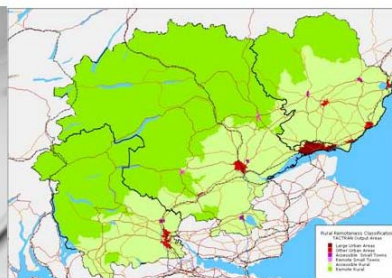


TACTRAN Regional Transport Strategy Options Report

Report for TACTRAN RTP

In Association With Natural Capital and Carl Bro

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Primary Author:	David Whittle
Other Author(s):	Jana Haspicova
Reviewer(s):	David Connolly
Formatted by:	nm

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Summary

Summary

This Report forms the Options Report for the development of a Regional Transport Strategy (RTS) for TACTRAN. The approach to Strategy Development taken by TACTRAN has involved two distinct parallel activities.

The first activity is based on the development of new initiatives following directly on from the issues, key trends, objectives and policies specified in the previous Issues and Objectives phase of the RTS work. This has comprised three main strands of work:

- **Network based initiatives:** primarily concerned with infrastructure and public transport services, this strand of work defined a consistent set of appropriate 'level of service' standards for public transport provision and solutions to congestion 'hot spots' on key transport corridors. This analysis was essentially 'demand' led, focussing on high volume and essential economic links, considering future as well as present day demand.
- **Initiatives for specific areas and groups:** primarily concerned with identifying excluded groups in terms of accessibility and key locations, such as employment and health. This analysis was fundamentally based on defining the needs of specific excluded groups and geographical areas where problems were identified.
- **Region wide initiatives:** region wide initiatives were developed to address issues such as integrated ticketing, 'smarter travel' choices, public transport fares, safety, parking, planning, health promotion etc. These issues are primarily of a policy nature, leading to the creation of a consistency of approach for constituent local authorities, as well as the implementation of schemes and initiatives.

The second parallel activity concerned the collation of a 'long list' of potential initiatives (schemes, policy instruments, other interventions), which aims to provide a definitive list of all RTS-relevant proposals in the TACTRAN area. This list is being continuously supplemented as new initiatives are put forward and developed. The long list has been divided into 19 categories, based on the type of intervention, to form a 'toolkit' of proposed interventions. The individual interventions have been qualitatively scored against the RTS Objectives with these scores being 'weighted' to reflect the priority given to each Objective through stakeholder consultation and public validation. Interventions have then been ranked within their own category. To this will be added a cost estimate (on a 1-20 scale) and a comment as the delivery mechanism required in each case.

The two main parallel activities (that is the long list of existing interventions and the additional proposals) then converge into a set of packages of interventions. This will give rise to:

- a Strategy based on a clear audit trail of issues – objectives - strategy; and
- prioritised interventions which will help deliver the strategy.

This combination will form the RTS, which is to be appraised in accordance with STAG principles.

As the draft strategy is drawn together, alternative strategies will be developed based on placing a different emphasis on the three main themes of Economy, Accessibility and Integration, and Environment.

1

1 Introduction

1.1 Introduction

1.1.1 This Report forms the 'Options Report' required as part of the preparation of a Regional Transport Strategy (RTS) for the Tayside and Central Scotland Transport Partnership (TACTRAN).

1.2 Overview of TACTRAN RTS Development Process

1.2.1 The development of the TACTRAN RTS has a number of main elements including:

- specification of issues and objectives;
- based on the issues and objectives, the development of an approach to strategy development;
- the compilation and initial appraisal / prioritisation of a long list of interventions to form a 'toolkit' for subsequent strategy development;
- further development of the 'toolkit' list through stakeholder consultation supplemented by 'gap analysis' to specify a detailed programme of activities for the RTS; and
- development of the draft strategy for wider public consultation prior to publication of the final Regional Transport Strategy.

1.2.2 The RTS development process is illustrated in Figure 1.1 overleaf.

1.3 Process to Date

1.3.1 The preparation of the TACTRAN RTS has been through a number of main phases to date:

- review of relevant Community Plans, Structure Plans, Local Transport Strategies, Economic Strategies and other key strategy documents;
- specification of main trends and 'drivers' of the key trends in transport;
- early consultation with major stakeholders on the main issues which the RTS should be addressing;
- development of RTS Vision and Objectives;
- stakeholder consultation on issues and objectives (including the prioritisation of objectives);
- drawing together the above strands into an Issues and Objectives Report;
- analysis of transport services, network performance and accessibility issues, together with
- a collation of existing transport proposals from constituent local authorities, stakeholders and technical analysis to compile potential interventions in the form of a 'toolkit' list;
- initial qualitative prioritisation of the 'toolkit' list against RTS objectives;
- key stakeholder consultation on the emerging interventions and

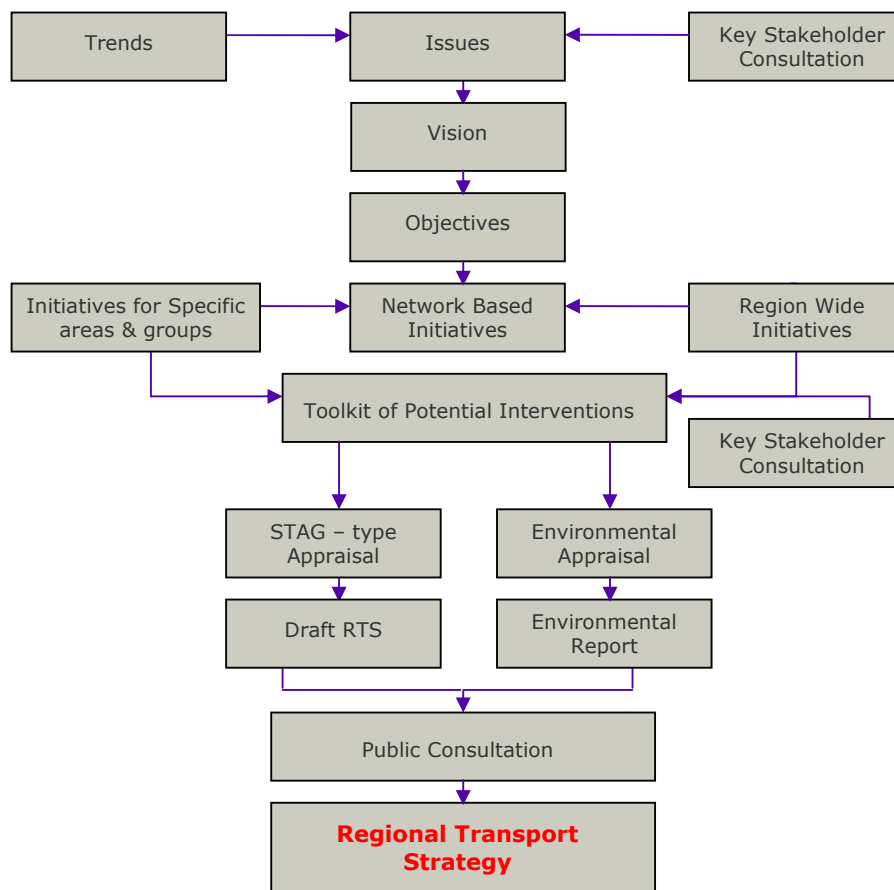
■ development of potential intervention packages.

1.3.2 The purpose of this Report is to describe how the options for the TACTRAN RTS were generated, sifted and appraised, and how the emerging Strategy is being considered. The process being followed by TACTRAN follows directly from the Issues and Objectives stage of the RTS, to identifying suitable potential schemes / measures to deliver the eventual strategy, drawn from existing identified measures supplemented by new initiatives where gaps in service provision, “soft measures” or infrastructure have been identified. The strategy itself will then be appraised in more detail. This report does not therefore set out an ‘appraisal’ of a list of potential interventions against the RTS objectives, but describes this development process in some detail.

1.3.3 Note also that this report does not deal with delivery issues, other than to indicate how this is addressed within the process. The purpose of this document is to outline the methodology behind the development of the options and emerging strategy. It is for later work-streams to consider how the Strategy can best be delivered.

1.3.4 This document will be the subject of further consultation with key stakeholders as specified in the RTS Guidance model process.

Figure 1:1 RTS Process



2 Option Generation Phase

2.1 Introduction

- 2.1.1 Option generation is an important element of the RTS development work. It is an initial collation of ideas, together with a prioritisation for more detailed appraisal in the context of the wider development of the RTS. The RTS Guidance¹ advises that *'.....services and initiatives will be generated throughout the strategy development process'*, so new ideas can continue to be incorporated throughout the RTS development process.

2.2 Issues and Objectives

- 2.2.1 As described in paragraph 1.3.1 above, the initial strands of work covering the identification of Issues and setting of Objectives have been drawn together into an Issues and Objectives Report. That report has been approved by the TACTRAN Board and endorsed by the Scottish Executive through the 'assurance' procedure laid down by the Executive as part of the Strategy development process. The Issues and Objectives Report can be viewed at www.tactran.gov.uk

2.3 Option Generation

- 2.3.1 Having set the Vision and Objectives the Strategy should achieve, three strands of work were undertaken to identify the types of measures which the RTS would be likely to contain. These are:

- Network-based initiatives – covering physical infrastructure schemes and public transport supply on high demand corridors;
- Initiatives for specific areas and groups – aimed primarily at accessibility and providing minimum levels of service to specific localities; and
- Region-wide measures – measures affecting the whole TACTRAN area.

- 2.3.2 Alongside the identification of potential interventions through the above three work strands, an initial 'long list' of potential schemes and interventions was compiled from current Plans to form a 'toolkit' from which preferred interventions can be drawn. The list has been further developed with the TACTRAN Steering Group. To date the long list comprises:

- measures identified from a review of the constituent authority Structure Plans, Local Transport Strategies, Community and Safety Plans;
- measures nominated by TACTRAN Partners' members and officers;
- measures raised through consultation with key stakeholders; and
- measures identified through analysis of the three strands of work undertaken as part of the supporting study work.

- 2.3.3 At the time of writing, the resulting 'toolkit' currently comprises some 400 individual proposed measures. The list is in a state of continuous development as new initiatives emerge. In addition to interventions which would be promoted at the regional level through the RTS, it includes

¹ Scotland's Transport Future: Guidance on Regional Transport Strategies, Scottish Executive, March 2006.

2 Option Generation Phase

proposals which would be delivered at the local or national level and a set of schemes at local, regional or national level which form a 'Reference Case', defined as either:

- under construction;
- beyond all appraisal stages and with funding in place; or
- at an advanced planning stage with funding commitments.

2.3.4 The Option Generation and Sifting phase has therefore produced a spreadsheet based inventory of all the measures and schemes which have been put forward through existing formal plans, analysis or by stakeholders for consideration in the RTS. This spreadsheet provides an important audit trail and, when all the schemes / measures are appraised against RTS objectives, gives a 'toolkit' for use in the final strategy development.

2.4 Categorisation of Measures

2.4.1 In order to assist in and manage the option generation process, we adopted a categorisation of potential measures originally developed in the "PROSPECTS"² study, undertaken for the European Commission. The main elements of this categorisation are:

- land use measures;
- attitudinal and behavioural measures;
- infrastructure measures;
- management of infrastructure;
- information provision;
- pricing; and
- policy instruments.

2.4.2 Within each of these categories, PROSPECTS defines a range of potential measures – both infrastructure and policy based. This acts as a 'checklist' against the developing long list of possible RTS interventions. In addition to these categories, the long list schemes categorised as 'Infrastructure measures', and 'Management of infrastructure' have been further sub-divided into:

- bus;
- rail;
- LRT;
- interchange;
- road;
- walking and cycling; and
- other.

² Procedures for Recommending Optimal Sustainable Planning of European City Transport Systems, EC 2003.

2 Option Generation Phase

- 2.4.3 This gives a total of 19 categories of different types of intervention. From the original long list, it is therefore possible to filter by these various categories to view all of the proposals of a given type eg 'infrastructure measures – bus'. Examples of typical types of intervention that come within each of these categories are set out at Appendix A.

2.5 Assembly of intervention packages

- 2.5.1 The 'toolkit' list of potential interventions contains a large number of location-specific schemes, reflecting the various constituent structure and local plans from which they were drawn. To reflect a more region-oriented approach to the strategy development, these have been recast into a more generic, region-wide specification. For example, a proposal to 'develop bus corridors in Angus and Dundee' could become a proposal to 'develop bus corridors on arterial routes on approaches to and within main urban areas in the region', of which similar proposals for Angus, Dundee and other areas would be retained as potential specific applications of the regional proposal.

3 Option Appraisal

3.1.1 As described in the previous chapter, each of the measures has been recorded in a spreadsheet and grouped by category into a set of packages of potential interventions. The next stage in the process was to undertake an initial appraisal of the packages. Each package has been assessed on a qualitative basis on its potential performance against each of the 18 RTS Objectives.

3.1.2 All interventions on the long list have been appraised qualitatively in line with the approach set out in the 'Scottish Transport Appraisal Guidance' (STAG). As stated in the RTS Guidance "*the role of STAG in the production of a regional transport strategy (RTS) is to ensure that the objectives for the RTS are established up front, and a number of strategy options generated and their relative impacts appraised against those objectives and the above (referring to the Government's 5 national) criteria.*" The appraisal of the relative impacts has been achieved by using the following seven point scale, compliant with STAG requirements for this level of assessment:

- -3: Major negative impact;
- -2: Moderate negative impact;
- -1: Minor negative impact;
- 0: No benefit or impact;
- +1: Minor benefit;
- +2: Moderate benefit; and
- +3: Major benefit.

3.1.3 Each potential intervention was considered in turn, with the aim of assessing to what degree it contributed towards (or worked against) each of the 18 TACTRAN RTS Objectives. This was an essentially judgemental process, undertaken by the study team and reviewed by the Steering Group and is subject to ongoing refinement.

3.1.4 Following the scoring of the packages derived from the 'long list', the initial scores were reviewed by filtering the list by type of scheme and viewing the results, e.g. the scoring of all new rail based schemes is considered together to ensure consistency between the evaluation of schemes. At this stage the list contains a set of unweighted scores.

3.2 Weighting of Objectives

3.2.1 Having approved a set of Objectives for the strategy it is important to ensure that the strategy itself is prioritised towards the needs of the TACTRAN area. The means of doing this is to identify an appropriate weighting for each of the individual Objectives and a priority for each overarching Objective by examining the context and trends, various plans and documents in the TACTRAN area, stakeholder input and issues identified in the Issues and Objectives Report. The process by which this has been achieved is set out below.

Stage 1 - Determination of Issues

3.2.2 Utilising the context and trends, background documents and stakeholder inputs a series of Issues were identified. These are listed in the Issues and Objectives Report. There are 49 Issues identified in total, broken down into categories as follows:

- Economy - 17 issues (E1 - E17)
- Accessibility - 11 issues (A1 – A11)
- Environment - 5 issues (Env1 - Env5)
- Health and Well Being - 6 issues (H1 - H6)
- Safety & Security - 6 issues (S1 - S6)
- Integration - 4 issues (I1 - I4)

Stage 2 - Importance of Issues

3.2.3 Each of the above issues was then given a degree of importance in three categories: very important, important and quite important. The degree of importance was determined by a mixture of the knowledge gained from analysis of context, trends and appropriate TACTRAN area documentation, supplemented by the views of key stakeholders at a Stakeholder Consultation event held at Discovery Point, Dundee in August and subsequently.

Stage 3 - Issues/Objectives correlation

3.2.4 The 18 Objectives agreed by the Board each address a number of the 49 Issues identified. The Issues and Objectives Report identifies which Issues are addressed by each of the Objectives. For example:

Objective 1 To ensure that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors.

Issues Addressed: E1, E2, E3, E5, E7, E9, E13, E16, E17, Env2, H5, H6

Stage 4 - Attaching Weights to Issues

3.2.5 From Stage 2 above, each Issue was categorised as very important, important, or quite important, with a weighting attached as follows:

- Very Important - 3
- Important - 2
- Quite Important - 1

Stage 5 - Weighting of Objectives

3.2.6 By combining the number of Issues and the weighting given for each Issue, each Objective achieves an overall score, as shown on Table 3.1 below with the final column containing the resultant proposed Weightings for each individual Objective.

Table 3.1 Weighting of Objectives

Obj. No.	Sub-Objective	Weighting: Issues-based
1.1	To ensure that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors	23
1.2	To improve the efficiency, reliability and integration of the movement of goods and people	55
1.3	To address issues of peripherality associated with the TACTRAN area	27
2.1	To improve access to employment	27
2.2	To improve access to public services, including health and education	40
2.3	To improve access to retail, recreation and leisure facilities	34
2.4	To reduce severance and social and economic isolation caused by transport, or by a lack of it	31
2.5	To improve the accessibility and inclusivity of the transport system	18
3.1	To contribute to the achievement of the Scottish national targets and obligations on greenhouse gas emissions	10
3.2	To promote a transport system that respects both the natural and the built environment	14
3.3	To promote a shift towards more sustainable modes	37
4.1	To help meet or better all statutory air quality requirements in the TACTRAN area	17
4.2	To promote a culture of active and healthy travel	22
5.1	To improve transport-related safety	14
5.2	To improve real or perceived levels of personal security on the transport network	10
6.1	To improve integration of the transport modes	28
6.2	To ensure integration with land-use planning	17
6.3	To ensure a fit with other relevant national, regional and local strategies and policies	14

3.2.7 Therefore, in order to give emphasis to each Objective in accordance with the importance of the Issue(s) it sets out to address, the weightings for each Objective were applied. This was achieved by multiplying the unweighted scores by the various Objective weights set out in Table 3.1, so that a set of weighted scores was derived. This process gives more 'weight' to schemes that, for example, aim to improve the efficiency of movement or improve access to public services (i.e. the highest weightings in Table 3.1).

3.2.8 At this stage in the process, the packages of interventions have been scored and weighted. Those interventions that score best will be those that address the most important Objectives, as identified in turn through the ranking of Issue importance and Objective weighting.

3.2.9 In order to explore the effect of weighting on the selection and robustness of packages that might form the Strategy, sensitivity tests on the weighting were undertaken. To assist this process, the Objectives have been further grouped into the following three themes to make the exercise manageable:

- Economy – including the 3 separate objectives;
- Accessibility & Integration – including the 5 accessibility and 3 integration objectives; and
- Environment - including the 3 environment, 2 health and well-being and 2 safety and security objectives.

3.2.10 Clearly there is an uneven number of objectives within each of the three themes, which would lead to 'accessibility' or 'environment' schemes having a higher chance of scoring better than 'economy' schemes. Therefore, the scores were first adjusted to compensate for this numerical imbalance, prior to weighting each theme in turn further to test the sensitivity of the outcome. The latter test weighting was achieved by a simple doubling of the Objective weights within each theme in turn. This test gives an indication of the type of intervention that would come up in priority within the strategy should the emphasis within the strategy be on 'economy' or 'accessibility and integration' or 'environment'.

3.2.11 Therefore, a total of five sets of 'scores' have been produced comprising:

- Unweighted;
- Weighted – to reflect the relative importance of each objective;
- Weighted – to reflect an emphasis on economy;
- Weighted – to reflect an emphasis on accessibility and integration; and
- Weighted - to reflect an emphasis on environment.

3.2.12 The results of this analysis are considered further in the next chapter, which discusses the use of these various weighted results in the consideration of alternative strategies that the RTS might adopt.

3.3 The next steps

3.3.1 To meet the requirements within the SE Guidance to subject the options to an assessment of the practicality and feasibility of their delivery, each intervention is to be given an initial assessment in terms of cost (low / medium / high) and ease of implementation (feasibility, deliverability and

acceptability on a scale of difficult / medium / easy) . The ranking of interventions which emerges from this process will be used to give an initial High / Medium / Low level of priority – based only on the 'benefits' of the intervention at this stage.

- 3.3.2 Subsequent to this early work, the Option Generation & Sifting spreadsheet was supplemented with further new initiatives identified through a second key stakeholder workshop held in Dundee on 3 November. The workshop resulted in the identification of over 40 additional interventions for consideration. The spreadsheet will also contain more detailed costing and an indicator of whether TACTRAN would require further powers to deliver / implement the measure. The project cost will be specified on a 1-20 scale ranging from zero / negligible cost to £500m plus.
- 3.3.3 In terms of the possible powers for, and deliverability by TACTRAN, the following classification has been adopted:

- N (No). The scheme can be implemented by a single local authority using its own existing powers eg a bus lane in one area. This applies mainly to schemes within a single local authority area, or schemes that are geographically distinct.
- P (Possibly). The scheme could be implemented by voluntary partnership between authorities but it is possible that a more consistent approach to the scheme could be gained by TACTRAN taking on powers to implement it. An example might be a Quality Bus Corridor across LA boundaries, where there is a desire to see a uniform treatment of the corridor from end to end.
- Y (Yes). A scheme where TACTRAN needs to take on powers to implement this. An example would be integrated ticketing across the area, which could only be secured through a TACTRAN wide initiative.
- NAT (National). Rail and trunk road schemes whose implementation would be primarily the responsibility of Transport Scotland.

- 3.3.4 This classification will be particularly useful in identifying national schemes within the packages. It will also act as a 'flag' to identify schemes which could be taken forward in the Scottish Executive's Strategic Transport Projects Review.

4 Strategy Development

4.1 Introduction

- 4.1.1 The previous chapters have described the process by which individual existing and newly identified proposals for infrastructure schemes, policy instruments and other initiatives have been identified and appraised. This chapter now outlines how this work is brought together to guide the development of, and ultimately form, the Regional Transport Strategy.

4.2 Process

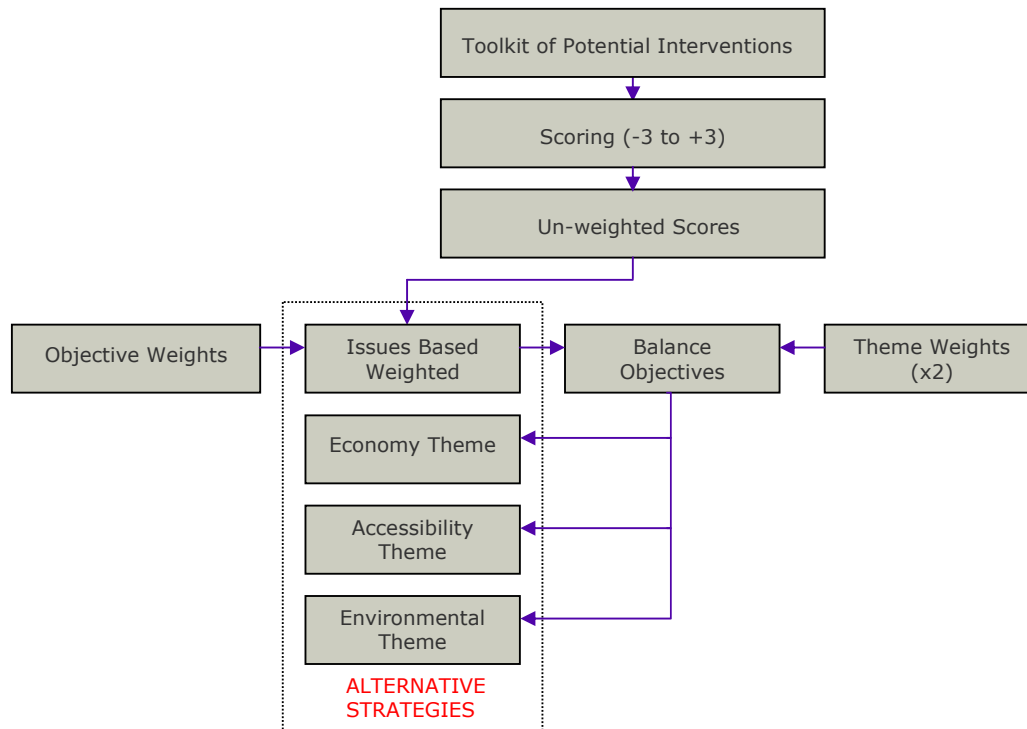
- 4.2.1 The three themes (network based initiatives, initiatives for specific areas and groups, and region wide initiatives), from Chapter 3 have determined:

- A set of network-based initiatives, covering physical infrastructure schemes and public transport supply on high demand corridors;
- A set of initiatives for specific areas and groups, aimed primarily at accessibility and providing minimum levels of service to specific localities; and
- A set of region-wide measures to address issues affecting the whole TACTRAN area.

- 4.2.2 The development of sets of packages of interventions provides the basis for the *"programme of activities, projects and interventions by the RTP, its constituent councils and other stakeholders that is prioritised and costed, contributing to the achievement of the RTS objectives"* required by the RTS Guidance.
- 4.2.3 The 'long list' that was developed as described in Chapter 2 should be regarded as an existing 'toolkit' from which measures can be drawn to implement the overall strategy. The 'toolkit' will be re-visited in the light of the emerging strategy. It is anticipated that there will be some remaining 'gaps' in terms of elements of the strategy which do not have a corresponding existing proposal. These gaps will be identified with the aid of continuing consultation and measures will be identified to plug these gaps. These measures will be defined directly from the strategy requirements and the RTS Objectives.
- 4.2.4 The resulting RTS package of measures will continue to be appraised and will form the basis of the Strategic Environmental Assessment.
- 4.2.5 As the RTS is not being developed in the context of a fixed Capital and Revenue budget, the strategy can be aspirational in nature, but the components of the strategy will be prioritised in relation to the RTS Objectives and their deliverability.

4.3 Alternative Strategies

- 4.3.1 The RTS Guidance requires that alternative strategies are considered. The process outlined in Chapter 3 and illustrated in Figure 4.1 below provides the framework for developing the ensuing Strategy. As this is moved forwards, an approach that could be adopted is to define a 'core' strategy, with alternative strategies defined through the use of the options weighted with an emphasis on economy or accessibility and integration or environment themes.

Figure 4:1 Alternative Strategies Development

- 4.3.2 In this context, the core strategy can be defined in terms of the set of interventions that best meets the set of TACTRAN Objectives. This is defined by the set of weights that were drawn up to reflect the relative importance of each Issue and subsequent Objective ie those set out in Table 3.1. As stated previously, these weights will give more priority to interventions that, for example, improve the efficiency of movement or improve access to public services. We will therefore refer to these as the 'issues based' weights.
- 4.3.3 By following the process described in Chapter 3, that is scoring the interventions and applying the issues based weights, it is possible to envisage the types of interventions that would feature in a draft strategy based on these weights. At this point it is important to stress that the scoring to date has been undertaken on an emerging list of interventions at an early stage of development. As the process of appraisal continues, including an assessment for practicality/deliverability, there will inevitably be some changes. However, the following is considered to be a reasonable illustration of what an 'issues based' strategy might contain:

Infrastructure initiatives

- Tay Estuary Rail Services (TERS)
- Upgrading of rail stations and development of interchanges in Perth, Dundee, Stirling and Angus
- Development of a network of rural interchanges with co-ordinated public transport services

- Improved rail links to Edinburgh, Glasgow and Inverness
- A90 improvements in/around Dundee
- Improved access links to major ports and transshipment points
- Tourist routes to serve key attractions and the National Parks

Initiatives to improve accessibility, reduce the need to travel

- Improving accessibility to all district centres
- Improving availability and equity of rural transport provision across the region
- Region-wide demand responsive transport
- Land use planning controls to reduce the need to travel
- Enhance integration of modes – the right mode for the right journey
- Increasing service frequencies on under-performing public transport corridors where current provision is less than 4 per hour

Region-wide initiatives

- Public transport map, including coach routes, cycle and foot paths
- Integrated ticketing
- Overarching transport body co-ordinating rural & community transport provision and funding

4.3.4 As described in paragraphs 3.2.9 - 11, sensitivity tests have been undertaken to give an indication of the type of intervention that would come up in priority should the emphasis be on one of three themes. This was achieved through a two-stage process. The first stage removes any imbalance in the scoring arising from the number of Objectives in each theme. The Economy theme includes 3 Objectives, whilst the Accessibility & Integration theme covers 8 and the Environment covers 7. Therefore, a hypothetical scheme that addresses all these Objectives with a major positive impact would score 3 points against each Objective, making a total of 54 points - 9 Economy points, 24 Accessibility & Integration points and 21 Environment points. Removing this imbalance would give 18 points to each theme. Clearly this tends to increase the relative priority on Economy and reduce the priority on Accessibility and Environment.

4.3.5 The second stage of the theme weighting process is to double the scores against each objective comprising each theme. Applying this approach to the **Accessibility** theme increases the emphasis on this theme. The end result is perhaps not surprisingly similar to the issues based weighting, as the two-stage weighting process in turn decreases then increases the emphasis on Accessibility. A side effect arises from increasing the emphasis on Economy schemes as a result of the initial 'balancing' stage of the two-stage process. Therefore in addition to the interventions outlined above, this sensitivity test would indicate the strategy as having increased emphasis on, for example:

- Improved rail links to Edinburgh, Glasgow and Aberdeen airports
- Park & ride facilities at key rail stations

4.3.6 By contrast the results for the **Economy** theme show differences when compared to the initial issues based weighting. This is perhaps to be expected as the Economy scores are increased from the first stage balancing step and further increased by factoring the score for this theme by two. Under this theme, more emphasis is given to infrastructure schemes that promote efficient movement inter-regionally and around the region by all modes and to complementary measures such as high standards for maintenance that improve the overall efficiency of the transport networks. An emphasis on Economy would give higher priority to, for example:

- TERS extensions to Dunblane and Glasgow
- New Tay crossing at Perth
- Rail improvements to address capacity constraints (line speed, weights, gauges)
- Junction improvements on key regional routes to relieve congestion and enhance road safety

4.3.7 The results for the final theme, **Environment**, are not dissimilar from those for the Accessibility theme for similar reasons to those that applied to the Accessibility theme. Both themes cover a similar number of Objectives that are decreased and then increased in weight by the two-stage weighting process. However, under this theme, particular emphasis is given to, for example:

- Interventions supporting walking and cycling routes and strategies.
- Road schemes that provide significant environmental benefits (principally air quality) through relieving congested urban areas.

4.4 Discussion

4.4.1 It is perhaps worth stating at this point that a strategy based on the implementation of interventions prioritised under any of the weightings would meet the requirements laid down for the Partnership, ie it would be balanced, meeting the requirements to:

- Enhance social and economic well-being and public health
- Promote public safety, including road safety and the safety of users of public transport
- Be consistent with the principles of sustainable development and to conserve and enhance the environment
- Promote social inclusion
- Encourage equal opportunities
- Facilitate access to hospitals, clinics, surgeries and places where a health service is provided; and
- Integrate with transport elsewhere.

- 4.4.2 The weighting systems are a tool to assist in meeting the Guidance requirement to identify *"the order of priority in which different elements of the provision, development and improvement of transport should be undertaken."* In each region the priorities will reflect the particular needs of each and can be applied over the whole strategy period or reviewed and amended as the strategy itself is reviewed and amended over time.

4.5 Outline of RTS Structure

- 4.5.1 In the final section of this report we set out the likely structure of the draft RTS, which is prescribed to some extent by the Guidance. An overview of the likely structure of the document is given below:

- Introduction to the process and the TACTRAN region.
- Trends and Issues
- RTS Vision and Objectives
- Option Generation & Sifting
- Development of the draft Strategy and consideration of alternatives
- Proposed interventions – initiatives, measures and schemes
- The role of the SEA in the draft RTS development
- Funding and Monitoring.

Appendices

Appendix A – Examples of intervention by category

Ref	Category	Network-based initiatives	Measures to Improve Accessibility	Region-wide initiatives
		Example	Example	Example
A	Land use	New transport infrastructure design standards for new developments	Ensure walk, cycle & public transport access to out of town centres & retail developments	Land use planning controls to reduce need to travel
B	Attitudinal and behavioural	Traffic restraint measures in urban areas	Encourage car drivers to participate in community transport schemes	Road safety campaigns Campaign to promote Active Travel Travel Planning; Car Sharing Clubs
C1B	Infrastructure Bus	Quality Bus Corridors in support of Park & Ride	Better PT services to recreation sites	Increase peak hour PT freq to 3/hr for the top 20 inter-local-authority commuter movements
C1I	Infrastructure Interchange	Rail/bus interchanges at Perth, Arbroath, Stirling, Dundee and Montrose.	Hub and spoke interconnect services, backed up by flexible services feeding into towns (eg from Angus to Dundee, PKC)	Express coach interchanges
C1L	Infrastructure LRT	Develop a TACTRAN Bus-based Rapid Transit network	-	-

Ref	Category	Network-based initiatives	Measures to Improve Accessibility	Region-wide initiatives
		Example	Example	Example
C1R	Infrastructure Rail	Tay Estuary Rail Services (TERS)	Increased capacity to accommodate cycles, prams, wheelchairs etc.	Rail-based Park & Ride sites
C2	Infrastructure Road	A92 - improvement Arbroath to Montrose (and on to boundary) Stirling City strategic network improvements A90 improvements in/around Dundee	Improved passenger interchange facilities at rail and bus stations	High Occupancy Vehicle lanes
C3	Infrastructure Non-motorised modes	Walking, cycling priority measures on arterial routes	Ensure new developments are cycle friendly	Regional cycling network
C4	Infrastructure Other	Improved links (access) to major ports & transhipment points	-	-
D1B	Management Bus	Relevant bus priority measures on all arterial routes	Region-wide Demand responsive transport Hospital to Hospital network	Minimum standards for PT services, infrastructure and information (including accessibility) Quality Bus Partnerships
D1I	Management Interchange	Network of rural public transport interchanges	Integrated timetabling between modes	-

Ref	Category	Network-based initiatives	Measures to Improve Accessibility	Region-wide initiatives
		Example	Example	Example
D1L	Management LRT	-	-	-
D1R	Management Rail	Improved rail links to Edinburgh, Glasgow and Aberdeen airports	Service quality enhancements to improve information & reliability	Monitor PT crowding and encourage provision of additional capacity where necessary
D2	Management Road	Traffic management control on entry points to major centres	Improved tourism signing (including walking routes & to PT network)	Regional Parking Management Strategy
D3	Management Non-motorised modes	Cycling strategy	Further pedestrianisation of town & city centres	Safe Routes to School Best Practice
D4	Management Other	Coastal shipping strategy	Ensure accessibility to all district centres	Regional Freight Partnership
F	Information	Audit of transport resources	Public transport journey planner	Information strategy for public transport in TACTRAN local areas
G	Pricing	Parking charge regimes in town centres to encourage use of P&R	Rural fares initiative, eg job seekers, college access	Integrated ticketing scheme covering all modes/operators
P	Policy Instruments	Reallocation of road space in favour of public transport and freight	Positive promotion of transport accessibility for mobility impaired and partially sighted	Promoting tourism related transport, tourism and National Park needs, part provision/part marketing

MVA Consultancy provides advice on transport and other policy areas, to central, regional and local government, agencies, developers, operators and financiers. A diverse group of results-oriented people, we are part of a 350-strong team worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world. For more information visit www.mvaconsultancy.com

Head Office

MVA House, Victoria Way
Woking, Surrey GU21 6DD United Kingdom
T: +44 (0)1483 728051 F: +44 (0)1483 755207

Birmingham

Second Floor, 37a Waterloo Street,
Birmingham, B2 5TJ, United Kingdom
T: +44 (0)121 233 7680 F: +44 (0)121 233 7681

Dubai

PO Box 111081, Arift Tower, 8th Floor,
Offices 803-805, Al Baniyas Road, Deira, Dubai

Dublin

Regus House, Harcourt Road, Dublin 2, Ireland
T: +353 (0)1 477 3143

Edinburgh

Stewart House, Thistle Street, North West Lane
Edinburgh EH2 1BY United Kingdom
T: +44 (0)131 220 6966 F: +44 (0)131 220 6087

Glasgow

Seventh Floor, 78 St Vincent Street
Glasgow G2 5UB United Kingdom
T: +44 (0)141 225 4400 F: +44 (0)141 225 4401

London

One Berners Street
London W1T 3LA United Kingdom
T: +44 (0)20 7612 3700 F: +44 (0)20 7436 9293

Lyon

11 rue de la Republique, 69001 Lyon, France
T: +33 (4) 72 10 29 29 F: +33 (4) 72 10 29 28

Manchester

25th Floor, City Tower, Piccadilly Plaza
Manchester M1 4BT United Kingdom
T: +44 (0)161 236 0282 F: +44 (0)161 236 0095

Marseille

13, rue Roux de Brignoles, 13006 Marseille, France
T: +33 (4) 91 37 35 15 F: +33 (4) 91 54 18 92

Paris

12-14, rue Jules Cesar, 75012 Paris, France
T: +33 (1) 53 17 36 00 F: +33 (1) 53 17 36 01

Email: info@mvaconsultancy.com

Offices also in

Bangkok, Beijing, Hong Kong, Shenzhen and Singapore

mvaconsultancy