewed and readopted on the 24th July 2023 with amendments. The above Core Paths map can be viewed online at: www.dundee.gov.uk/outdoor-access-in-dundee/core-paths

Strategic Transport Projects Review (STPR2)

As a national document this makes multiple recommendations which are not unique to Dundee but will influence transportation delivery in this area.

These are grouped into themed interventions:

- Improving active travel infrastructure
- Influencing travel choices and behaviours
- Enhancing access to affordable public transport
- Decarbonising transport
- Increasing safety and resilience on the strategic transport network
- Strengthen strategic connections

The document does make mention of appraisals for potential improvements to the A90 Southbound at Kingsway and an integrated transport plan for the A90 Kingsway to improve reliability on the trunk road and deliver improvements for local active travel and public transport journeys. It is unclear if these would result in any implications for the Local Development Plan.

Dundee Sustainable Transport Delivery Plan

Still in preparation – when published this will cover the period 2024-2034.

Subjects covered by the plan include:

- Active Travel Network
- Cycle Parking and Storage
- Road Safety
- 20mph Zones
- School Streets
- Bus Services
- Digital Information and Ticketing
- Mobility Hubs
- Public Charging for Electric Vehicles

Reducing car use for a healthier, fairer and greener Scotland

This document sets out a route map for achieving the stated Scottish Government aim ([Scotland's Climate Change Plan](#)) of reducing car kilometres by 20% by 2030. Included within the document are a number of behaviour change and supporting measures, some of which may have consequences for future travel options or development standards: including:

- Prohibition on pavement parking
- Investment in the rail network
- Increased active travel budget

In more general terms the document sets out four key strands:

- Reducing the need for travel
- Living well locally
- Switching modes of transport
- Combining trips or sharing journeys

Sustainable Travel to Stations Strategy

This strategy sets out a vision for accessibility of the rail network by sustainable travel modes. In doing so it hopes to increase passenger numbers whilst contributing positively towards the goal of net zero. The strategy does not just concentrate on the station buildings but also seeks consideration from development activity within close proximity to stations (defined as 5km which includes most of the Dundee City Council administrative area)

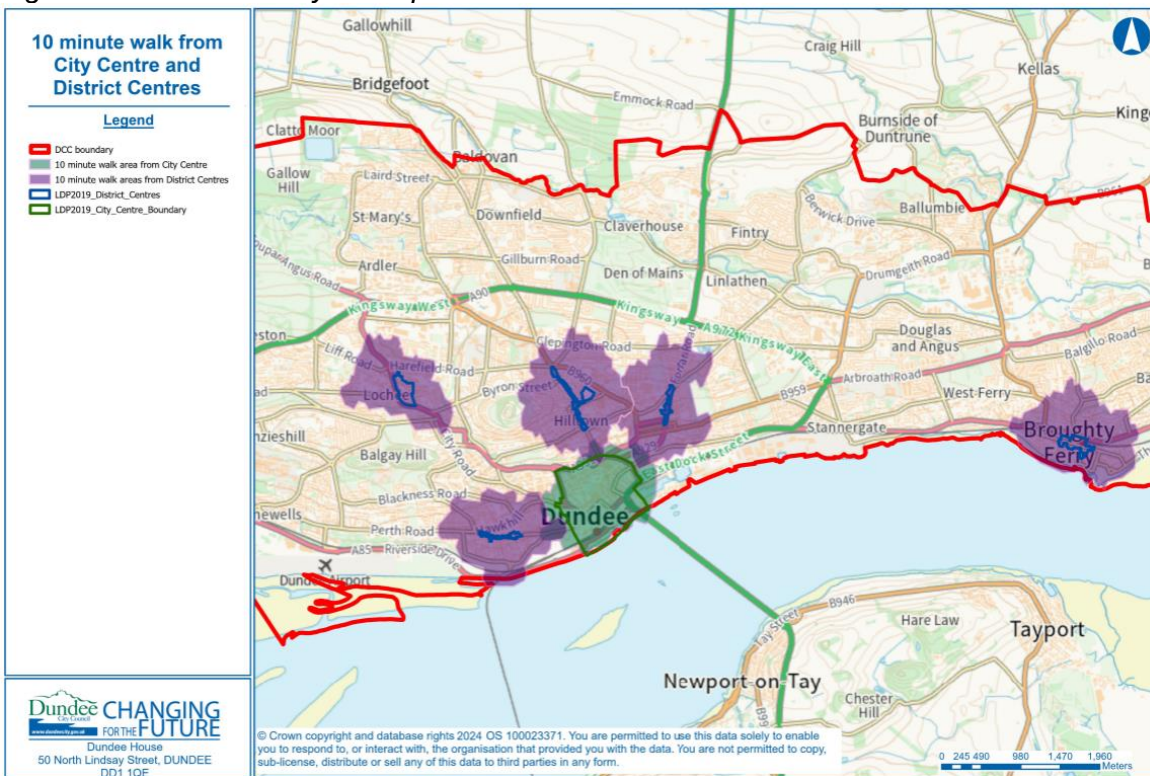
Other data available to Dundee City Council

Dundee City Council can utilise GIS (Geographical Information Systems) to view and analyse data from open sources. This enables, for example, the calculation of travel distances from any particular point such as a bus stop or district centre. When also compared with bus routes this enables us to assess the existing accessibility of development sites for sustainable transport modes.

Figure 4 - Map of Bus Routes in and around Dundee:



Figure 5 – Network analysis map of 10-minute walk areas relative to district centres



4. Implications for the Proposed Plan

Spatial Strategy and Sustainable Travel Hierarchy:

Fundamentally the Local Development Plan should expect to continue the current approach which seeks to encourage and prioritise brownfield development. This offers the greatest opportunity for the most efficient and sustainable use of land in line with the “place principle”.

The constrained administrative boundaries of Dundee City Council suggest that this may not always be possible for every style of development requirement, so if greenfield development is deemed necessary then this needs to be undertaken in a carefully assessed manner which will include adequate and appropriate consideration for provision of all forms of transportation.

National Planning Framework 4 states that the sustainable travel hierarchy should be reflected in the formulation of the spatial strategy of the LDP. Dundee’s geography and the substantial catchment area which extends well beyond the administrative boundaries of the Local Development Plan area suggests that a narrow interpretation of the sustainable hierarchy would not be appropriate for all areas of Dundee as public transport accessibility can be of higher importance than cycling in some areas and on corridors for longer distance commuting.

The sustainable hierarchy would be reflected within the city by a spatial strategy that prioritises key locations (e.g. directing development towards the city and district centres). This would align with the Government’s desire for encouraging short distance travel by walking and wheeling. Care is required to ensure that public transport accessibility is not reduced but complemented throughout the city as a consequence of initiatives. Travel connectivity, particularly for those utilising sustainable travel modes, to public transport hubs whether that be bus or rail should be protected and enhanced as opportunities through development come forward.

The evidence listed above includes behavioural change initiatives and elements which may change the way people move within the city but not necessarily change the actual usage of specific areas of land. For example, the recent designation of the Low Emission Zone, or fare subsidies on public transport. Whilst the interaction with the transportation section of the Local Development Plan on such matters will be limited it is appropriate that policies and proposals be considered against the aims of those initiatives – for example promoting development forms which includes an expectation that public transport subsidy will be necessary is not sustainable in the long term.

Behavioural change initiatives are more likely to be widely supported and successful where facilities exist and are of a high quality: this can translate to a requirement for improved pedestrian routes, high quality segregated cycleways and good bus and train accessibility. The Local Development Plan will therefore draw support from the emerging Roads Standards and Sustainable transport Delivery Plan to achieve progress towards such matters.

Impact on and improving existing transportation networks

It is accepted that all new development will introduce new demand for movement of people, goods and services to some extent. Guiding development to locations that minimises the impact on the transportation network will therefore have benefits to the city and wider environment.

A general principle of no-net detriment to safety or operational performance of the existing transportation network could be applied to all developments, with an expectation that the sustainable modes of walking, public transport and cycling will be improved wherever possible.

This would in particular apply to larger scale and greenfield developments where segregated cycleways and off-site provision to connect to, or establish networks would be capable of being provided. It is accepted that the historical nature of the City could make such provision impossible for small developments such as a single home or householder scale developments but nevertheless opportunities should be sought and identified at all scales of development.

The provision of new developments which clearly rely on private car journeys represent an unsustainable form of development and conflicts with the aims of the sustainable travel hierarchy and increases unnecessary transportation demand.

Dundee is well served by a trunk road network. Information from Transport Scotland indicates that there are no current concerns with the network and the Scott Fyffe roundabout in particular. Care should be taken with consideration for any significant development allocations as these may impact the trunk road. Locations such as the Scott Fyffe roundabout will be impacted by developments outwith the city boundary, particularly along the Angus coastline.

The main East Coast Railway runs through Dundee and is scheduled for electrification before 2035. No additional land take is expected but the construction design could result in alterations to the existing transportation network – for example through the need to alter clearance at bridges. Construction methods are not a consideration for the Local Development Plan but any applications for change to our transportation network should be assessed with a view to improving active travel and public transport connectivity as well as having no detriment to existing connectivity. This may offer an opportunity to support and enhance the 20-minute neighbourhood principle.

Parking

Whilst cycle use remains at low volumes there exists opportunity to enhance the facilities which would enable more people to make use of this low cost form of transport. Ownership of electrically assisted bicycles is also expected to increase over the Plan period. The implications of this are that the plan will seek to build upon the current Local Development Plan standards and consider what future cycle parking quality standards will look like. For example, consideration will be given to specifying additional detail on the minimum number of cycle spaces to be provided as a ratio to the number of bedrooms in a home, ensuring that cycle parking is provided with an electrical outlet to allow for charging and requiring parking to be directly accessible to the street. The quantity of cycle parking for commercial developments will continue to be set by the Road Standards document.

Car parking at new developments: the use of a street for private residential parking represents an inefficient use of public land and reduces the ability to utilise our historical streets for improving active travel (e.g. widening footways or introducing new cycle lanes and bus facilities). The recent introduction of prohibition of pavement parking has further increased pressure on limited road space.

The increasing need to accommodate electrical charging raises concerns for the location of charging infrastructure both in respect of additional clutter on footways and the use of cabling which can present additional hazards. The Local Development Plan could require that space for residential parking be provided entirely within the house plot or in off-street locations where electrical charging is easier and safer to provide.

A spatial strategy that encourages 20-minute neighbourhoods would see increased attention on our City and District Centres. Whilst an element of parking will continue to be essential for those areas it will be necessary to consider what an appropriate future quantity and style of parking will look like. This could include reducing parking expectations for residential developments in close proximity to a district centre or a well served public transport node.

Dundee Airport

Provision for Dundee Airport operations should continue the current approach which concentrates on supporting the safety of airport operations. There is no expectation of significant new development requirements associated with the airport.

Dundee Port / Freight

There are no specific proposals which would currently impact the port.

Freight movement remains an important feature of any city so a precautionary approach which protects and supports the existing range of activities and operations within the current land designation would seem to be the most appropriate direction for the Local Development Plan.

Other Items

There are a number of ongoing projects and proposals within the Dundee City Council area. These projects are expected to be either concluded prior to a finalised Local Development Plan being adopted or are at an early stage and would not be a consideration for the evidence gathering stage.

- Upgrade & reconfiguration of the Swallow Roundabout
- Electrification and other upgrades to the main East Coast Railway
- Road network maintenance projects
- Current Planning Applications under consideration

This list takes reference from information provided by Transport Scotland, Tactran and Network Rail but is not intended to be an exhaustive list of all items which are expected to progress prior to the adoption of a new Local Development Plan.

Transport Appraisal & Statistical information

The above evidence is primarily based on policy direction and known investment strategies but statistical evidence will be required to support the transport appraisal and any new allocations for land use.

The transport appraisal would be expected as an early part of the preparation for the Proposed Plan stage and will be supported by statistical information from Dundee City Council and partner organisations.

Sources for statistical evidence includes:

- [Dundee Walking and Cycling Index 2023](#)
- [Transport Scotland Data](#) which include items of relevance to bus accessibility and public transport use; road accident information, traffic, travel to work patterns and journey times. The most recent data reflects the situation in 2021 and as such may be influenced by the impact of the Covid-19 pandemic. The 2022 information is expected soon and will certainly be in place prior to commencement of the appraisal.
- Data contained in existing Dundee City Council documentation: Sustainable Transport Delivery Plan. This plan is currently in [draft form](#) and expected to be finalised by late 2024 but already contains a considerable quantity of data.
- [Regional Transport Strategy](#)

5. Engagement and Consultation

Stakeholder Working Group

The below initial stakeholder working group was developed through internal and external individuals with specific interest in the thematic area of transportation. The initial stakeholder working group was restricted to internal Dundee City Council representatives and external contacts within key agency group topic experts. These topic experts have assisted in developing a robust evidence base for the topic paper grouping.

Internal

- DCC Sustainable Transport and Roads

External

- Transport Scotland
- Network Rail