

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

16 JANUARY 2007

CONSULTATIONS ON REGIONAL TRANSPORT STRATEGIES

Report by Director

This report seeks the Partnership Board's agreement to proposed responses to consultations by other Regional Transport Partnerships on their Draft Regional Transport Strategies.

1 RECOMMENDATIONS

That the Partnership Board :-

- (i) approves the Draft responses to consultations on the HITRANS, NESTRANS, SEStran and SPT Regional Transport Strategies, as set out in the Appendix; and
- (ii) delegates authority to the Director to respond with these and any other general comments, as appropriate, to all six Regional Transport Strategy consultations.

2 DISCUSSION

- 2.1 The Transport (Scotland) Act and related RTS Guidance requires that RTP's consult each other on the content and purpose of their proposed strategies. Towards the end of 2006 the six other RTP's launched consultations on their Draft Strategies with the following response deadlines :-

HITRANS – 31 January (available at www.hitrans.org.uk/consultation)

NESTRANS – 7 February (www.nestrans.org.uk/rts)

Shetland – 26 January (www.shetland.gov.uk/transport/stp)

SESTRAN – 28 January (www.sestran.gov.uk)

South West Scotland – 9 February (www.dgcommunity.net/rts)

SPT – 12 February (rts@spt.co.uk)

- 2.2 Copies of the six other RTPs' strategies have been reviewed by the Director. The Strategies can be viewed at the relevant RTP websites listed above. Comments and proposals of cross-boundary interest, identified within the 4 adjoining RTPs' – HITRANS, NESTRANS, SEStran and SPT – Strategies are highlighted in the Appendix to this report, along with a proposed TACTRAN response. There are no proposals of direct cross-boundary significance within the Shetland and South West Scotland RTPs' strategies. The Partnership Board is asked to approve the draft responses to the specific issues highlighted within the Appendix.

2.3 In addition to the issues highlighted in the Appendix there are a number of more general proposals and issues contained in each Strategy – e.g. support for integrated ticketing, public transport, travel plans, other measures to reduce transport emissions, etc. – which are broadly common to all strategies and on which it would be appropriate to offer comment. It is proposed that the Partnership Board delegates authority to the Director to add comment on these general issues, as appropriate, within the TACTRAN response to each individual consultation.

3 CONSULTATIONS

3.1 This report has been prepared in consultation with Council representatives on the RTS Steering Group.

4 RESOURCE IMPLICATIONS

4.1 This report has no direct resource implications.

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Director

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NOTE

Background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) which were relied on to a material extent in preparing the above Report.

HITRANS Draft Regional Transport Strategy for the Highlands & Islands
NESTRANS Draft Regional Transport Strategy 2021
Shetland Transport Strategy Consultation Draft
SEStran Regional Transport Strategy Consultation Document
Regional Transport Strategy for the West of Scotland 2007 – 2021 : A
Catalyst for Change
South West of Scotland Transport Partnership Draft Regional Transport
Strategy

HITRANS REGIONAL TRANSPORT STRATEGY

HITRANS Comment/Proposal – Strategic Road Links : A9

Dual Carriageway options between Inverness – Perth, including variants to provide Dual Carriageway sections and/or wide “2+1” sections , to enable safe overtaking and dispersal of traffic platooning.

Proposed TACTRAN Comment

TACTRAN supports seeking improvements to the A9 between Perth and Inverness, to improve road safety and efficiency of movement of people and goods on this key national corridor, including the provision of increased Dual Carriageway and/or wide “2+1” overtaking sections.

HITRANS Comment/Proposal – Strategic Road Link : A82

Improvements to the A82, with upgrading to modern 2-track standard Inverness to Glasgow, including localised improvements and removal of pinch points within HITRANS area.

Proposed TACTRAN Comment

TACTRAN supports seeking improvements to the A82, connecting with the A85 at Crianlarich, to improve road safety and the efficiency of movement of people and goods on these key links in the national and regional road network, including improved access to the Loch Lomond and Trossachs National Park.

HITRANS Comment/Proposal – Highland Main Rail Line

Journey time improvements and regular hourly rail service between Inverness – Edinburgh.

Proposed TACTRAN Comment

TACTRAN supports the introduction of a regular hourly rail service between Inverness – Perth – Edinburgh, with faster journey times, subject to detailed consultation between TACTRAN, HITRANS, Transport Scotland and the rail industry on implementation proposals, including train stopping patterns, in order to ensure that proposals for faster end to end journey times do not prejudice TACTRAN’s aims of encouraging increased use of rail for commuter, leisure and other travel demands within the TACTRAN area.

NESTRANS REGIONAL TRANSPORT STRATEGY

NESTRANS Comment/Proposal – Strategic Roads Improvements

NESTRANS will press for measures to address constraints between the north east and central Scotland which can directly affect north east businesses, for example around Dundee and at the River Forth crossing points.

Proposed TACTRAN Comment

TACTRAN welcomes support for seeking improvements to the A90 corridor in and around Dundee as a priority improvement to the national Trunk Road network. TACTRAN is proposing investigation of the potential for an A90 Dundee Outer Bypass and/or other options for reducing congestion and improving safety on the Kingsway. TACTRAN also supports the provision of an additional crossing of the River Forth, which is essential to maintaining the economic viability of the regions north of the central belt.

NESTRANS Comment/Proposal – Rail Links and Services

NESTRANS will work with the rail industry, Transport Scotland and others to promote and support measures to cut journey times, including addressing pinch points in Angus and Fife and Edinburgh Waverley and Glasgow Queen Street Stations.

Development of High Speed Rail between Scotland and London is supported, but the benefits need to extend to the north east to ensure that the relative peripherality of the region is not increased.

Proposed TACTRAN Comment

TACTRAN supports proposals for improving rail journey times, particularly on sections of the rail network north of Edinburgh, to provide competitive and attractive rail journey times for commuting, leisure and other travel demand between Scotland's key cities, including Dundee, Perth and Stirling. TACTRAN also supports the removal of pinch points, such as at Usan near Montrose.

NESTRANS Comment/Proposal – Strategic Roads (Capacity Improvements and Safety Priorities)

NESTRANS propose capacity, journey time and road safety improvements on a number of strategic routes throughout the north east including A90 south of Aberdeen and on the A93.

Proposed TACTRAN Comment

TACTRAN supports seeking capacity and road safety improvements on the A90 south of Aberdeen and also undertaking Route Action safety improvements on the A93. TACTRAN considers that the A92 between Stonehaven and Arbroath should be added to the list of Strategic Routes on which Safety Priorities should be addressed through a joint Route Action approach.

NESTRANS Comment/Proposal – Bus Improvements (Various)

NESTRANS propose a variety of approaches for enhancing bus service provision throughout the north east, Bus Quality Improvements, Bus Priorities, Park & Ride, Bus Information etc.

Proposed TACTRAN Comment

TACTRAN notes and commends the various bus improvements proposed in the NESTRANS RTS. There is significant interaction across the RTP boundary in the Mearns area of south Aberdeenshire and north Angus, with Montrose and Brechin both acting as important local centres for employment, education, health other essential facilities for NESTRANS residents. In addition there is significant commuter and other travel northwards by TACTRAN residents towards Aberdeen. Any proposals for improving cross-boundary public transport in both RTP areas should be the subject of joint consideration.

SEStran REGIONAL TRANSPORT STRATEGY

SEStran Comment/Proposal – Network Based Initiatives : Fife Bridgehead/Central – Edinburgh

A wide-ranging package of proposals includes northbound bus priority on A90, enabling buses to avoid queues for the Bridge tolls; Ferrytoll Park & Ride access measures from A90; provision of specific bus lanes on any new Forth Crossing (see below); review of rail fares between Fife and Edinburgh; support for re-structuring of the Aberdeen – Edinburgh rail timetable ; High Occupancy Vehicle (HOV) lanes on the Fife – Edinburgh Corridor; and managing access to the present Forth Road Bridge to increase flow efficiency during peak periods.

Proposed TACTRAN Comment

TACTRAN supports the investigation of measures, such as HOV lanes, new/improved Park & Ride interchanges, additional demand management and other measures on the A90 corridor, which improve the efficiency and sustainability of movement of people and goods on this key national transport corridor.

TACTRAN also supports re-casting and enhancement of rail services between Dundee – Edinburgh, Perth – Edinburgh and Stirling – Edinburgh, to provide faster, more frequent rail connections to/from Edinburgh.

Given the significant inter-action which exists between the TACTRAN and SEStran regions for commuter and other travel demands, any such proposals should be the subject of early and ongoing cross-RTP consultation.

SEStran Comment/Proposal – Forth Crossing

SEStran supports a sustainable solution to the problem of the deteriorating condition of the present Road Bridge. Any new crossing should be constructed to allow for future tram (and if possible heavy rail) use. Any new crossing should be additional and the combination of old and new crossings should provide no more than 2 lanes in each direction for single-occupant cars. All new traffic lanes across the Forth need to be dedicated to buses and High Occupancy Vehicles, with consideration given to separate running lanes for buses, HOV's and possibly HGV's.

Proposed TACTRAN Comment

TACTRAN supports the provision of an additional Forth Crossing. Examination of options for this should include specific consideration of the potential for including bus priorities and other possible dual uses, including heavy rail, with a view to maximising public transport's share of trips on this key strategic corridor. Consideration of options for a new Forth Crossing should also take account of the implications for the current A977 diversionary route and the new Kincardine crossing.

SEStran Comment/Proposal – Network Based Initiatives : Fife East - Dundee

The level of bus services between Cupar/St Andrews and Dundee will be reviewed. A “Park & Choose” site south of the Tay Bridge will be promoted.

Proposed TACTRAN Comment

The provision of “Park & Choose” facilities on the southern approaches to the Tay Bridge should be the subject of early investigation, in light of the outcome of the awaited TOLLED BRIDGES REVIEW. TACTRAN considers that measures to manage demand across the Tay Bridge will be required irrespective of whether the TOLLED BRIDGES REVIEW recommends abolition or retention of tolls on the Tay Bridge. Investigations should include not only the promotion of a site but also joint discussion involving SEStran, TACTRAN, Transport Scotland, the Tay Bridge Board, Dundee City Council and public transport providers on the delivery of appropriate “Park & Choose” services and facilities.

Any review of the provision of bus services between Fife and Dundee should also be the subject of joint consultation with TACTRAN and Dundee City Council, as part of a wider demand management approach to addressing the congestion, air quality and other impacts of cross-Tay traffic in Dundee City Centre.

SEStran Comment/Proposal – Access to Healthcare

SEStran will work with bus operators and main hospitals to explore the potential for new routes linking with main hospitals.

Proposed TACTRAN Comment

The relocation of Stirling Hospital to Larbert will have cross-RTP boundary access to healthcare implications. The potential for a joint approach to developing a sustainable access strategy for access to the new Forth Valley healthcare facilities should be considered as part of Travel Plan development prior to relocation to the new Larbert site. It may also be relevant to consider a similar joint approach to access to NHS Tayside healthcare facilities from north and east Fife.

SPT REGIONAL TRANSPORT STRATEGY

SPT Comment/Proposal – A82 Improvements

Improvements to road network to deliver economic and social inclusion benefits. Also identified as a Major Freight Route.

Proposed TACTRAN Comment

TACTRAN supports improvements to the A82, connecting with the A85 at Crianlarich, to improve road safety and efficiency of the movement of goods and people on these key links in the national and regional road network, including providing improved access to the Loch Lomond and Trossachs National Park. The designation of this route as a Major Freight Route in the SPT strategy is also supported.

SPT Comment/Proposal – Fast Rail Routes to Scottish Cities other than Edinburgh

Faster rail-based connectivity between Glasgow and other key cities in Scotland, building on the Scottish Strategic Rail Study. (Glasgow – Edinburgh links subject of a separate proposal).

Proposed TACTRAN Comment

TACTRAN supports the development of more frequent and faster rail connections between Glasgow and other key cities, specifically Dundee, Perth and Stirling. Any consideration of capacity and frequency enhancements to/from Glasgow should include detailed consideration of development of the earlier Tay Estuary Rail Service (TERS) proposal, which originally promoted an additional hourly service between Arbroath and Perth. TACTRAN believes that this proposed service could usefully be extended to Dunblane, Stirling and Glasgow, offering much-needed additional passenger capacity on the already heavily congested section of route between Glasgow – Stirling//Dunblane.

SPT Comment/Proposal – Queen Street Station Improvements

Study to examine potential enhancements at Queen Street Station by 2014, including examining improved signalling, extending platform lengths and rationalisation of routes into and out of the station.

Proposed TACTRAN Comment

TACTRAN supports the early delivery of additional capacity at Queen Street Station through extension of platforms to enable operation of longer trains, and other measures. The proposal to consider rationalisation of routes into/out of Queen Street will have implications for other parts of Scotland and will require to be the subject of detailed consultation with and involvement by other Regional Transport Partnerships.

SPT Comment/Proposal – Develop Region-wide Action Plans for Transport of Freight

Route improvements for access to and from freight hubs, plus port and harbour improvements to remove freight from road network and increased transshipment by rail or water, including targeted plan for Mossend railfreight.

Proposed TACTRAN Comment

Congestion on the A80/M80 and other routes in the SPT area, including access to Mossend, has been identified in the TACTRAN Draft RTS as a barrier/constraint to efficient freight movement. The identification of the A80 in the SPT RTS as a Major Freight Route, on which Freight Action proposals will be investigated, is supported. Any proposal for action on this and other cross-RTP corridors should be the subject of joint consideration.