

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

23 JUNE 2009

## REGIONAL TRANSPORT STRATEGY DELIVERY PLAN

## REPORT BY DIRECTOR

This report recommends that the Partnership approves a revised Delivery Plan in light of the outcome of Council consultations and the Strategic Transport Projects Review.

**1 RECOMMENDATIONS**

- 1.1 That the Partnership:-
- (i) approves a revised Delivery Plan, prepared following consultation with Council officers, Scottish Government and Transport Scotland, as detailed in Appendix A; and
  - (ii) notes the implications of the Strategic Transport Projects Review that are of direct relevance to the Draft Delivery Plan.

**2 BACKGROUND**

- 2.1 On 28 October 2008 the Partnership approved a revised Draft Delivery Plan for consultation with partner Councils, and also agreed to formally request that partner Councils make funding provision to support delivery of the RTS within their 2009/10 – 2011/12 Budget processes, based on the levels of former RTP Capital Grant which is now allocated to Councils as a result of the 2007 Government Spending Review (Report RTP/08/29 refers).
- 2.2 At its meeting of 10 March 2009 the Partnership was informed of the outcomes of a 3-stage process that had been followed to secure partner Council commitment to the RTS Delivery Plan, as follows:
- Stage 1 – Councils give consideration to the RTS Delivery Plan content and priorities.
  - Stage 2 – Councils give consideration to providing Delivery Plan funding equivalent to the level of former RTP Capital Grant allocated to Council's under the General Capital Grant to Local Government.
  - Stage 3 – Agreement on Assignment of Delivery Responsibilities.

Summary of Partner Council Positions

- 2.3 Dundee City Council, Perth & Kinross Council and Stirling Council agreed Stage 1 of the process by approving the detail of the Draft Delivery Plan. In Stirling Council's case approval was subject to a few amendments to the programme. Angus Council has noted the Delivery Plan.
- 2.4 Dundee City Council and Perth & Kinross Council have agreed Stage 2 and approved the allocation of funding equivalent to the former RTP Capital Grant for the Draft Delivery Plan.

- 2.5 Subsequent to 10<sup>th</sup> March 2009 Board, Angus Council has confirmed it has allocated funding over the three year period 2009/10 – 2011/12 to three roads projects within Angus, namely A935 Montrose to Brechin Route Action Plan; A92 North of Arbroath Route Action Plan; and A90 (T) to A935 East of Brechin Link Road and to two public transport projects, namely Improvements to Arbroath Bus Station and Bus Boarders at Key Bus Stops.
- 2.6 Stirling Council has confirmed it has agreed to not allocate funding for Regional Transportation Projects, with the former RTP Capital Grant being allocated to other Council priorities.

#### Strategic Transport Projects Review (STPR)

- 2.7 The Partnership considered the outcome of the STPR at its meeting on 3 February 2009 (Report RTP/09/11 refers). The draft Delivery Plan had anticipated that a number of RTS interventions would have been addressed nationally, but these were not ultimately included in the STPR. These were :-
1. Upgrading of Dundee Railway station
  2. Perth Rail/Bus Interchange and associated links to the city centre.
  3. Inter-modal regional freight facilities at Dundee and Montrose Ports and Perth Harbour.
- 2.8 Two RTS interventions however were included in the STPR, namely the road infrastructure interventions A90 through/around Dundee (STPR Project 29) and Road Safety Measures on A9 Between Stirling and Inverness (STPR Project 16)
- 2.9 In addition further projects in the STPR have direct relevance to projects included in TACTRAN's Draft Delivery Plan, in particular Project 8: Strategic Park & Ride/Park & Choose which has direct implications regarding Dundee Park & Ride proposals. In addition STPR Project 23: Improvements to Rail Services between Aberdeen and the Central Belt affects the Tay Estuary Rail Study (TERS) proposals within the Draft Delivery Plan
- 2.10 As the STPR defines national priorities over the period 2012 to 2022 it will affect the 15 year TACTRAN Delivery Plan.
- 2.11 The Partner Council positions on the Delivery Plan funding and the STPR have implications not only for the overall 15 year Delivery Plan, but also the 2009/10 – 2010/11 Capital programmes.
- 2.12 In light of the outcome of partner Councils' consideration for funding requirements of the Draft Delivery Plan and the implications of the STPR, officers were remitted to prepare a revised Delivery Plan.

### **3 DISCUSSION**

- 3.1 The Transport (Scotland) Act 2005 and associated RTS Guidance requires RTPs to produce a Delivery or Business Plan, setting out a **3-year implementation programme** for the RTS, which will be updated annually to reflect Local and Central Government planning and funding cycles. In addition an **Investment Plan covering the first 10 – 15 years** of the

Strategy, setting out the anticipated programme of Capital investment required for the successful implementation of the RTS should also be produced.

- 3.2 As noted in the Background section of this report, agreement by all partner Councils was not reached on providing funding for the 3-year implementation programme. A separate report gives details of revised 2 year Capital Programmes that contribute to the delivery of the RTS in 2009/10 and 2010/11. These short term Capital Programmes will be updated annually and aligned with Central Government funding cycles as required by the Transport (Scotland) Act 2005.
- 3.3 The revised Delivery Plan by sets out a 15 year plan that :-
- includes all the projects that are required to deliver the RTS;
  - provides an indication of how each project contributes towards RTS objectives and relevant sub-strategy objectives;
  - provides an indication how these projects relate to the partner Council Strategic Outcome Agreements (SOA's); and
  - provides an estimate of the capital investment needed to deliver each project.
- 3.4 The 15 year Delivery Plan sets out the Partnership's proposals for successful implementation of the RTS and provides a framework for determining associated Capital and Revenue programmes, which will require to be developed with partner Councils, Scottish Government, Transport Scotland and other key stakeholders. It also provides flexibility in the short term 2 to 3 year Capital funding programmes.
- 3.5 The revised Delivery Plan, as with any long term plan, requires to be flexible enough to be able over time to include new projects and assess how well they will contribute to achieving the objectives of the RTS.

### **Strategic Transport Projects Review**

- 3.6 The revised long term Delivery Plan also reflects meetings with Transport Scotland regarding the Strategic Transport Projects Review (STPR), in particular the meeting on 6 May 2009 with TACTRAN and the partner Council officers. At this meeting it was confirmed by Transport Scotland that the initial phase of the STPR to 2016/17 will be targeted at four projects, namely Projects 14 - Forth Replacement Crossing, 15 – Edinburgh to Glasgow Rail Improvements, 17 – Highland Mainline Rail Improvements and 19 – Rail Improvements between Aberdeen and Inverness.
- 3.7 However, it was acknowledged that there was a need to develop other projects and Transport Scotland is keen to work in partnership with RTP's and Local Authorities to develop projects. At present there are no commitments outside the four projects outlined above and no funding from Central Government for other projects within the STPR. Therefore, for Park and Ride around Dundee, for example, Transport Scotland would keen to be involved in the Steering Group during development work, but could not provide funding for this work, nor guarantee Capital funding to implement the project.

- 3.8 Given these circumstances all relevant STPR projects have been re-included within the revised Delivery Plan.

### **Revised TACTRAN Delivery Plan**

- 3.9 The revised long term TACTRAN Delivery Plan is attached at Appendix A and includes detailed information for each project.

- 3.10 Appendix B provides the key to the Delivery Plan's presentation. However, a further explanation is given below:

#### Reference Number

- 3.11 A unique reference number based on the original 11 categories identified in developing the TACTRAN RTS.

#### Project and Description

- 3.12 The project name given where possible is the same as, or reflects, the name given in the appropriate TACTRAN Strategy document. A short description is given and, where possible, the Strategy Action it is fulfilling is identified.

#### Relevant Strategy

- 3.13 The relevant strategy indicates from which of TACTRAN's strategies a specific project originated. This could be directly from the TACTRAN RTS or from one of TACTRAN's 4 sub-strategies. In addition to identifying the strategy, it also indicates which set of objectives the project is assessed against i.e. RTS objectives or sub-strategy objectives.

#### Indicative Objective Benefits

- 3.14 The RTS contains 6 over-arching objectives regarding Accessibility, Economy, Environment, Health & well being, Safety & Security and Integration. The RTS then has 18 sub-objectives which nest within these overarching objectives. In developing the four sub-strategies, each set of sub-strategy objectives also nest within these 6 objective headings.

- 3.15 All of the strategies used a STAG type seven point scoring of projects against their objectives as follows:

-3	Major disbenefit
-2	Moderate disbenefit
-1	Minor disbenefit
0	Neutral
1	Minor benefit
2	Moderate benefit
3	Major benefit

- 3.16 As the RTS sub-objectives and all the sub-strategies' objectives nest within the 6 objective headings, the scoring of each project can be averaged against each of the 6 objectives. The result of this is an average score for each project against each of the 6 objective headings.

- 3.17 This average score can then be used to indicate whether the project has beneficial, neutral or negative impact on achieving these 6 objectives, adopting the following criteria:

Average Score 1 or over – Beneficial Impact (↑)  
Average Score below 1 and above -1 – Neutral (↔)  
Average score -1 or less – Negative Impact (↓)

- 3.18 This provides a general assessment of each project giving an indication of the type of benefit each offers.

#### Relationship with SOA's

- 3.19 TACTRAN is expected to be a statutory signatory to all Community Planning Partnership SOAs. An indication of which projects are included in each Single Outcome Agreement is given, either specifically named or referenced generally.

- 3.20 It should be noted that the attached Delivery Plan references previous versions of Single Outcome Agreements, as the latest versions of the Community Planning Partnership SOAs are in the process of being completed and further discussion is required regarding updating this information.

#### Financial Estimate

- 3.21 An indicative cost estimate is given for each project. This cost is the full cost of the project regardless of which organisation provides the finance. For example Dundee Health Central Smarter Choice Project has £400,000 contribution from within the TACTRAN programme, but has been awarded a grant of £1.7m from Scottish Government to give a total project cost of £2.1m.

## **4 CONSULTATIONS**

- 4.1 The report has been prepared in consultation with the Chief Officers Liaison Group, Transport Officers Liaison Group and Public Transport Officers Liaison Group.

## **5 RESOURCE IMPLICATIONS**

- 5.1 There are no direct resource implications arising from the revised Delivery Plan. However, the Delivery Plan will be the Partnership's key guide to assignment of future Capital and Revenue funding programmes over the lifetime of the RTS.

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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 :-

Report to Partnership RTP/08/29, Draft Regional Transport Strategy Delivery Plan, 28 October 2008

Report to Partnership RTP/09/11, Transport Scotland – Strategic Transport Projects Review, 3 February 2009

Report to Partnership RTP/09/17, Regional Transport Strategy Delivery Plan, 10 March 2009.

TACTRAN Delivery Plan

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Land Use and Planning related measures (including Parking Strategy)</b>												
A1	Regional Transport Model for scheme appraisal, design and congestion monitoring	Liaise with Transport Scotland and others to develop suitably-robust models that are available for any forthcoming scheme design and appraisal work and to help monitor congestion.	RTS	↑	↑	↔	↑	↔	↑			800
A2	Work closely with National Parks, Visit Scotland and others as appropriate to identify, promote and deliver a range of sustainable transport options and to improve safety and quality of the experience of car and coach visitors to the National Parks and th	Ongoing package of capital measures to support liaison aimed at improving visitor access and travel experience. Examples may include cycle parking, coach parking.	RTS	↔	↑	↑	↔	↔	↑			1400

TACTRAN Delivery Plan

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Information-based measures</b>												
B1	Regional Travel Information database, web interface and journey planner.	Implementation of Travel Information Strategy Actions A01, A02 and A03. This will include purchase of hardware, software and initial population of travel information system, building on best practice and in partnership with Traveline. Further feasibility work also required from revenue budget to identify best options to take forward.	TIS	↑	↑	↑	↑	↔	↑		AC, SC	240
B2	Work in Partnership to integrate NHS appointment process with Travel Options	Implementation of Travel Information Strategy Action A26. SPT/Traveline pilot linking Outpatient appointment data with public transport personalised travel journey information is currently ongoing. This project will use outcome of pilot in partnership with NHS in TACTRAN area.	TIS	↑	↑	↑	↑	↔	↔		AC, SC	60

TACTRAN Delivery Plan

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Measures designed to change attitudes and behaviours</b>												
C1	Travel Plan - Provision of Bus Shelter at Pitheavlis, Perth	Provision of high quality bus infrastructure at Pitheavlis, Perth in support of ongoing workplace travel plan in conjunction with AVIVA.	RTS	↔	↑	↑	↑	↔	↑			20
C2	Awareness Campaigns including Smarter Choices, Salary Sacrifice, Travel Discount Schemes, Workplace Travel Planning, promotion of Active Travel and marketing of Walking and Cycling	Implementation of Bus Strategy Actions NP6, NP8 and Walking and Cycling Strategy Actions E1 and E3. Investment in infrastructure to support Hearts and Minds campaigns which have been shown to be effective in delivering Dundee Health Central Smarter Choices Project cost effectively.	RTS	↔	↑	↑	↑	↔	↑		SC	1275
C3	Dundee Health Central Smarter Choice Project	Implementation of Walking and Cycling Strategy Action E2. Contribution to assist in providing infrastructure in overall £2.1m pilot project Dundee City Council (with TACTRAN support) was successful in securing from Scottish Government Smarter Choices, Smarter Places fund.	WC	↑	↑	↑	↑	↑	↑			2100

Ref No.	Project	Description	Relevant Strategy *	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Walking and cycling measures</b>												
D1	Stirling University Cycle/Walk Link	Implementation of Walking and Cycling Strategy Action B2 . Development of an approximately 2km cycle facility connecting Stirling University to local and NCN route.	WC	↑	↑	↑	↑	↑	↑			200
D2	Ninewells Hospital - NCN Cycle/Walk Link	Implementation of Walking and Cycling Strategy Action B1. Development of an approximatley 2km cycle facility connecting Ninewells Hospital to local and NCN route.	WC	↑	↑	↑	↑	↑	↑			80
D3	Walk/Cycle links from Hospitals, Employment Centres, Education to nearest National Cycle Network Route.	Continued support for Walking and Cycling Strategy Action B1 and B2. Development of walking and cycling links to and within town and city centres and to education and health services and employment, leisure and tourism activities in conjunction with Tra	WC	↑	↑	↑	↑	↑	↑		SC	3000
D4	Doune - Callander Cycle/Walk Link	Implementation of Walking and Cycling Strategy Action B1. supporting development of the National Cycle Network and a complementary regional network by connecting key settlements, and provide local links to the NCN in cooperation with Sustrans.	WC	↑	↑	↑	↑	↑	↑		SC	600
D5	Perth - New Scone Connect 2 Bridge over Tay	Implementation of Walking and Cycling Strategy Action B1. Perth to New Scone has been identified as the top priority cycle/walk regional link in work undertaken for the Walking and Cycling Strategy. TACTRAN funding is contribution to a scheme that has also secured lottery funding.	WC	↑	↑	↑	↑	↑	↑		SC	3800
D6	Walk/Cycle links completing gaps in National Cycle Network	Continued support for Walking and Cycling Strategy Action B1. Development of the National Cycle Network and a complementary regional network connecting key settlements, and provide local links to the NCN in cooperation with Sustrans.	WC	↑	↑	↑	↑	↑	↑		SC	3000
D7	Secure cycle parking at key trip destinations in Dundee	Implementation of Walking and Cycling Strategy Action B3. Location of cycle parking yet to be identified and prioritised.	WC	↑	↑	↑	↑	↑	↔			6
D8	Secure cycle parking at key trip destinations.	Implementation of Walking and Cycling Strategy Action B3. Location of cycle parking yet to be identified and prioritised.	WC	↑	↑	↑	↑	↑	↔		SC	274

Ref No.	Project	Description	Relevant Strategy *	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
											Capital Cost £000's	
<b>Bus-based measures</b>												
E1	Blairgowrie - Coupar Angus - Perth Quality Bus Corridor	Implementaion of measures to support a raft of Bus Strategy Actions NP3, NP4, IV3, IV5, IV6, IV7. Although incorporating a number of elements, the main actions for this project is to implement bus stop infrastructure, lighting and mobility improvements (IV3, IV6, IV7).	BUS	↑	↔	↑	↑	↑	↔			200
E2	Dundee - Perth Quality Bus Corridor	Implementaion of measures to support a raft of Bus Strategy Actions NP3, NP4, IV3, IV5, IV6, IV7. Although incorporating a number of elements, the main actions for this project is to implement bus stop infrastructure, lighting and mobility improvements (IV3, IV6, IV7).	BUS	↑	↔	↑	↑	↑	↔			40
E3	Dundee - Coupar Angus Quality Bus Corridor	Implementaion of measures to support a raft of Bus Strategy Actions NP3, NP4, IV3, IV5, IV6, IV7. Although incorporating a number of elements, the main action for this project is to implement bus priority/punctuality improvements (NP3)	BUS	↔	↑	↑	↔	↔	↑			500
E4	Alloa - Stirling - Larbert Hospital Quality Bus Corridor	Implementaion of measures to support a raft of Bus Strategy Actions NP3, NP4, IV3, IV5, IV6, IV7. Although incorporating a number of elements, the main action for this project is to implement bus priority/punctuality improvements (NP3)	BUS	↔	↑	↑	↔	↔	↑			300
E5	Arbroath - Montrose - Brechin - Stracathro Quality Bus Corridor	Implementaion of measures to support a raft of Bus Strategy Actions NP3, NP4, IV3, IV5, IV6, IV7. Although incorporating a number of elements, the main actions for this project is to implement bus stop infrastructure, lighting and mobility improvements (IV3, IV6, IV7).	BUS	↑	↔	↑	↑	↑	↔			100
E6	Brechin - Forfar Quality Bus Corridor	Implementaion of measures to support a raft of Bus Strategy Actions NP3, NP4, IV3, IV5, IV6, IV7. Although incorporating a number of elements, the main actions for this project is to implement bus stop infrastructure, lighting and mobility improvements (IV3, IV6, IV7).	BUS	↑	↔	↑	↑	↑	↔			100
E7	Forfar - Arbroath Quality Bus Corridor	Implementaion of measures to support a raft of Bus Strategy Actions NP3, NP4, IV3, IV5, IV6, IV7. Although incorporating a number of elements, the main actions for this project is to implement bus stop infrastructure, lighting and mobility improvements (IV3, IV6, IV7).	BUS	↑	↔	↑	↑	↑	↔			100

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Ref No.	Project	Description	Relevant Strategy *	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
E8	Mobility Access at Key Bus Stops in Angus	Bus Boarders to provide easy access to buses for those with mobility impairments	BUS	↑	↔	↔	↑	↑	↑			Capital Cost £000's 54
E9	Bus Priority Measures on Key Quality Corridors	Continued support for Bus Strategy Action NP3 to Identify and prioritise key strategic corridors for bus priority measures and, in partnership with key stakeholders, explore the potential for introduction of Punctuality Improvement Partnerships (PIPs).	BUS	↔	↑	↑	↔	↔	↑		AC, SC	4000
E10	Bus bay markings, signing and traffic regulation orders	Continued support for Bus Strategy Action NP4 to ensure traffic regulations that facilitate efficient bus service provision are enforced.	BUS	↔	↑	↑	↔	↔	↔		AC, SC	180
E11	Bus Stop Infrastructure Improvements on Quality Corridors (including lighting and mobility access)	Continue support for Bus Strategy Action IV3, IV6 and IV7 to prioritise corridors and individual sites for improvement to bus stop infrastructure, including lighting and mobility access.	BUS	↑	↔	↑	↑	↑	↔		AC, SC	4200
E12	CCTV on Quality Corridors	Continued support for Bus Strategy Action IV5 to identify and prioritise opportunities for enhanced provision of CCTV on vehicles and at key interchanges.	BUS	↔	↔	↑	↑	↑	↔		AC, SC	480
E13	Real Time Information Corridor signs and on bus facilities	Implementation of Travel Information Strategy Action A22. Extending Real Time Passenger Information on next available services into Perth & Kinross and Stirling Council Areas.	TIS	↑	↑	↑	↔	↑	↑		AC, SC	3600
E14	Real Time Information Central System (inc comms) - SC	Implementation of Travel Information Strategy Action A22. Extending Real Time Passenger Information on next available services into Stirling Council Area.	TIS	↑	↑	↑	↔	↑	↑		AC, SC	160
E15	Real Time Information Central System (inc comms) - PKC	Implementation of Travel Information Strategy Action A22. Extending Real Time Passenger Information on next available services into Perth & Kinross Council Area.	TIS	↑	↑	↑	↔	↑	↑		AC, SC	160

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Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Rail-based Measures</b>												
F1	TERS plus Rail Service from Arbroath to Glasgow	Feasibility Study nearing completion involving Transport Scotland, First ScotRail and Network Rail to update the Business Case for the proposed TERS Rail service from Arbroath - Glasgow, including rail infrastructure requirements	PR	↑	↑	↑	↔	↔	↔	DCC	AC, SC, PKC	240
F2	TERS plus Station enhancements and New Stations at West Dundee, Bannockburn, Blackford and Greanloaning	Feasibility Study nearing completion involving Transport Scotland, First ScotRail and Network Rail to support and promote rail infrastructure enhancements proposed under TERS, including possible station enhancements at Arbroath, Carnoustie, Monifieth, Broughty Ferry, Invergowrie and Geneagles.	PR	↑	↑	↔	↔	↔	↑	DCC	AC, SC, PKC	9900

Ref No.	Project	Description	Relevant Strategy *	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Measures associated with improving multi-modal interchange</b>												
G1	Significant improvements to Dundee railway station	Significant improvement in function and form of Dundee railway station to provide a suitable gateway to the city.	RTS	↑	↑	↑	↑	↔	↑	DCC		32000
G2	Significant improvements to Perth's rail and bus stations and associated links to the city centre.	Co-location of Perth's bus station with the railway station and improved links to city centre.	RTS	↑	↑	↑	↑	↔	↑	PKC		25000
G3	Significant integration improvements at Stirling's bus and rail station.	Upgrading of Stirling bus station to provide full integration with the railway station.	RTS	↑	↑	↑	↔	↔	↑		SC	5000
G4	Stirling's bus and rail station - canopy and station forecourt improvements..	To help deliver integration improvements at Stirling's bus and rail station.	RTS	↑	↑	↑	↔	↔	↑		SC	250
G5	New Rail Station at Bridge of Earn	Implementation of Park and Ride Strategy Action NPR 11 supporting the development of a new rail station at Bridge of Earn and ensuring the provision of parking space is sufficient to match the anticipated parking demand.	PR	↑	↔	↔	↔	↑	↑		PKC	3000
G6	Additional Car Parking at Bridge of Allan/Dunblane Rail Stations	Implementation of Park and Ride Strategy Action EPR5, supporting the provision of additional car parking at Dunblane and / or Bridge of Allan. Extension of existing car park in early years and further investigation for significant upgrade ongoing with Network Rail.	PR	↑	↑	↑	↑	↑	↑		SC	340
G7	Bus CT DRT Spoke and Hub Interchange	Implementation of Bus Strategy Action IV2 to assess the opportunities for new bus interchange facilities and provide interchanges between CT/DRT and bus services.	BUS	↑	↑	↑	↑	↑	↑		AC	4000
G8	Crianlarich/Tyndrum Interchange	Implementation of Bus Strategy Action IV2. The need and opportunity for new bus/coach interchange facility has been identified at Crianlarich/Tyndrum.	BUS	↑	↑	↑	↑	↑	↑		SC	250
G9	Arbroath Bus Station Improvements	Implementation of Bus Strategy Action IV1 to deliver improvements to regionally significant interchanges.	BUS	↑	↑	↑	↔	↑	↑		AC	420
G10	Blaigowrie Bus Stance Improvements	Implementation of Bus Strategy Action IV1 to deliver improvements to regionally significant interchanges.	BUS	↑	↑	↑	↑	↑	↔		AC	600

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Ref No.	Project	Description	Relevant Strategy *	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
												Capital Cost £000's
G11	Upgrade Existing interchanges to a quality standard.	Continued support of Bus Strategy Action IV1 to establish minimum standards for regionally significant interchanges and deliver improvements.	BUS	↑	↑	↑	↑	↑	↔		AC	6000
G12	New Park & Ride facility - south of the Tay Bridge	Implementation of Park and Ride Strategy Action NPR2 and STPR project 8. Implement proposals for a new bus Park & Ride south of the Tay Bridge, incorporating multi-modal and other best practice.	PR	↑	↑	↑	↑	↑	↑	DCC		2800
G13	New Park & Ride facility - A90 West of Dundee	Implementation of Park and Ride Strategy Action NPR3 and STPR Project 8. Implement proposals for a new bus Park & Ride site west of Dundee near the A90, incorporating multi-modal and other best practice.	PR	↑	↑	↑	↑	↑	↑	DCC		1350
G14	New Park & Ride facility - A92 East of Dundee, near Monifieth	Implementation of Park and Ride Strategy Action NPR5 and STPR Projects 8. Implement proposals for a new bus Park & Ride site east of Dundee near the A92, incorporating multi-modal and other best practice.	PR	↑	↑	↑	↑	↑	↑	DCC		1350
G15	New Park & Ride facility - A90 Dundee North, near Fintry	Implementation of Park and Ride Strategy Action NPR6 and STPR Project 8. Implement proposals for a new bus Park & Ride site on the north side of Dundee near the A90, incorporating multi-modal and other best practice.	PR	↑	↔	↔	↔	↑	↔	DCC		1350
G16	New Park & Ride facility - A90 East of Perth, near Walnut Grove	Implementation of Park and Ride Strategy Action NPR8. Implement proposals for a new bus Park & Ride site east of Perth near the A90, incorporating multi-modal and other best practice.	PR	↑	↑	↑	↑	↑	↑	PKC		1350
G17	New Park & Ride facility - A9 North of Perth	Implementation of Park and Ride Strategy Action NPR7. Implement proposals for a new bus Park & Ride site North of Perth near the A9, incorporating multi-modal and other best practice.	PR	↑	↑	↑	↑	↑	↑	PKC		1350
G18	New Park & Ride facility - South of Stirling	Implementation of Park and Ride Strategy Action NPR9. Implement proposals for a new bus Park & Ride site south of Stirling, incorporating multi-modal and other best practice.	PR	↑	↔	↔	↔	↑	↑		SC	1350
G19	Improved waiting facilities at Broxden, Perth	Implementation of Park and Ride Strategy Action EPR1 to provide improved waiting facilities at Broxden, Perth to accommodate the passenger demand at the site.	PR	↑	↑	↑	↑	↑	↔			58
G20	Improved waiting facilities at Springkerse, Stirling	Implementation of Park and Ride Strategy Action EPR2 to provide improved waiting facilities at Springkerse, Stirling to accommodate the passenger demand at the site.	PR	↑	↑	↑	↑	↑	↔		SC	100

TACTRAN Delivery Plan

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
G21	Expansion of Car Parking at Castleview P&R, Stirling	Implementation of Park and Ride Strategy Action EPR3 to expand existing P&R where there is demand. The Castleview Park and Ride Site with 250 parking spaces was opened recently. The demand is forecast to increase and there is land for expansion to 400 spaces.	PR	↑	↑	↑	↑	↑	↔			500
G22	A90 Forfar multi-modal Intechange	Implementation of Park and Ride Strategy Action NPR 12 to to facilitate essential interchange at long distance bus stops	PR	↑	↔	↔	↔	↑	↔			75
G23	A90 Brechin multi-modal Intechange	Implementation of Park and Ride Strategy Action NPR 12 to to facilitate essential interchange at long distance bus stops	PR	↑	↔	↔	↔	↑	↔			75

TACTRAN Delivery Plan

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Community and Demand Responsive Transport</b>												
H1	Demand Responsive Transport Urban Pilot - Dundee	Assist with the implementatrion of Bus Strategy Actions NC3, IV7, IV9, NP9 and NP11. Pilot to assist in determining the potential for expansion of Demand Responsive Transport provision in urban areas across TACTRAN	BUS	↑	↑	↔	↔	↔	↔			125
H2	Demand Responsive Transport Rural Pilot	Assist with the implementatrion of Bus Strategy Actions NC3, IV7, IV9, NP9 and NP11. Pilot to assist in determining the potential for expansion of Demand Responsive Transport provision in rural areas across TACTRAN	BUS	↑	↑	↔	↔	↔	↔		SC	250
H3	CT/DRT Booking system	Implementation of Bus Strategy Action NP9. Building on the outcomes of the DRT pilot schemes this action will facilitate a co-ordinated information and booking service for CT/DRT services.	BUS	↑	↑	↑	↑	↑	↔		SC	500

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Road Infrastructure</b>												
11	A90 through/around Dundee and an associated package of pedestrian, cycling and bus priority measures.	Design, development and implementation of A90 through/around Dundee and an associated package of pedestrian, cycling and bus priority measures. Consideration of all options in conjunction with Transport Scotland through the STPR, Project 29.	RTS	↑	↑	↔	↑	↑	↑	DCC		175000
12	A9/A94 link-road and an associated package of pedestrian, cycling and bus priority measures in Perth.	Design, development and implementation of a new A9/A94 link-road and an associated package of pedestrian, cycling and bus priority measures in Perth.	RTS	↑	↑	↔	↑	↑	↑	PKC		35000
13	A9/A94 link road - Perth Western Edge Transport Solutions	Design, development and implementation of junction/road improvements, pedestrian overbridge and public transport enhancements in the western edge area of Perth.	RTS	↑	↑	↔	↑	↑	↑			3000
14	A84/A9 link-road to the west of Stirling and associated package of pedestrian, cycling and bus priority measures in Stirling City centre.	Design, development and implementation of the A84/A9 link-road to the west of Stirling and associated package of pedestrian, cycling and bus priority measures in Stirling City centre.	RTS	↑	↑	↔	↑	↑	↑		SC	57000
15	M9/A811 interchange.	Design, development and implementation of M9/A811 interchange in conjunction with A84/A9 link road to complete Stirling's Outer Ring Road	RTS	↔	↑	↔	↔	↔	↑		SC	11000
16	Programme of road safety measures for the A9 between Stirling and Perth and Perth and Inverness.	Programme of road safety measures for the A9 between Stirling and Perth and Perth and Inverness included in STPR. Work closely with Transport Scotland through the STPR Project16 and the relevant Councils and HITRANS to support a programme of road safety measures for the A90.	RTS	↑	↑	↔	↔	↑	↔	PKC		500000
17	Programme of road safety measures for the A85/A84/A82 between Callendar and the regional boundary.	Work closely with Transport Scotland and Stirling Council to support a programme of road safety measures for the A85/A84/A82 between Callendar and the regional boundary.	RTS	↔	↑	↔	↔	↑	↔		SC	11750
18	Programme of road safety measures for the A90.	Work closely with Transport Scotland, the relevant Councils and NESTRANS to support a programme of road safety measures for the A90.	RTS	↔	↔	↔	↔	↑	↔			24000
19	Programme of road safety measures for the A977	Work closely with Transport Scotland, Perth and Kinross Council, SESTRAN and FETA to support a programme of road safety measures for the A977.	RTS	↔	↔	↔	↔	↑	↔			1000

TACTRAN Delivery Plan

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
I10	Programme of road safety measures for the A811	Work closely with Stirling Council and SPT to support a programme of road safety measures for the A811.	RTS	↔	↔	↔	↔	↑	↔		SC	500
I11	Road safety concerns on the strategic road network	Work closely with Transport Scotland, constituent Councils and neighbouring Regional Transport Partnerships to address road safety concerns on the strategic road network.	RTS	↔	↑	↔	↔	↑	↔		AC, SC	3000

TACTRAN Delivery Plan

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
<b>Freight Specific measures</b>												
J1	Inter-modal Regional Rail Freight Facilities at Dundee	Development of freight facilities, building on existing proposals at Dundee Port for inter-modal transfer between road, rail and sea-borne freight.	RTS	↔	↑	↑	↔	↔	↑	DCC		10000
J2	Inter-modal Regional Rail Freight Facilities at Perth	Development of freight facilities, building on existing proposals at Perth Harbour for inter-modal transfer between road, rail and sea-borne freight.	RTS	↔	↑	↑	↔	↔	↑	PKC		1500
J3	Inter-modal Regional Rail Freight Facilities at Montrose	Development of regional facilities, building on existing proposals at Montrose Port for inter-modal transfer between road, rail and sea-borne freight.	RTS	↔	↑	↑	↔	↔	↑			1500
J4	Improved Road Links to Dundee Port	The rail line creates a barrier with few accessible road links to Dundee Port This action will assist with design and development work on a new bridge over the rail line at Stannergate, Dundee and associated road and junction improvements.	RTS	↔	↑	↑	↓	↔	↑	DCC		5150
J5	Improved Road Links to Perth Harbour	Investigation, development and implementation of a road link extending to Perth Harbour to facilitate road/rail interchange.	RTS	↔	↑	↑	↓	↔	↑	PKC		3000
J6	Improved Road Links to Montrose Port - A92 north of Arbroath Route Action Plan	Improvements to the A92 north of Arbroath to Montrose and its Port through a series of targeted road improvements.	RTS	↔	↑	↑	↓	↔	↑	AC		2880
J7	Improved Road Links to Montrose Port - A935 Montrose to Brechin Route Action Plan	Improvements to A935 road link between Brechin and Montrose and its Port through a series of targeted road improvements.	RTS	↔	↑	↑	↓	↔	↑	AC		1459

TACTRAN Delivery Plan

Ref No.	Project	Description	Relevant Strategy*	Indicative Objective Benefit						Relationship with SOA's		Financial Estimate
				ACCESSIBILITY	ECONOMY	ENVIRONMENT	HEALTH & WELL BEING	SAFETY & SECURITY	INTEGRATION	SOA Named	SOA General	Project Cost
J8	Improved Road Links to Montrose Port - A90(T) to A935 East of Brechin Link Road.	Investigation, development and implementation of a link road between A90 and A935 to provide improved access to Montrose and its Port.	RTS	↔	↑	↑	↓	↔	↑	AC		4700
J9	Freight Quality Partnership and Action Plan - cost-effective packages of freight-related interventions across the region.	Capital funding provision to assist in delivering cost-effective packages of freight-related interventions across the region. identified through a Freight Quality Partnership.	RTS	↔	↑	↔	↑	↔	↑			3000
										TACTRAN RTS	303201	
										Strategic Transport Projects Review	681850	
										<b>Total</b>	<b>985051</b>	



## Appendix B

### Key to Delivery Plan

1. Column 1 contains unique reference number for each project.
2. Columns 2 and 3 contain the project name and a brief description of the project.
3. Column 4 indicates which TACTRAN strategy is the most relevant strategy to the project and its objectives.
  - RTS – Regional Transport Strategy
  - BUS – Buses Strategy and Action Plan
  - PR – Park and Ride Strategy and Action Plan
  - TIS – Travel Information Strategy and Action Plan
  - WC – Walking and Cycling Strategy and Action Plan
4. Columns 5 – 10 provide an indication of the benefit against each of the 6 objectives. This is the same notation as used in the STPR.



5. Columns 11 and 12 show which projects are included in the partner Community Planning Partnerships' Single Outcome Agreements either specifically named or referenced generally.
  - All – All 4 partner Community Planning Partnerships
  - AC – Angus Community Planning Partnership
  - DCC – Dundee Community Planning Partnership
  - PKC – Perth & Kinross Community Planning Partnership
  - SC – Stirling Community Planning Partnership
6. Column 13 provides an indicative total cost estimate for each project.