

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**28 OCTOBER 2008****REGIONAL TRANSPORT STRATEGY - SUB-STRATEGIES****REPORT BY DIRECTOR**

This report informs the Partnership of the results of consultation with partner Councils and other key stakeholders on the Draft Final sub-Strategies to the Regional Transport Strategy and seeks approval for the Final sub-Strategies incorporating amendments arising from the consultation.

1 RECOMMENDATION

1.1 That the Partnership:-

- (i) notes the consultation responses received from partner Councils and other key stakeholders on the Draft Final RTS sub-Strategies; and
- (ii) approves adoption of the Final RTS sub-Strategies incorporating the amendments listed in Appendix A.

2 BACKGROUND

- 2.1 The Partnership endorsed the appointment of consultants to develop four RTS sub-Strategies - Bus Strategy and CT/DRT Action Plan; Travel Information Strategy; Park and Ride Strategy; Walking and Cycling Strategy at its meeting on 18 December 2007 (Report RTP/07/38 refers).
- 2.2 At its meeting on 29 April 2008 the Partnership received presentations on and noted progress made to date in development of each of the sub-Strategies (Report RTP/08/05 refers). On 29 April, it was noted that work on completion of the sub-Strategies had been delayed owing to a number of circumstances, including the need to develop the RTS and its sub-Strategies having regard to how these can assist in achieving Councils' Single Outcome Agreements (SOAs), within the evolving relationship between Central, Regional and Local Government.
- 2.3 On 24 June 2008 the Partnership considered the Draft Final sub-Strategies and agreed to issue these, as amended to reflect consideration and comment by Partnership members, for consultation with partner Councils and other key stakeholders. It was also agreed to receive a report on the outcome of these consultations at the meeting originally programmed for 24 September 2008 (Report RTP/08/23 refers).

3 DISCUSSION

- 3.1 Following amendment to reflect consideration on 24 June, the Draft Final sub-Strategies and related background documentation were made available to partner Councils in mid-July, along with a template report which was produced as a standardised basis for reporting to Council Members. In addition the Draft Final sub-Strategies and various background papers (e.g. Audit and Best Practice Reports; Park & Ride Forecasting Report; etc) were made available to

Partnership Members and Council officers on the Partnership's website.

- 3.2 Comments on the Draft Final sub-Strategies have been received from the partner Councils, based on their respective internal processes for dealing with these consultations, as summarised below, together with comments from other stakeholders.
- 3.3 Following receipt of the comments meetings were held with officers of Dundee City Council, Perth & Kinross Council and Stirling Council (including Members of Stirling Council) and a similar offer was made to Angus Council.

Angus Council

- 3.4 Reports on the Draft Final sub-Strategies were submitted to Angus Council's Infrastructure Services Committee meeting on 14 October 2008. Separate reports were produced for each of the sub-Strategies with comments on most of the Actions. The recommendations made by officers to the Committee were similar. Each report recommended noting the publication of the relevant sub-strategy, and commented that "the strategy should only address these items which are significant at a regional level and actions which are of a local nature should remain with the constituent local authorities to deliver". Statutory Guidance on the preparation of Regional Transport Strategies states that "the scope of the Strategy should not be confined to what the RTP can, itself, directly deliver". The issue of determining the responsible body(ies) for delivery of RTS Actions and Interventions will be considered in consultation with partner Councils through the development of the RTS Delivery Plan.
- 3.5 The Council's comments on the sub-Strategies Actions together with TACTRAN officer responses are detailed in Appendix B. The comments tended to list actions currently being undertaken by the Council and no suggestions were made to revise the wording or the prioritisation of the proposed Actions.
- 3.6 The report on the Bus Strategy and CT/DRT Action Plan suggests that the majority of proposed Actions are not of regional or strategic benefit. Statutory Guidance requires that the RTS must have regard to the needs of all residents including addressing areas where transport should be improved, locally and regionally, in support of RTS Objectives. The important role that buses are expected to play in the delivery of the RTS, and also in the RTSs contribution to relevant aspects of the National Transport Strategy, was emphasised by Scottish Government officials during the RTS Assurance Process.
- 3.7 The Regional Travel Information Strategy (RTIS) is welcomed in the relevant report. It is stressed that the solution for travel information varies between different areas and sectors in the population and that there is a need to avoid duplication of effort, as already recognised in the RTIS.
- 3.8 The report on Park and Ride broadly accepts the general thrust of the Strategy. It suggests that there is little benefit for Angus residents, though in reality, the sites to the north and east of Dundee, and possibly others, would clearly be of benefit to Angus residents.
- 3.9 On Walking and Cycling the general background and emphasis of approach is broadly supported.

- 3.10 A general comment made in the reports is that the sub-Strategies do not recognise or give sufficient weight to the work being undertaken by Angus Council. The sub-Strategy documents are intended to present “high level” strategies for the relevant strands of the RTS. Each of these is supported by background documents that include Audits of current Council policies and actions, and Best Practice including examples from partner Councils.
- 3.11 The reports on the Bus Strategy and CT/DRT Action Plan and Travel Information Strategy also commented that no developed Business Cases had been presented for the proposed Actions. It has previously been acknowledged that further detailed development work will be required in support of the RTS Delivery Plan, which would not normally be included in a “high level” strategy document.

Dundee City Council

- 3.12 Officer comments have been received from Dundee City Council and have been the subject of further discussion. These comments constitute the Council’s formal response. A report will be made to that Council’s Planning and Transportation Committee, noting the final versions of the sub-Strategies, following their approval by the Partnership.
- 3.13 The City Council’s comments together with TACTRAN officer responses are listed in Appendix C. The Council welcomes the sub-Strategies and points made are generally concerned with their implementation. These are being incorporated into the RTS Delivery Plan process.

Perth and Kinross Council

- 3.14 The Draft Final sub-Strategies were considered by Perth & Kinross Council’s Enterprise and Infrastructure Committee on 3 September 2008. Comments by the Committee have been the subject of further discussion with officers.
- 3.15 The Council’s comments together with TACTRAN officer responses are listed in Appendix D. The Council welcomes the sub-Strategies and points made are generally concerned with their implementation. These are being incorporated into the RTS Delivery Plan process.
- 3.16 Changes are proposed to the sub-Strategies in respect of the prioritisation of sites P3 and P4 in the Park and Ride sub-Strategy and the ‘recommended minimum weekday frequency’ in the Bus Strategy and CT/DRT Action Plan Appendix 2 for the Perth - Pitlochry/Aberfeldy and Stirling - Crieff routes, as outlined in Appendix A.

Stirling Council

- 3.17 Officer comments have been received from Stirling Council. These were the subject of discussion at a meeting with Stirling Council officers and Members on 12 September.
- 3.18 The Council’s comments together with TACTRAN officer responses are listed in Appendix E. The Council in the main supports the sub-Strategies. A number of the comments relate to aspects including the Objectives and Principles that were the subject of earlier consultation.

- 3.19 Changes are proposed to the sub-Strategies following consideration of the Councils comments in respect of the development of new railway stations and rural interchange at long distance bus stops in the Park and Ride sub-Strategy; reviewing the supported bus network and the key destinations, strategic routes and strategic interchanges in the Bus Strategy and CT/DRT Action Plan; and explanatory wording in the Walking and Cycling Strategy, as outlined in Appendix A.

Other Stakeholders

- 3.20 Key stakeholders were involved at various stages of the development of the sub-Strategies, including through the Buses Forum and Walking & Cycling Forum.
- 3.21 At the Partnership meeting on 24 June 2008 Robert Andrew expressed some concerns regarding the Draft Regional Travel Information sub-Strategy (RTIS) and associated Action Plan, and the need to ensure compatibility and avoid duplication with other national, regional and local travel information initiatives. In light of these concerns a meeting was held with Robert and John Elliot, Chief Executive of Traveline Scotland, at which it was agreed that further development of the RTIS would involve close consultation and collaboration with Traveline Scotland, including consideration of the potential for partnership working on development of improved travel information systems and sources. A number of further detailed comments were submitted by Traveline, which are included in Appendix F. These identify the opportunities for joint working that will be considered in implementing the Travel Information Strategy.
- 3.22 The Walking & Cycling sub-Strategy has been the subject of consultation with Cycling Scotland. They have commented that it is "a good high level document" and have suggested some wording changes as follows:
- Chapter 3 – under The Benefits of Walking and Cycling – Economic – add "There is a key economic benefit in the contribution cycling and walking can make to the reduction of congestion achieved by all or part of a commuter journey being made by bike or on foot"
 - Chapter 3 - under Constraints to Walking and Cycling – Safety – add a bullet point to read "lack of segregated road space or traffic free options for cycling"
 - Action A1 add "Support active travel plans at significant Health Service work places"
 - Action C1 add cycling access to "improve walking and cycling facilities at public transport interchanges".
- 3.23 It is proposed to take these suggestions into account. In the case of the suggested change to Action C1, it is proposed that improving both cycling and walking access should be added to the wording.
- 3.24 In addition, Cycling Scotland has recently launched a consultation on the Cycle Action Plan for Scotland (CAPS), which aims to provide a greater focus for coordination of delivery of policies and actions that will encourage more cycle use as part of improving the quality of life of the Scottish population. This was also the main focus of a national conference held in Perth on 7 October 2008. There will be further discussion with Cycling Scotland to ensure that the

Regional Walking & Cycling sub-Strategy is informed by the CAPS and vice-versa.

- 3.25 A meeting of the Buses Forum was held on October 22nd. This considered three of the four sub-Strategies that relate to the Buses and CT/DRT sector. Any relevant issues arising from this meeting will be reported orally.

Scottish Government Progress Through Partnership

- 3.26 The Scottish Government published in September "Progress Through Partnership : A Guide for Local Authorities, Regional Transport Partnerships and Bus Operators". This guidance aims to provide information and advice on bus policy and its implementation. It highlights the need for co-operative working across a number of areas, including strategic bus planning, service information, regulation and funding to raise standards.

- 3.27 The sub-Strategies accord well with this newly published Guidance, which will be used to inform delivery of the Actions. Case Studies cited in the Guidance include the Tactran Buses Forum, Travel Plan initiatives at Ninewells Hospital and the smartcard ticketing pilot in Dundee. The published document can be inspected at <http://www.scotland.gov.uk/Publications/2008/09/26153659/0>

RTS Delivery Plan

- 3.28 As discussed on 24 June, prioritised Action Plans have been developed for each of the Draft sub-Strategies. These have been provisionally embedded within the Draft RTS Delivery Plan, in consultation with Council officers, as dealt with in a separate report (Report RTP/08/29 Refers). Development of the RTS Delivery Plan has been progressed through close consultation with officers of partner Councils. The relevant elements of the sub-Strategy Action Plans have been incorporated within the emerging Delivery Plan.

4 CONSULTATIONS

- 4.1 Key stakeholders and the relevant Council officers have been consulted throughout the development of the four Draft sub-Strategies.

5 RESOURCE IMPLICATIONS

- 5.1 The costs of developing the four sub-Strategies have been met from Scottish Executive Revenue Grant allocations in 2007/08 for RTS development work, augmented by a contribution of £25,000 from Dundee City Council towards the Buses Strategy incorporating CT/DRT Action Plan, and a specific provision which has been made for completion of the RTS sub-Strategies in the approved 2008/09 Revenue Budget.

Eric Guthrie
Director

Report prepared by Michael Cairns. For further information contact email michaelcairns@tactran.gov.uk or tel. 01738 475774.

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 :-

TACTRAN Regional Transport Strategy.

Reports to Partnership on 18 December 2007 on Regional Transport Strategy:
Progress Update.

Report to Partnership on 29 April 2008 and 24 June 2008 on RTS Sub Strategies
Progress Update.

APPENDIX A

RECOMMENDED CHANGES TO SUB-STRATEGIES

Bus Strategy and CT/DRT Action Plan

Change Action NC3 supporting wording from *Review the supported bus network to identify opportunities to improve the efficiency of use of available funding*
To **Ensure the regular** review of supported bus networks to identify opportunities to improve the efficiency of use of available funding.

Appendix 2 the 'recommended minimum weekday frequency' for the Perth - Pitlochry/Aberfeldy and Stirling - Crieff routes to be hourly.

Appendix 2 change wording defining the key destinations, strategic routes and strategic interchanges to **"include"** those listed.

Park and Ride Strategy

Change Action NPR10 from *Support the development of new rail stations at Dundee West and Bannockburn through the Tay Estuary Rail Study and ensure the provision of parking space is sufficient to match the anticipated parking demand*
To *Support the development of new rail stations at Dundee West and Bannockburn through the Tay Estuary Rail Study **and/or other opportunities** and ensure the provision of parking space is sufficient to match the anticipated parking demand.*

Change Action NPR12 from *Monitor car parking near to long distance bus stops in order to facilitate essential rural interchange by providing formal small car parks next to these bus stops where provision can be supported*
To *Monitor car parking near to long distance bus **and coach** stops in order to facilitate essential rural interchange by providing formal small car parks next to these bus stops where provision can be supported.*

Site P3 to be allocated a medium priority and site P4 a high priority.

Walking and Cycling Strategy

Change Objective O4 from *Promote walking and cycling as a leisure activity and as a credible form of transport*
To *Promote walking and cycling as a leisure activity and as a credible form of **utility** transport.*

Chapter 3 – under The Benefits of Walking and Cycling – Economic – add *There is a key economic benefit in the contribution cycling and walking can make to the reduction of congestion achieved by all or part of a commuter journey being made by bike or on foot.*

Chapter 3 - under Constraints to Walking and Cycling – Safety – add a bullet point to read *lack of segregated road space or traffic free options for cycling.*

Action A1 add supporting wording *Support active travel plans at significant Health Service work places.*

Change Action B2 supporting wording from *Develop walking and cycling links to education facilities, including expansion of the Safe Routes to Schools programme incorporating School Travel plans*

To *Develop walking and cycling links to education facilities, including expansion of School Travel Plan programmes incorporating Safer Routes to School.*

Change Action C1 supporting wording from *Improve walking and cycling facilities at public transport interchanges*

To *Improve walking and cycling **access and** facilities at public transport interchanges.*

APPENDIX B

ANGUS COUNCIL CONSULTATION RESPONSE

Angus Council's Infrastructure Services Committee meeting on 14 October 2008 considered reports on each of the sub-Strategies. The following comments on sub-Strategy actions are taken from the appendices of each of the reports tabled at the Committee meeting.

Each report recommended noting the publication of the relevant sub-strategy and that "the strategy should only address these items which are significant at a regional level and actions which are of a local nature should remain with the constituent local authorities to deliver".

Statutory Guidance on the preparation of Regional Transport Strategies states that "the scope of the Strategy should not be confined to what the RTP can, itself, directly deliver". The Guidance also requires that the Strategy "must consider the respects in which transport in the region needs to be provided, developed or improved and operated". The RTS must also "provide a key steer for Local Transport Strategies" and "set a strategic framework for the development of a programme of activities, projects and interventions by the RTP, its constituent Councils and other stakeholders". The RTS, and associated sub-Strategies, are also required by Scottish Government to take into account and support the Single Outcome Agreements of the constituent local authorities, which by definition address local issues and delivery.

Each of the sub-Strategies, and associated Actions, are developments of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

Bus Strategy and CT / DRT Action Plan

NC1 Accessibility to key destinations

Angus Council already assesses new employment, educational, retail, healthcare and tourist destinations to ensure that they are served by road based passenger transport. This provision not only relates to bus services but also includes associated infrastructure such as bus turning circles, lay-bys, bus shelters, bus boards and information. Examples of this are:

- Whitehills Hospital in Forfar, Links Health Centre in Montrose
- Services to new schools opened this year built under PPP
- Orchardbank Business Park in Forfar where partnership funding provided bus services as well as infrastructure
- Local bus services extended to Glamis Castle, Pictavia and other tourist destinations. In addition, access to tourist destinations are promoted through a "Days Out by Bus Leaflet" produced and distributed by Angus Council.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment – each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

NC2 Pattern and frequency of bus services

Angus Council already works with bus companies to encourage appropriate service provision on strategic routes in Angus and to/from Dundee, Perth & Kinross and Aberdeenshire. Where bus companies do not provide socially necessary services on a commercial basis these are secured under subsidy to the Council. For the routes listed above all the recommended frequencies are met and many of these routes operate on a significantly more frequent basis.

A secondary network of feeder services is provided with connections onto services on strategic corridors. In Angus, this can be by conventional bus services for example at Friockheim between Services 140/141 and Service 27 giving travel opportunities between the Arbroath – Brechin route and Forfar – Arbroath routes with connections at Brechin, Forfar and Arbroath for onward travel to other urban and rural settlements. Other examples include, DRT (Demand Responsive Transport) services operated under contract to the Council such as Glenisla to Alyth where onward connections can be made with services to/from Dundee or Blairgowrie.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - in all Council areas many bus services on the main corridors perform a local and strategic function. The RTS and National Transport Strategy both identify the crucial role buses play in meeting regional and national objectives. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership

NC3 Supported bus network

Angus Council keeps the tendered network under review through monitoring service reliability and usage. Services are renewed as part of a planned rolling-programme and are subject to detailed scrutiny as part of this including on-bus passenger interviews, consultation with Members, Community Councils, the general public, interested groups and managers/workers at major attractors on these routes. Services must meet subsidy criteria set by the Council. The reviews include assessing provision by different means i.e. bus, DRT, taxi bus or operating journeys/parts of journeys on a request only basis.

These reviews not only look at the available local bus service funding but seek to make best use of all funding available to the Council through the integration of school transport and social work requirements. In addition, external funding has been used for example BRDG (Bus Route Development Grant) monies to implement new services following a major review of Forfar Town bus services or RSPA (Rural Service Priority Areas) funding to look for alternative solutions in the Pitkenney area identified by the Scottish Government as an area of deprivation.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment – the Action to review the supported bus network recognises the important role buses play in meeting regional and national objectives, as outlined in the comment on Action NC2. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

NC4 New developments

Angus Council's Transport Team is consulted on all planning applications for new developments and has an input into service and infrastructure requirements. Examples of this are Whitehills Hospital in Forfar, the new Tesco's development currently on-going in Arbroath and Orchardbank Business Park in Forfar. Where necessary services have been revised to serve these developments and developers have been required to provide infrastructure such as bus stops, shelters, bus boarders and turning areas to accommodate service provision. To date developer contributions have not been pursued to pay for service provision however developer contributions need to be considered as part of the wider impact of development on Council services.

The Council's Forward Planning Team are aware of public transport provision when developing the local plan.

This action is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment – As noted under Action NC2 this Action recognises the important role buses play in meeting regional and national objectives. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

IV1 Existing interchanges

There is no issue with TACTRAN setting minimum standards – delivering any improvements is however a local issue. It should be noted that Angus Council has invested significantly in infrastructure improvements in recent years.

While the A90 interchange is listed there is only a limited service operated by Citylink/Megabus using this stop (9 buses per day) together with services extended to feed in and out of these journeys providing passengers with links to/from the Town Centre, there is however very limited passenger use. A long-term commitment to

serve Forfar by Citylink/Megabus services would be essential before major investment is undertaken in developing a strategic interchange at this point.

At Arbroath Bus Station on-going investment is being undertaken -accessible stances have been built, CCTV installed and lighting improved. In addition, design work is being undertaken this financial year for further improvements to facilities including infrastructure improvements and actions designed to improve passenger safety .

At the other interchanges listed infrastructure provision by the Council includes real time information, bus boarders and solar lighting.

The responsibility for delivering this action should rest with the local authority.

TACTRAN comment – the prioritisation of investment will be undertaken through the RTS Delivery Plan development process. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

IV2 New interchanges

Angus Council as part of service changes/developments identifies the requirement for new interchanges. Similarly, this is considered as part of new developments. Examples include the introduction of the new interchange point at the A90 interchange in Forfar following the withdrawal of Scottish Citylink services from the town. A similar interchange facility would be desirable in the Brechin area. Previously an interchange was developed in Friockheim to enable connections between the 140/141 and 27 services operating on the Forfar – Arbroath and Brechin – Arbroath corridors.

This action is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

IV3 Bus stop infrastructure

TACTRAN may wish to suggest standards for bus stop infrastructure such as bus stops, shelters, solar lighting etc. but prioritisation of sites and delivery is a local not strategic issue.

Angus Council has a high quality of bus infrastructure having invested significantly in recent years in new bus shelters, new bus stops, bus boarders, solar lighting and information provision.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

IV4 Whole journey approach

Passenger safety is important and is already given high priority by Angus Council. Site visits are undertaken with the Police, Roads and Public Transport officers to locate bus stops and infrastructure safely taking into account walking routes and waiting areas as well as safety issues for the buses and other road users. Examples of such work includes use of Cycling, Walking and Safer Streets funding this year to upgrade a footpath to a bus stop at Slade Gardens in Kirriemuir and provide a bus shelter for waiting passengers. Other on-going work includes that at Arbroath Bus Station where with Tayside Police Crime Prevention Officer work is being undertaken to improve passenger safety.

Walking to / from bus stops and interchanges is considered to be a local not strategic issue.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - the issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

IV5 CCTV

Angus Council has provided CCTV at Arbroath Bus Station aimed to improve passenger safety.

We work with Stagecoach Strathtay to encourage the provision of CCTV on buses and have included this in funding bids for service developments.

The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

IV6 Lighting

The provision of lighting is a local issue. Angus Council has done much work in this regard. In recent years we have installed Solar Lighting at x bus shelters throughout Angus. Lighting at Arbroath Bus Station has been improved to make CCTV more effective and at other locations where street light are adjacent to bus shelters glazed roofs have been installed to provide additional light for waiting passengers.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - the sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

IV7 Mobility difficulties

Angus Council is the only authority in Scotland providing a visual mapping service for individuals with learning disabilities – this has enabled individuals previously unable to use bus services to develop the skills required to enable them to use buses with confidence. As well as providing travel information, capital expenditure was also incurred in providing bus infrastructure for these users including as a new bus stop and shelter in Friockheim for clients at Lunan Park Adult Resource Centre. Angus Council is always willing to work with groups to seek to identify transport solutions.

Where individuals have raised specific issues then bus boarders and dropped kerbs have been installed to allow these individuals access to transport examples of this are at River Street, Brechin and in a rural area at Balwyllo where the provision of this infrastructure has enabled wheelchair users to use the wheelchair accessible local bus services operating on the routes.

Angus Council engages with disabled groups in preparing public transport policies such as the Public Transport information Strategy in order to identify barriers to travel.

TACTRAN comment – this comment provides examples of good practice that can be rolled out across the rest of the region just as there is good practice in other spheres that could be adopted by Angus Council that would assist in raising public transport standards across the region.

IV8 Buses

Angus Council works in partnership with bus companies to raise the standard of vehicles. As part of Bus Route Development Grant Funding in Forfar new fully accessible buses with Euro 3 engines were purchased for the Town Service.

As part of the commitment from Stagecoach to improve bus services on the Tayway corridor they purchased new fully accessible Euro IV engine vehicles while Angus Council provided infrastructure improvements along the route.

The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - this comment provides examples of good practice that can be rolled out across the rest of the region just as there is good practice in

other spheres that could be adopted by Angus Council that would assist in raising public transport standards across the region.

IV9 CT/DRT vehicles

The provision of wheelchair accessible taxis is a matter for review by the Civic Licensing Committee of Angus Council. The Council has a Taxicard Scheme which includes wheelchair accessible vehicles.

Angus Council recognises the need for accessible vehicles available for hire to the local communities and for example recently agreed for a wheelchair accessible vehicle to go into operation in the Montrose area. Other groups seeking advice from the Council are encouraged similarly to provide wheelchair accessible vehicles.

This action is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - this Action aims to apply a regional approach to defining minimum standards and exploring opportunities for the more efficient use of vehicles through Partnership working.

IV10 Environmental responsibility

Angus Council actively encourages the operation of vehicles designed to the highest environmental standards. Such vehicles have been secured for operation on Bus Route Development Grant funded services such as Forfar Town and are also being introduced on quality routes being developed by Angus Council and Stagecoach Strathtay such as Arbroath to Dundee.

TACTRAN comment – the Action seeks to raise standards in this way across the region.

NP1 Quality Partnerships

Angus Council is already working to develop a Quality Partnership and Bus Punctuality Improvement Partnership on the Arbroath to Dundee Corridor. This work was approved by the Infrastructure Services Committee on 28 August 2007 (Report 747/07 refers). In conjunction with the Scottish Government, Dundee City Council, Stagecoach Strathtay and Travel Dundee a pilot project is on-going which it is hoped can be rolled-out to other corridors within Angus.

This action is already being undertaken at local level. The responsibility for delivering this action and participating in Quality Partnerships or Bus Punctuality Improvement Partnerships rests with the local authority.

TACTRAN comment - this Action recognises the important role buses play in meeting regional and national objectives. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

NP2 Driver training

From September 2008 the Bus Driver CPC comes into force which requires compulsory training for all bus drivers. For community transport providers – they are

encouraged to undertake training including MiDAS (Minibus Driver Assessment Scheme) and PATS (Passenger Assistant Training Scheme). The Council provides MiDAS training itself and brings in trainers to deliver PATS training.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - this comment provides examples of good practice that can be rolled out across the rest of the region just as there is good practice in other spheres that could be adopted by Angus Council that would assist in raising public transport standards across the region. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

NP3 Bus Priority and Punctuality Improvement Partnerships

Angus Council is as mentioned in NP1 above working on the development of a PIP on the Tayway corridor from Arbroath to Dundee with Stagecoach Strath Tay. No PIP's are currently in place in Scotland and the development of this is part of a pilot project with the Scottish Government who wish to use the results to develop a template which can be rolled out to other areas of Scotland.

Bus priority measures already implemented by the Council include the installation in 2007-08 of traffic signal priority for late running buses at all traffic lights in Angus.

This action is already being undertaken at local level. The responsibility for delivering this action and participating in Quality Partnerships or Bus Punctuality Improvement Partnerships rests with the local authority.

TACTRAN comment – the PIP is currently being developed as a Best Practice example for the region. TACTRAN is also involved with the PIP.

NP4 Enforcement

No significant problem has been identified in Angus.

The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

NP5 Integrated ticketing

Angus Council has promoted integrated ticketing and a number of years ago worked with Strath Tay and Travel Dundee to put in place a ticketing arrangement allowing passengers to use a ticket bought from one operator on the other operators services on the Forfar – Arbroath and Arbroath – Brechin/Stracathro corridors, this arrangement works well.

The Council has also recently responded to the Scottish Government's consultation paper on Integrated Ticketing and the potential use of smartcard technology to deliver this. It is considered that Transport Scotland and Operators should lead on this issue. A National scheme is desirable as a ticket relating only to the TACTRAN area would not benefit the significant number of passengers for example travelling to/from Aberdeenshire or further afield.

TACTRAN comment - The sub-Strategy indicates that TACTRAN will work with Transport Scotland, operators and local authorities to explore opportunities for the implementation of such initiatives.

NP6 Salary Sacrifice Schemes

Angus Council is already in discussions with Stagecoach Strathtay regarding the introduction of a Salary Sacrifice Scheme for staff. Legal issues applying to the introduction of these schemes in Scotland have held this up to date and these are yet to be resolved. This will be pursued for possible introduction within the Council and promoted to other large organisations within Angus.

TACTRAN comment – As Stagecoach Strathtay also operates in two of the other three local authority areas in the region there are benefits in approaching this issue regionally. TACTRAN's Travel Plan Officer is also involved in discussions regarding legal issues and would be able to assist the Council in implementing this Action.

NP7 Concessionary fares

Angus Council's DRT services are all registered as local bus services and as such are all part of the National Travel Concession Scheme. Angus Council has highlighted the need to expand Concessionary Travel to CT and Taxicard Schemes to the Scottish Government as well as lobbying through CoSLA and professional groups such as ATCO (Scotland). Council officers have responded to an initial consultation on the 3-year review currently being undertaken of the Scotland-wide Concessionary Travel Scheme and the Council (as well as CoSLA and professional organisations) will be formally consulted on the Scottish Government's proposals later this year.

TACTRAN comment – As this issue is not restricted to Angus, TACTRAN together with the constituent Councils would be able to lobby more effectively jointly rather than each Council working separately.

NP8 Travel discount schemes

This action ties in with NP7 above where further groups can potentially be added into the concessionary travel schemes. Alternatively, operators can be encouraged to provide discounts through special tickets. As any issues are raised to the Council then these will be discussed with Operators and other relevant parties as appropriate.

TACTRAN comment – As a significant proportion of travel crosses Council boundaries this Action would be more effectively taken forward on a regional basis.

NP9 CT/DRT booking

CT/DRT is provided locally. Currently, DRT bookings in Angus are made via the Transport Team. Local knowledge is important in the provision and operation of these services. Community Transport is similarly provided locally often for quite specific groups/small areas – these are not strategic services and it is not considered that this should be a function of TACTRAN.

TACTRAN comment – The intention would be to provide centralised information and booking services that would be lower cost, spread across CT/DRT operations throughout the region and would allow the operators to concentrate on providing good quality service. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

NP10 Road based transport funding

Angus Council does seek to identify non transport funding – currently RSPA (Rural Service Priority Area) funding is being used to provide a DRT Service in the Pitkenney Area – other monies from this fund being used for recycling projects, provision of children’s play area etc.

The Council also lobbies the Scottish Government through CoSLA in this regard.

TACTRAN comment – Tactran would be able to coordinate efforts across the four Councils and therefore achieve efficiency savings.

NP11 Development of community travel

Angus Council has recently agreed to provide further funding for Education vehicles available to Community Groups (report 655/08 refers). Any unmet requests will be monitored and should demand not be accommodated within the current resources then this will be reported back to Members for further consideration.

TACTRAN comment - The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

Travel Information Strategy

A1 Develop one Stop TACTRAN database suitable for multi-purpose use

A2 Develop web Interface to TACTRAN database

A3 Develop web-based comprehensive journey planner

There is existing information available and there is a high risk of duplication within these proposals, particularly as Action 14 is to promote existing information sources.

Angus Council already provides local bus service information in an electronic format to populate the National journey planners. The National journey planner Traveline provides bus, train, rail and air information and includes walk link information to and from the public transport stops/interchanges. The Traveline call centre has details of local taxi operations and in Angus all DRT services are included in the Traveline

database. Park & Ride journey planning is being developed as part of Traveline – the first part giving details of the journey by car.

The other National journey planner, Transport Direct, in addition to giving full public transport information, includes information on travelling by private car and journey times for this, this journey planner is being further developed to include car park information.

Traveline are working with Liftshare to give public transport options when lift shares are not available.

The Scottish Government actively promotes Traveline and this should be seen as the main source of public transport information and Traveline is the agreed information provider in Angus Council's Public Transport Information Strategy.

In due course the introduction of Electronic Bus Service Registration will have the potential to significantly reduce the relevance of a database.

It is considered that the existing National journey planners should continue to be used to deliver this information with the local authority providing data feeds as appropriate to these.

It is considered that the existing National journey planners Traveline and Transport Direct should continue to be used to deliver this information with the local authority providing data feeds as appropriate to these.

TACTRAN comment –

Web Interface/Journey Planner

It is agreed that there should not be replication of existing work being undertaken by Traveline and Transport Direct. Table 3.1 indicates that there are areas of travel information not covered by Traveline, Transport Direct or indeed dundeetravelinfo. Each of these has strengths and weaknesses and the intention is to use the best of these and to work in partnership with Traveline to achieve a one-stop regional database that provides comprehensive multi-modal information. A meeting was held with Traveline in which it was agreed that there would be mutual benefit in working together to improve travel information to the travelling public. This involved the possibility of branding the regional information site as traveline *TACTRAN*.

There are two parts to the provision of information – the first is to define and provide the information and the second is to make this information easily accessible. While Traveline provides good public transport information, it is light on walking, cycling and information for car drivers, such as parking charges. By having a multimodal site for the TACTRAN area, the travelling public will be able to make fully informed travel choices through having easily accessible and relevant information at hand on one website.

Experience with dundeetravelinfo.com indicates that travel information can be provided on a local as well as a national basis without causing confusing and each with its own strengths. Dundeetravelinfo.com also provides details of journeys crossing the Council boundary into other areas, this can be replicated for TACTRAN and therefore the TACTRAN journey planner would be able to provide details of journeys into other RTP areas.

Regional Database

One Regional database in place of the current 4 public transport databases should provide economies for the 4 local authorities in terms of staffing and computer software licences and maintenance. An alternative may be to develop protocols for all cross boundary services in the 4 local authority areas (similar to Angus/DCC and whole of SESTRAN area) taking advantage of each authority having the same database software.

A general point made in paragraph 5.3 of the strategy is that further feasibility work is required prior to implementation. This will allow all partners, including local authorities and Traveline to shape the architecture and type of the regional travel information facility developed.

A4 Develop SMS interface to database

A SMS Service already exists with Traveline for public transport information.

A mobile internet service is also being developed by Traveline giving a much cheaper option for getting information than SMS.

It is considered that the existing National journey planner Traveline should continue to be used to deliver this information.

TACTRAN comment – it is recognised that Traveline promote SMS public transport information and TACTRAN would not want to replicate this work, but it can be promoted on a TACTRAN travel information website, just as it is promoted at bus stops at present. As both Dundee and Angus have Real Time Information TACTRAN could offer itself as a pilot to develop Traveline's current scheduled SMS information into Real Time SMS information. The low priority ranking for this action recognises that Traveline already has this facility to tap into.

A general point made in paragraph 5.3 of the strategy is that further feasibility work is required prior to implementation. This will allow all partners, including local authorities and Traveline to shape the architecture and type of the regional travel information facility developed.

A5 Ensure travel infrastructure, vehicles and facilities are clearly identifiable and signed properly

Angus Council names all bus stops/interchanges in line with National Public Transport Access Node (NaPTAN) database requirements - the way this is displayed at stops etc is as agreed in Angus Council's Public Transport Information Strategy.

Vehicles are all required to display route and service number details as a statutory requirement and whilst enforcement of this is a matter for the Traffic Commissioner, the Council will report any on-going issues with this to the Traffic Commissioner.

It is considered that there is no justification for regional identification or replacement of serviceable infrastructure in order to 'rebrand' on a regional basis.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders

during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A6 Provide information in all appropriate forms of media, including portable media

In Angus bus information is currently available in printed timetable, via telephone, via the web, at Council and bus company offices, on SMS and in real time formats.

Roadworks are published in newspapers and the council's website. Car parks are also included on the website. The council publishes leaflets on core paths and cycling routes.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A7 Promote partnership working to widely publicise deviations from normal operation

Angus Council produce notices and leaflets to aid bus companies to publicise deviations and includes this information in the 'News' section on the Council's public transport section of the website. Any significant re-routings / re-timings are also publicised in the local press.

The council already provides information on road works through local press, the council's website and the national Road Works Commissioners website.

There is a need not only to avoid duplication but also consider the resources and subsequent costs of keeping such information up to date centrally.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions.

The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A8 Promote active travel in various forms of media

The council publishes leaflets on core paths and cycling routes and has promoted 'walking buses' for schools with press coverage.

TACTRAN comment – this comment provides examples of good practice that can be rolled out across the rest of the region just as there is good practice in other spheres that could be adopted by Angus Council that would assist in promoting active travel across the region.

A9 Promote public transport in various forms of media

In Angus information on travel by public transport is currently available in printed timetable, via telephone, via the web, face-to-face at offices, via SMS text and in real time formats.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A10 Promote "Liftshare" at key car park locations

The principle of encouraging car users to liftshare is welcomed.

TACTRAN comment – noted

A11 Provide "How to" guides/maps for walking and cycling short distances and to key multi-modal interchanges.

The principle of encouraging the public to change modes of transport is welcomed.

TACTRAN comment – noted

A12 Engage with tourists to tailor information

Public transport information for tourists is produced in the form of an area bus map and Days out by Bus and Train publication. Information is also given to various attractions i.e. Glamis Castle for inclusion in their publications and on web links.

TACTRAN comment – this comment provides examples of good practice that can be rolled out across the rest of the region just as there is good practice in other spheres that could be adopted by Angus Council that would assist in engaging with tourists across the region.

A13 Engage with users with special needs to tailor information

Angus Council is the only authority in Scotland to provide a visual mapping service for individuals with learning disabilities to enable them to travel independently by bus. Other specific needs are addressed as required i.e. provision of large print timetables.

TACTRAN comment – this comment provides examples of good practice that can be rolled out across the rest of the region just as there is good practice in other spheres that could be adopted by Angus Council that would assist in users with special needs.

A14 Promote existing and planned local, regional and national information sources

Angus Council actively promotes National public transport information namely Traveline. Also, local information including the Council's website is promoted.

This action is welcomed but would conflict with proposal A1.

Having an additional tier of regional information as proposed in A1 is considered to be potentially confusing to the general public. The Scottish Government actively promotes Traveline and this should be seen as the main source of public transport information – Traveline is the agreed information provider in Angus Council's Public Transport Information Strategy.

TACTRAN comment – noted, also see TACTRAN comments in response to A1-3

A15 Provide detailed service and route descriptions help to locate start, intermediate and end points of the journey

Angus Council is working with bus operators to include this information – this will in due course be available on all printed material. As with other public transport publicity this is provided on a local basis.

This action is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A16 Provide detailed timetable/journey time information

Detailed bus timetable information is available from Angus Council – at stop this does not currently include journey time but this facility is being included in the upgrade of the Trapeze system used to generate timetable publications. Journey time information (including any walk links) is available from printed timetables and on the Traveline/Transport Direct journey planners.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A17 Provide region-wide multi-modal and multi-operator composite timetable information

The provision of a web-based multi operator journey planning facility in the form of Traveline and Transport Direct already meets this requirement. While a TACTRAN area timetable could be considered most passenger journeys are local and not across the TACTRAN area therefore it would be difficult to justify this expenditure.

Angus Council bus timetable leaflets include all operators' services where more than one operates on a particular route/corridor, these timetables extend across the local authority boundaries where the services operate outwith Angus.

TACTRAN comment – this Action is concerned with the provision of composite timetable information which could be made available to the public through a variety of media.

A18 Lobby for providing full fare/ticketing options and indicative journey cost including parking

Proposals to make public transport a more attractive travel option are welcomed.

TACTRAN comment – noted

A19 Provide information regarding parking locations, capacity, availability and their special arrangements.

Such information is available on the council's website and can be expanded to include other information judged appropriate with a regionally agreed standard.

Transport Direct are expanding their journey planner to incorporate car park information.

The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A20 Provide information regarding services suitable for carrying bikes along with booking requirements

No bus services in Angus currently convey bicycles. Rail services publicise availability and booking arrangements.

Proposals to make public transport a more attractive travel option are welcomed.

TACTRAN comment – noted

A21 Provide information on accessible services and security measures for facilities

Where accessible bus services are provided then this information is currently detailed in Angus Council's printed timetable publicity and in publications aimed at disabled groups.

Traveline Scotland are developing symbols to go against all stops on their journey planner where advised by local authorities that they are wheelchair accessible. Similarly, symbols will be placed against services once Traveline is advised that the routes are operated 100% by accessible vehicles.

The Council is currently working on providing information on safety/security features on bus, at stop at interchanges to re-assure passengers in respect of their safety.

This action is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A22 Provide information on next available services or alternative services/routes, including investigating extension to RTI

For bus travel in Angus next available services are detailed in printed publicity, via Traveline/Transport Direct on the web, SMS text and via real time information.

TACTRAN comment – noted, this point will be considered as the sub-Strategy is implemented.

A23 Support proposals on free internet/wifi connections

Proposals to make information more readily available are welcomed although cost benefit analysis must support such proposals given that they are only available to a limited proportion of the population.

TACTRAN comment – noted, this point will be considered as the sub-Strategy is implemented.

A24 Provide information kiosks capable of displaying and printing multi-modal information

Proposals to make information more readily available are welcomed although cost benefit analysis must support such proposals.

Any system must be compatible with the information currently available i.e. for bus information data feeds should come directly from the Traveline information – the same database should drive RTI and enable the printing of bus timetables and roadside displays.

TACTRAN comment – noted, this point will be considered as the sub-Strategy is implemented.

A25 Provide localised maps and plan of interchanges

Angus Council produces a bus map of Angus, individual town plans showing bus routes and where appropriate more detailed local plans i.e. Arbroath detailing bus stops and additional information.

Angus Council is in discussion with Stagecoach Straththay to provide specific plans of interchanges to assist passengers where there are multiple bus stops and where connections are made between services.

This action is at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A26 Work in partnership to integrate NHS appointment process with travel options

Traveline Scotland (which Angus Council is a shareholder of) has developed in partnership with SPT and NHS Greater Glasgow a facility to link journey plans with appointments at 6 Glasgow Hospitals. This pilot will be undertaken this year prior to this facility hopefully being rolled-out for widespread use.

On a lesser scale the Council's Transport Team is working with the NHS in Angus regarding the decentralisation of facilities and public transport availability.

TACTRAN comment – progress on this pilot will be monitored and shared with partner Councils to identify opportunities to apply the lessons learnt within the region.

A27 In partnership, promote availability of RTI for all modes

The council has already provided a substantial network of RTI for bus travel. Transport Scotland also provides limited RTI for vehicle users on the trunk road network. The provision of RTI for vehicle traffic on the local road network is very difficult due to a lack of knowledge of the drivers' origin or destination. Such systems are very expensive to install and operate and must be seen in comparison to the existing information already available such as radio travel information, satellite navigation and mobile phone technology.

TACTRAN comment – noted, this point will be considered as the sub-Strategy is implemented.

A28 Provide and promote on-board information

There is an anticipated high capital and revenue cost of such action and a detailed business case developing the benefits of such on-board information systems will need to show the value that such a proposal would bring.

The lead on this on buses should be the bus operators. While on-board information can be beneficial there are other aspects of bus quality where money could be better spent such as wheelchair accessible vehicle provision.

TACTRAN comment – noted, this point will be considered as the sub-Strategy is implemented.

A29 Provide contact details of information sources and operators

Angus Council already provides this for bus, rail and coach operators on all printed material. A special publication deals with community transport providers. This information is available on the Council's website.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

A30 Publicise public transport punctuality

Angus Council are already working on in Partnership with the Scottish Government, Stagecoach, Travel Dundee and Dundee City Council to develop a Punctuality Improvement Plan (PIP) for the Tayway (Arbroath to Dundee) Corridor.

There are currently no PIP's in place in Scotland and it is hoped that this template can be rolled-out across Scotland and elsewhere in the Angus area.

Rail operators already publicise this information. It is intended that this information would be included on the Angus Council website once a PIP is in place.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - the PIP is currently being developed as a Best Practice example for the region. TACTRAN is also involved with the PIP.

A31 Develop regional best practice guide for signing walking and cycling paths and routes

The council already provides signing of walking and cycling paths.

It is considered that there is no justification for regional identification or replacement of serviceable infrastructure in order to 'rebrand' on a regional basis.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

The development of a best practice guide would not imply the adoption of a regional "brand" nor replacement of serviceable infrastructure but would serve to provide guidance to ensure good design practices are adopted in considering new or upgraded infrastructure, etc.

A32 Provide travel information at start, end and interchange points

For bus based passenger transport this already exists.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation.

A33 Investigate feasibility of Real Time Parking Information Signs

This is only justified in areas when there is regular excess of demand over availability and requires significant capital investment and revenue funding. Where this is justified it has already been undertaken by local authorities at local level.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment – the Real Time Parking Information system in Dundee was funded by TACTRAN. The issue of determining the responsible body(ies) for future delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

Park and Ride Strategy

NPR1 Liaise with Planning Authorities to ensure that land identified as having potential for Park & Ride development is safeguarded within the appropriate development plan

The Development Plans of each of the local planning authorities will be at different stages. In addition the Development Plan process is controlled by separate legislative requirements. While this might be desirable it is by no means a straightforward or simple process to include P & R sites into development plans. For plans that are already adopted this would mean publication of a formal modification and the public scrutiny of proposals, including the potential for a public inquiry. For inclusion on new plans a full process would be required, including potential for an inquiry, and can be lengthy.

In Angus, the development plan currently comprises the following:

- Dundee & Angus Structure Plan (approved by Scottish Ministers in October 2002);
- Angus Local Plan adopted November 2000

The Council has been undertaking a review and roll forward of the Angus Local Plan and the Local Plan Review has reached the stage where the policies and proposals can be viewed as a material consideration in dealing with development proposals. It is hoped that the Local Plan Review will be adopted by early 2009.

The Dundee & Angus Structure Plan contains the following policy relating to transport infrastructure.

TRANSPORT PROPOSAL 1: PUBLIC TRANSPORT PROPOSALS

Both Councils will pursue the early implementation of measures and actions identified in the respective Local Transport Strategies for Dundee and for Angus. Among the joint initiatives involving inter authority action, priority will be given to:

- further developing elements of the joint Coastal Corridor Public Transport Services Statement supporting bus priority measures, enhanced bus and rail infrastructure and public transport information; and

- enhanced local rail services including the potential for a dedicated local rail service operating within the Dundee and Angus coastal corridor and adjoining areas.

TRANSPORT POLICY 2: SAFEGUARDING LAND FOR TRANSPORT INFRASTRUCTURE

Local Plans will identify land required for key transport provision in accordance with the Local Transport Strategies and safeguard it from prejudicial development.

TRANSPORT POLICY 3 : SUSTAINABLE TRANSPORT

In order to promote and enhance an efficient, attractive and sustainable transport system through Local Plans and Local Transport Strategies, this Structure Plan supports and requires measures which will:-

- maintain and improve facilities for public transport;
- promote new and attractive pedestrian and cycle priority routes which link to established routes where feasible;
- promote the enhancement of integration and convenience between different modes of transport;
- provide for freight terminal facilities at locations which are convenient and accessible to the rail network, ports and airport;

There are no specific policies or proposals in the Angus Local Plan Review directly relating to park & ride measures. Policy SC38 set out below provides a policy base in support of improved bus measures.

Policy SC38 Bus Transport Angus Council will

- promote the improvement of passenger waiting infrastructure including the provision of bus lay-bys, bus stops, shelters and interchange facilities conveniently located for access to and from housing, employment, shopping and other main destinations;
- promote the improvement of passenger information facilities by extending Real Time Information facilities across Angus;
- make provision for bus transport as part of the upgrading of the A92 between Arbroath and Dundee including bus lay-bys, bus stops and shelters at locations which are well related to existing facilities and path networks and allow safe and easy access by the communities along this route.

The principal of Park & Ride sites would be broadly supported by development plan policy, the main issue would be the suitability of the site selected.

TACTRAN comment - noted – Angus Planning and Transport officers were involved in the process of identifying sites as part of the sub-Strategy development process. Individual Park and Ride sites will be subject to more detailed consideration, including site suitability, at the appropriate time, taking account of Planning policies and in full discussion with Council Planning Officers, and for these reasons the Action has been given a high priority.

NPR2 Develop and implement proposals for a new park & ride site at D9 south of the Tay Bridge

NPR3 Develop and implement proposals, including bus services for the planned new Park & ride site at D3, on the A90, in Dundee western gateway area.

It is noted that this will provide a link to the city centre. As indicated in NPR3 and 4 it is considered important that the route links the key destinations within and around the city to ensure that service is comprehensive and achieves the maximum benefit for customers.

TACTRAN comment - noted

NPR4 Investigate the possibility of joining the above D9 and D3 sites with a bus service running between the two calling (provisionally) at Dundee Technology Park, Ninewells Hospital, University of Dundee and the City Centre.

The integration of land use/destinations with Park & Ride and bus services would support the wider planning objectives of integrating land use and transport infrastructure and should be broadly supported. See also NPR2

TACTRAN comment - noted

NPR5 Develop and implement proposals for a site on the A92 (E) near Monifieth (D7).

The site is not identified in the current development plan documents although some policy support for such a proposal is in place. As indicated above to identify a specific site would require modification to the Local Plan Review and would open the Council to the potential of a public local inquiry. This matter should be further investigated before any commitment is given to identifying a site.

TACTRAN comment - noted – Park and Ride sites will be subject to more detailed consideration, including site suitability, at the appropriate time, taking account of Planning policies and in full discussion with Council Planning Officers.

NPR6 Develop and implement proposals for a site at A90 (N) Fintry (D6).

The site lies within the city boundary. This proposal is of lesser priority than the site at Monifieth. No additional comment.

TACTRAN comment - noted

NPR8 Develop and implement proposals for a site east of Perth (P4).

This would be somewhere near the northern on/off access to the Friarton Bridge. The issue will be in finding a suitable location that is capable of being developed.

TACTRAN comment - noted

NPR10 Support the development of new rail stations at Dundee West and Bannockburn through the Tay Estuary Rail Study and ensure the provision of parking space is sufficient to match the anticipated parking demand.

This is primarily about the establishment of two new rail stations but ensuring that sufficient parking is available. In relation to Dundee, the western gateway area is identified as a housing and business development by the Dundee & Angus Structure Plan and Dundee Local Plan Review. Opportunity to provide for improved public transport options should broadly be supported. It is however not clear how this action fits in with previous action NPR3 given that the location of the rail station has not yet been confirmed. Consideration should be given to making sure that any Park & Ride

facility serving the west end of the city is able to contribute to both bus and rail passenger requirements, with the new rail station possibly being one destination en route. The way it is currently presented it is a stand alone parking solution with little integration of bus/rail/car travel or infrastructure.

TACTRAN comment – noted. It is agreed that it would be ideal to have rail and bus served by one car park. However, the railway line is remote from the A90 at the Dundee West location and investigations during the strategy development resulted in two locations near the railway line were discounted due to lack of demand (requiring too large a detour for motorists) and cost of infrastructure (grade separated junction would be required on the A90). This will be revisited during the development of the Dundee Western Gateway site. In the longer term it could be that if a new West Dundee Station is implemented, one bus service could serve both the Park & Ride and railway station sites.

NPR11 Support the development of a new rail station at Bridge of Earn and ensure the provision of parking space is sufficient to match the anticipated parking demand.

With additional housing development being implemented at Bridge of Earn opportunity for improved public transport options should be broadly supported.

TACTRAN comment – noted

NPR12 Monitor car parking near to long distance bus stops in order to facilitate essential rural interchange by providing formal small car parks next to these bus stops where provision can be supported.

Is this about car parking or interchange facilities? In the Angus case it is about providing safe and easier connections with the long distance bus network and where relevant an appropriate level of car parking. While the principal of this is broadly supported the difficulty is finding suitable locations that can be implemented at reasonable cost and that will be used by the public. Commitments also need to be secured from bus operators for long term service provision at these sites otherwise the long term use of this infrastructure is uncertain.

TACTRAN comment – the Action is intended to promote interchange with long distance bus services. There is evidence of such demand at the Broxden and Kinross park and ride sites. The Action is concerned with smaller scale as well as larger sites, such as the A90 at Forfar.

The implementation of this Action will be subject to more detailed consideration, including securing long term bus/coach service provision and identifying suitable sites, at the appropriate time. This will take account of Planning policies and will involve full discussion with Council Planning Officers.

NPR13 Ensure multi-modal facilities and other best practices are incorporated into any new Park & Ride site and corridor.

The principle of integration with transport modes is broadly supported. However this is a bland statement and would benefit from clarification of what is expected. This is a matter that can be taken up by officers.

TACTRAN comment – noted. This is a high level strategy action. The Strategy document in Chapter 5 provides more detail on multi-modal facilities (e.g. catering for cycling and car sharing as well as driving to the site and travelling by

Park and Ride bus) and includes a full list of best practice opportunities, as well as referring to the Best Practice Review background paper.

EPR1 Provide a staffed waiting area at Broxden Park & Ride, Perth

There is no clarification of the reasoning behind this action. It must surely be related to usage and cost effectiveness and whether there is sufficient justification for this action. At present Broxden acts both as Park & Ride facility for the city and long distance bus interchange.

TACTRAN comment – this Action is derived from the Audit of Existing Park and Ride Provision and Best Practice Review which are available as background documents to the Strategy. It is being implemented in the current financial year.

EPR3 Review Park & Ride demand at existing sites and where there is demand and land is available, expand existing sites.

This is clearly not a high priority and is matter for performance monitoring of existing parking facilities.

TACTRAN comment – this is correctly identified as a matter for monitoring demand at existing sites and through the prioritisation process this Action has been allocated a low priority.

EPR4 Review Park & Ride demand at existing sites and where deemed successful, provide enhanced facilities including staff and waiting facilities.

It would be helpful to have further clarification of the background to this statement. This is clearly not a high priority and is matter for performance monitoring of existing parking facilities. It could be argued that improvement of existing facilities should be a higher priority.

TACTRAN comment – prioritisation was undertaken with respect to the degree to which each Action satisfied the sub-Strategy objectives. The Best Practice Review provides the background to this Action.

EPR5 Support the provision of additional car parking at Dunblane and/or Bridge of Allan and at other station locations where demand warrants. All car parking issues at stations to be taken forward in consultation with Network Rail.

No additional comment. It should however be noted that Angus Council has previously enabled the improvement of car parking provision to meet requirements at Montrose, Arbroath and Carnoustie rail stations.

TACTRAN comment – noted

Walking and Cycling Strategy

A1 Seek to ensure that delivery of the Strategy's aims is supported by non- transport policies and programmes.

It is considered that there is already sufficient guidance produced by others e.g. Sustrans without the need for further guidance. The purpose of this additional guidance is unclear and no indication is given as to who is to produce this guidance.

TACTRAN comment – The production of regional guidance will be subject to identification of gaps or need for guidance and is not intended to duplicate guidance produced elsewhere. The issue of determining the responsible body(ies) for production will be considered in consultation with partner Councils.

B1 Improved walking and cycling links within the region.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

Angus Council is already developing walking and cycling links in and around towns and also supports the NCN. The A92 cycle track and development of the coastal pathway also evidence this approach.

The agreed priority in Angus is establishing the links within the burghs and the path networks around them as this benefits the greatest number of our population. The development of links between towns is seen as longer term and will have significant financial implications if these are to be dedicated off-road routes.

The plan showing the regional network (appendix A not C) makes little sense and does not define what is meant by “Strategic Network Gaps”. Again as stated earlier, are these supposed to be off-road routes or merely utilising existing roads and why, for example, show a gap between Arbroath and Brechin but not Forfar? Also, what is the purpose of these routes and who are they supposed to serve?

Please note that there is not a missing link between Carnoustie and Arbroath. The NCN currently runs along the public road from Carnoustie to East Haven but then picks up the cycleway running adjacent to the A92. It is intended that over the next three years a dedicated off-road route along the coast will be provided and this will become the NCN.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

Appendix A shows existing and potential long distance routes within TACTRAN. It does not signify whether these are on or off-road, this would be determined in detailed consideration of each route. The routes shown are NCN routes or those that form part of the Regional Cycle Network, the selection criteria for which are explained in the Development of Strategic Cycle Routes background paper. The key to Appendix A lists proposed or aspirational routes which includes the Carnoustie – Arbroath route that Angus Council intends to construct over the next three years and dedicate as part of the NCN.

B2 Improved walking and cycling links to education facilities.

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

This is already an area that Angus Council has developed with considerable success as a result.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

B3 Cycle parking

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

Cycle parking has already been provided at many key destinations. In addition where new development is proposed cycle parking is required as a planning condition.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

C1 Public transport

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

Cycle racks are provided at all rail stations in Angus and at Arbroath Railway Station. Angus Council has already provided cycle infrastructure within the main urban settlements and at many key destinations. In addition where new development is proposed cycle parking is required as a planning condition.

Local bus operators in Angus do not convey bicycles and Angus like other authorities seek to encourage operators to do so as well as encouraging rail operators for improved on train cycle provision.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and

consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

C2 Road network

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

Provision for pedestrians and cyclists is considered at the development plan, planning brief and planning application stage where requirements can be site specific. In addition the Council has been implementing improvements to a range of existing infrastructure through various projects, some of which are set out in various responses above. A significant recent example was the A92 road project where a dedicated pedestrian/cycle path was implemented as an integral part of the dual road improvement.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

D1 Technical and design guidance

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

Good practice standards e.g. Cycling by Design, BT Countryside for All Standards and Guidelines, Countryside Access Design Guide (SNH) etc are already being implemented. Clarification would also be helpful on the target audience for technical and design guidance.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

D2 Technical training

This action is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

E1 Travel planning

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

Angus Council promotes 'share a journey' and has also provided bicycles for office use.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

E2 Marketing pilot project

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

E3 Promotion

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

Promotion of walking and cycling e.g. the Burgh Path Network leaflets and the suite of walking and cycling leaflets produced through ECAP is already being undertaken.

It is accepted that better integration could be achieved if bus (and train) operators conveyed bicycles.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

E4 Cycle training

This action is already undertaken at local level and is not considered to be a regional or strategic issue. The responsibility for delivering this action should rest with the local authority.

A programme is already being implemented through schools.

TACTRAN comment - each Action is a development of regional Actions and priorities previously agreed with partner Councils and other key stakeholders during the development of the RTS. The sub-Strategy Actions have been developed through a process involving regular progress meetings and consultation with partner Councils and wider stakeholder consultation. The sub-Strategies do not seek to identify responsibility for delivery of proposed Actions. The issue of determining the responsible body(ies) for delivery will be considered in consultation with partner Councils through the development of the RTS Delivery Plan, as previously agreed by the Partnership.

APPENDIX C

DUNDEE CITY COUNCIL CONSULTATION RESPONSE

Dundee City Council welcomes the TACTRAN RTS sub-Strategies. The Council acknowledges that the transport network is fundamentally important to the vibrancy and competitiveness of the region. The sub-Strategies are targeted at improving a number of aspects of transport for both residents and visitors to Dundee and this is supported by the Council.

DCC would like to make the following comments on each of the TACTRAN sub-Strategy documents and these are:

Bus Strategy and CT / DRT Action Plan

Dundee supports the TACTRAN sub-Strategy and considers that the 3 strand approach that adopts network coverage / performance in conjunction with high quality infrastructure and vehicles is suitably appropriate. Through the Bringing Confidence to Public Transport and the SmartBus projects Dundee City Council have demonstrated a serious commitment to high quality infrastructure in addition to good bus services and these are vital to encourage more people on to public transport. The Council consider that high quality public transport should be available to all and that a consistent regional approach to infrastructure, information and quality of vehicle should be considered as an attainable goal for TACTRAN and the Local authorities. The actions within the Strategy are all worth pursuing and Dundee City Council are actively progressing a Quality Partnership / BPIP with bus operators and investigating the possibility of introducing a CT / DRT service for the city. However the sub-Strategy document is very high level and there is a distinct lack of detail relating to CT / DRT and DCC is disappointed with this aspect of the strategy.

TACTRAN comment - as noted the sub-Strategy is a high level document that sets the context for more detailed consideration of initiatives including CT/DRT. As a development from the sub-Strategy, work is commencing on a feasibility study into DRT pilot projects.

Travel Information Strategy

DCC again welcomes the Travel information Strategy and considers it as an appropriate way forward to improve travel information throughout the TACTRAN region. The Council has a statutory requirement to produce a Bus Information Strategy (BIS) and it is recognised that the Regional Bus Information Strategy (RBIS) is to be produced and the TACTRAN travel information strategy will be a key input to this and any future DCC BIS. Dundee City Council has some minor points relating to the actions coming from the Travel information Strategy and these are below:

It is considered that the priorities of Actions A6 and A26 should be higher. The actions are:

*A6 Provide information in all appropriate forms of media, including portable media.
(currently low priority)*

*A26 Work in Partnership to integrate NHS appointment process with travel options
(currently medium priority)*

These should be high priority.

TACTRAN comment - prioritisation was undertaken with respect to the degree to which each action satisfied the sub-strategy objectives. Implementation of the actions will be determined by this prioritisation process and the degree of deliverability as determined in the RTS Delivery Plan. Action A26 would be low cost to implement and therefore could be implemented earlier than some higher cost high priority actions. Action A6 would be dependent on other actions being put into effect, such as Actions A1 (Develop one-stop regional database suitable for multi-purpose use and through other actions in the sub-Strategy) and A11 (Provide “How to” guides/maps for walking and cycling short distances and to key multi-modal interchanges).

Park and Ride Strategy

The Central Dundee Car Parking Strategy that was approved by Committee in June 2007 highlighted the need for Park and Ride proposals to be brought forward in conjunction with TACTRAN and therefore this sub-Strategy is supported by the Council.

DCC welcomes that Sites D3 (Western Gateway) and D9 (South of TRB) are high priority within the Strategy. The Council is also content that Site D7 (Monifieth) is medium priority. However DCC has concerns relating to Site D6 North of Fintry as it has been identified that it is located in a Principal Economic Development Area. It is acknowledged by DCC that this Site is low priority and very much a long term action of the Strategy and therefore the location of this Site should be reviewed at a later date as there is a risk that this Site may not be appropriate. The Council also supports the inclusion and high priority of the Dundee West Rail Station that is part of the Tay Estuary Rail Study.

TACTRAN comment - noted – the location of Site D6 would be subject to more detailed consideration at the appropriate time.

Walking and Cycling Strategy

In general the Council is supportive of a strategy that supports more sustainable modes of transport such as Walking and Cycling although these modes are used for generally short trips where local issues dictate. There are some concerns relating to the actions that come out of this sub-Strategy and these are:

1. Action A1 seems to be two actions with one relating to producing guidance on regional, national and local policies for transport, land use, education and health. It is unclear that there is a gap in guidance for these issues as there is current guidance such as SPP 17, PAN 75 that cover certain aspects of integration between Transport and land use. It is also unclear given the emergence of the City Regions and Strategic Development Plans where this guidance fits in the overall transport / land use government structures and this would have to be debated. The other part of this action relating school travel seems it would be more appropriate to be contained within Action B2.

TACTRAN comment - Action A1 is concerned with integrating policies; hence the element concerned with schools aims to support at a strategic level the inclusion of active travel initiatives. The implementation of these initiatives is

covered in action B2. The production of regional guidance will be subject to identification of gaps or need for guidance and is not intended to duplicate guidance produced elsewhere.

2. There seem to be some inconsistencies relating to the priorities within the action plan as Actions B1, B2 are medium priority while action C1 is high priority. It is difficult to see the why there should be a difference in the priorities between these actions as SPP 17 places walking & cycling above public transport. Therefore this seems that the strategy favours people who use public transport for part of their journey above people who walk and cycle for the whole of their trip. The footway and cycle-way network should be considered as a whole entity and not separated out into different parts.

TACTRAN comment - as noted above prioritisation was undertaken with respect to the degree to which each action satisfies the sub-Strategy objectives. It is correct that the pedestrian and cycle network should be considered as a whole and it is not suggested that there should be separate networks for those using these modes throughout or as part of a public transport based journey. The differing modes are complementary as public transport will generally cater for longer journeys than those undertaken wholly on foot or by cycle. However, all public transport journeys involve walking at either end of the journey and there is significant potential to improve accessibility by public transport through the provision of better cycle facilities.

3. Again the strategy seems to be counter intuitive as there are no high priority actions relating to influencing travel behaviour and this seems illogical as this should be the core of the Walking and Cycling strategy. It is all about, changing people's behaviour and getting them using more sustainable modes. It looks especially counter intuitive when the developing technical excellence ones are both high priority. DCC consider Action E2 at the very least should be High Priority as Dundee City Council has recently been awarded £2.1 million from the Scottish Government to promote more sustainable modes of traffic that would encourage active travel through the Smarter Choices Smarter Places initiative. This project is an area based scheme focused around the City Centre and could be used as a pilot project for TACTRAN to consider taking forward into other areas of the region.

TACTRAN comment - the sub-Strategy reflects the context of a considerable amount of work being undertaken by the four Councils in the region. It is recognised also that provision for walking and cycling is best delivered by the Councils. The emphasis given to aspects such as technical excellence is to assist the Councils in catering for and promoting the two modes. As noted above prioritisation was undertaken with respect to the degree to which each action satisfies the sub-strategy objectives.

Although E2 is a medium priority the immediate availability of finance is recognised and Tactran is taking an active part in supporting this initiative in Dundee as a pilot project for application across the region.

APPENDIX D

PERTH & KINROSS COUNCIL CONSULTATION RESPONSE

Perth & Kinross Council's Enterprise and Infrastructure Committee meeting on 3 September 2008 considered a report on the sub-Strategies. The Committee noted that there is much in the sub-Strategies that is beneficial to the Council and is welcomed, particularly looking at issues in much more detail than has been previously possible. Specific comments were made regarding each sub-Strategy as follows:

Park and Ride Strategy

1. In general the strategy is welcome as there is a general desire to improve on the current success of Park and Ride operations. The work has highlighted not just the obvious transport benefits that would be expected but how new and existing schemes help address wider service objectives.
2. In terms of the site on the A9 (site P3), there are significant development aspirations in this vicinity and it is unlikely that any landowner would make land available for any new facility until the situation as regards development in this area is clearer. The presumption has always been any new site would or maybe part of the new junction arrangements for the new Tay crossing proposals.
3. The site at Walnut Grove (Site P4) may in practical terms be the easier site to deliver as acquisition of the land would seem the only obvious problem, although operationally this may be quite a difficult site given the obvious constraints on Dundee Road which the buses would encounter.
4. It is noted within the strategy that there is support for a new rail station at Bridge of Earn. The report does, however, recommend the rationale for this scheme is taken forward as part of a review of the aspirations for an hourly Inverness – Edinburgh service. Discussions are being sought with Transport Scotland and the rail industry to progress these matters.
5. It is noted that a potential new site at the top of Edinburgh Road has not been recommended for further work on the basis of relatively low predicted usage and proximity to the city centre. Whilst this is understandable in relation to a potential new facility at Oudenarde being in operation, on the basis of this not happening, it may be prudent to protect this site for future consideration. It is of note that bus priority to the centre of the city could be relatively easily achieved at this location and the necessary land is in Council ownership. It will be important, however, to protect within the planning framework all of these sites for potential future park and ride use.
6. It is of note that reference is made in the strategy to the current parking problems at Dunblane and Bridge of Allan. These issues can be addressed by the potential introduction of new stations, particularly the opening of a new Blackford station. This should be taken forward as part of the wider review of rail services through TERS.

TACTRAN comment - it is noted that a higher priority should be given to Site P4 as its delivery may be easier and is not dependent on the construction of other

major infrastructure. This site will be allocated a high priority in the sub-Strategy and site P3 a medium priority.

With regard to the issue of parking at Dunblane and Bridge of Allan, it is recognised that the opening of new stations will in the longer term assist in addressing current parking shortfalls. However, the provision of additional parking at these stations can address the increasing demand for rail travel and on-street parking problems in their vicinity in the short - medium term.

Travel Information Strategy

7. The Strategy is generally welcome and highlights some good work that is already being done, such as the local authorities following the ATCO code of good practice on timetable production and the authorities input into Traveline.

8. Based on the stakeholder consultation events the strategy has produced a significant number of actions, all potentially competing for limited funding. The strategy needs to identify whether it would potentially be better to concentrate on a few key high priority actions. It may be best to try to work towards a more co-ordinated approach in areas where this will provide the greatest benefit although these areas are not particularly highlighted in this work. It is appreciated this will evolve through further discussions and work on development of the Delivery Plan.

10. In order to avoid duplication of effort, the strategy should concentrate on improving and updating the existing sources of information. It is recognised, however, that many of the actions in the strategy will require much fuller assessment in terms of how many of the actions should be implemented and coordinated.

11. It is of note within the strategy that there is no specific reference made to operators who will wish to maintain their sense of independence and ability to operate in their own commercial interests. A constructive dialogue needs to be entered into with operators to enable them to buy into the strategy although it is appreciated this should only happen when there is some clarity as to future roles and responsibilities.

TACTRAN comment - noted - these points will be considered as the sub-Strategy is implemented.

Bus Strategy and CT/DRT Action Plan

12. The Strategy provides a timely overview of regional issues facing local bus service provision. It highlights a number of actions that it proposes will address noted gaps and opportunities and which will enhance the overall attractiveness of bus travel for the local population as a whole.

13. It is imperative that the TACTRAN strategy builds on the positive partnership working that already exists between the Councils and local transport operators, with significant improvements made to parts of the bus network in recent years - which have been made possible in part by Scottish Government funding streams.

14. The key challenge for TACTRAN and the constituent Councils is how to take forward the high and medium priority actions, in a way that provides additionality to the overall bus network. Whilst this will be addressed through the Delivery Plan, and in the various Business Cases that will follow, significant attention must now be given

to addressing the actual roles and responsibilities of the key stakeholders in the future. Another crucial factor to be considered is identifying funding streams to support the stated actions on regional issues such as access to employment and health.

TACTRAN comment - the sub-Strategy states that “a pragmatic approach has been adopted that takes into account ... what is already being done (by Tactran, constituent local authorities, operators and other agencies) and how best to supplement or enhance this”. Implementation of the sub-Strategy actions will be taken forward through discussion with key stakeholders.

Walking and Cycling Strategy

15. The general thrust of the strategy is welcome. There are a significant number of actions identified in the strategy but within these actions there is much that is already being taken forward by the Council. The development of the Delivery Plan will need to help set out how all the various strands and activities carried out can be coordinated in a more effective manner.

16. Many of the actions identified in the strategy are very high level and it is appreciated that it will not be until the Delivery Plan is developed will there be an indication of any particular schemes that will need to be progressed. Clearly from a local perspective in terms of sustainable travel and walking and cycling in particular the new pedestrian/cycle bridge over the Tay will potentially be a key scheme in taking forward this element of the wider regional strategy.

TACTRAN comment - noted

Further comments were received from officers. These related to detail in the Buses and CT / DRT sub-Strategy and were as follows:

Blairgowrie Bus Stance would be an existing interchange in need of upgrading.

TACTRAN comment - will note this in the Delivery Plan.

The ‘recommended minimum weekday frequency’ for the following two corridors should be hourly and not two hourly, existing timetables are already achieving an hourly pattern for key periods or on sections of the respective routes:

- Perth - Pitlochry/Aberfeldy
- Stirling - Crieff

TACTRAN comment - will change the Buses sub-Strategy Appendix 2 accordingly.

APPENDIX E

STIRLING COUNCIL CONSULTATION RESPONSE

The following comments were made by Stirling Council in a letter dated 15 September 2008 and included in the Council's Information Bulletin on 24 September 2008.

The objectives and action plans of each of the sub-strategies are, in the main, supported. The following comments are based on the appropriateness of actions, not on by whom or how they could be delivered.

General for all sub-Strategies

1 The sub-strategies do not contain any monitoring data. This is a good stage to identify the key outcome indicators which relate to the strategies, and the establishment of the appropriate monitoring regimes. It is understood that monitoring is to be determined following the Delivery Plan but it is suggested that there is also some reference included in all sub-strategies.

TACTRAN comment - in both the RTS and the sub-Strategies it is noted that a series of SMART (Specific, Measurable, Achievable, Realistic and Time bound) targets will be developed against which delivery progress will be measured and reported on. These will be included in the RTS Delivery Plan.

2 In each sub-strategy there is a setting the scene section. For accuracy it should be noted:

- Stirling Council LTS (2006)
- Stirling Council City Transport Strategy (2007)
- The Stirling Smaller Towns and Villages LTS and the Stirling National Park Transport Strategy are in production and are likely to be one document.

TACTRAN comment - noted - the documents will be amended accordingly.

Park and Ride Strategy

Objective 6. To help limit / manage travel by private car in urban areas to help meet statutory air quality requirements in the TACTRAN area.

3 While recognising that areas where statutory air quality targets are under threat take priority, an objective of the park and ride strategy should be to improve air quality in all areas.

TACTRAN comment - objectives for the sub-Strategy were set and agreed at an early stage in the process by all stakeholders, including Stirling Council.

NPR10: Support the development of new rail stations at Dundee West and Bannockburn through the Tay Estuary Rail Study and ensure the provision of parking space is sufficient to match the anticipated parking demand.

4 Remove reference to the Tay Estuary Rail Study. The TERS is only one means of supporting the objective.

TACTRAN comment - reference to TERS will be retained, however, additional wording “and/or other opportunities” will be added

NPR12: Monitor car parking near to long distance bus stops in order to facilitate essential rural interchange by providing formal small car parks next to these bus stops where provision can be supported.

5 Suggest remove “rural” and “small”, and replace “next to” with “near”. Long distance bus / coach based park and ride opportunities need not be restricted to just small rural sites.

6 The strategy perhaps does not fully consider the opportunities for cross border park and ride opportunities, including long-distance bus / coach travel into Glasgow or Edinburgh.

TACTRAN comment - this action recognises that public transport provision in rural areas is not as comprehensive or as frequent as in urban areas and that park and ride benefits can be achieved through encouraging motorists to drive to a car park next to a long distance bus stop rather than driving all the way to a town or city centre or other key destination. Making such provision in urban areas could encourage greater car use and would be difficult to implement in terms of land availability. Long distance bus/coach park and ride is currently catered for at locations such as Broxden (in Perth) and Kinross and will be considered in all future park and ride developments. In view of any uncertainty regarding the Action the wording will be changed to include coach services as well as long distance bus routes.

Travel Information Strategy

Objective 2: Information that demonstrates accessibility to the transport network and key locations for everyone

7 Unfortunately ‘accessibility’ means many things to many people. It may be clearer to split this objective into two:

‘ability to access to key locations via the transport network’ (i.e. use of public transport / walking / cycling)

‘ability for everyone to access the transport network’ (disabled access)

8 Lack of clarity here may be the reason why the action plan is light on measures to highlight how to access all key facilities (employment, education and services) with the exception of NHS facilities – and this itself may explain why the strategy is light on promoting access by DRT / taxis / community transport etc.

TACTRAN comment - objectives for the Regional Travel Information Strategy were set and agreed at an early stage in the process by all stakeholders including Stirling Council. As with all objective setting it is a matter of balancing the number of objectives against the detail of objectives. It was considered that the objectives in the main achieved this balance and that the objective used for accessibility covers both types of accessibility outlined.

9 The actions are targeted largely at public users – there are a number of cases where promotion targeted at developers or involved in the location of public services

would be useful (or will this be covered in an additional communications strategy) the strategy principles are supported

10 It may be beneficial to include under the 'Informing Travel Choices and Awareness' an additional principle of promoting the health and environmental benefits

11 P4 – would be useful to include a definition of 'lifeline' services (e.g. as a footnote)

TACTRAN comment - the Actions are targeted largely at users, however, implementation of them will allow for ease of access and use by developers, etc. The principles were the subject of consultation with Councils at an earlier stage.

A1-A4 Regional database / web interface / journey planner / SMS interface

12 These actions relate to development of a regional database to cover all aspects of travel not just public transport. This may replicate work that is being developed at the national level. While Traveline or Transport Direct may not be perfect, we do not see the benefit of prioritising local/regional resources on an issue which is being addressed nationally. However, work to support the development of the national facility would be supported.

13 It should also be noted that for Stirling City with significant travel movements crossing into other RTP areas, a national database and journey planner is likely to have greater benefit than a regional one.

14 Previous experience in Stirling has shown that having two sources of similar information can be confusing. Duplication could also be interpreted as failing to deliver joined up thinking or value for money.

15 Accordingly it is requested that the actions are changed to focus on reviewing and developing the national resources and how Regional Partnerships can work to develop a more comprehensive facility.

16 All Actions stating 'Provide' – Several actions use the word provide e.g. "Provide Detailed timetable and journey information". It would be better to state 'ensure provision of' rather than 'provide' as many of the 'provision' activities are already being carried out by others including National and local authorities and operators. Tactran's role should be to assist any necessary co-ordination, particularly if this can improve the end product.

TACTRAN comment – Web Interface/Journey Planner

It is agreed that there should not be replication of existing work being undertaken by Traveline and Transport Direct. Table 3.1 indicates that there are areas of travel information not covered by Traveline, Transport Direct or indeed dundeetravelinfo. Each of these has strengths and weaknesses and the intention is to use the best of these and to work in partnership with Traveline to achieve a one-stop regional database that provides comprehensive multi-modal information. A meeting was held with Traveline in which it was agreed that there would be mutual benefit in working together to improve travel information to the travelling public. This involved the possibility of branding the regional information site as travelineTACTRAN.

There are two parts to the provision of information – the first is to define and provide the information and the second is to make this information easily accessible. While Traveline provides good public transport information, it is light on walking, cycling and information for car drivers, such as parking charges. By having a multimodal site for the TACTRAN area, the travelling public will be able to make fully informed travel choices through having easily accessible and relevant information at hand on one website.

Experience with dundeetravelinfo.com indicates that travel information can be provided on a local as well as a national basis without causing confusion and each with its own strengths. dundeetravelinfo.com also provides details of journeys crossing the Council boundary into other areas, this can be replicated for TACTRAN and therefore the TACTRAN journey planner would be able to provide details of journeys into other RTP areas.

Regional Database

One Regional database in place of the current 4 public transport databases should provide economies for the 4 local authorities in terms of staffing and computer software licences and maintenance. An alternative may be to develop protocols for all cross boundary services in the 4 local authority areas (similar to Angus/DCC and whole of SESTRAN area) taking advantage of each authority having the same database software.

SMS interface

It is recognised that Traveline promote SMS public transport information and TACTRAN would not want to replicate this work, but it can be promoted on a TACTRAN travel information website, just as it is promoted at bus stops at present. As both Dundee and Angus have Real Time Information TACTRAN could offer itself as a pilot to develop Traveline's current scheduled SMS information into Real Time SMS information. The low priority ranking for this action recognises that Traveline already has this facility to tap into.

A general point made in paragraph 5.3 of the strategy is that further feasibility work is required prior to implementation. This will allow all partners, including local authorities and Traveline to shape the architecture and type of the regional travel information facility developed.

A23 Support proposals on free internet / wifi connections

17 It is not clear how this would support the strategy objectives. It could make travel by public transport more attractive but is not perhaps the most practical and inclusive way of making up to date information available to travellers.

TACTRAN comment - this Action has a low priority reflecting the fact that it does not support as many Strategy Objectives as other Actions. It supports Objective 1 - Information that improves the reliability, confidence and knowledge of the transport system in the region. It will be of particular value for public transport passengers in accessing information by internet, for example, on connections into late running services.

P2 The actions associated with Principle P2 also contribute to delivering this principle

18 This statement is made under P2 and P3/P4/P7/ P4 (sic) / P6. Presumably an amendment is required.

TACTRAN comment – this is a drafting error and the reference to P2 under P2 will be deleted

A22 Provide information on next available services or alternative services / routes including investigating extension to RTI

19 It would be beneficial for this action to also recognise the benefit of promoting the next 'accessible' service.

TACTRAN comment - this aspect will be considered in implementing the Action.

A30 Publicise public transport punctuality

20 Given the actions of operators to do similar, 'promote' may be more appropriate than 'publicise'

21 It would be beneficial to promote other aspects of public transport in addition to punctuality e.g. %low floor buses / % meeting emissions standards / driving training. Suggest re-word "Promote the punctuality, performance and quality of public transport".

TACTRAN comment - this sub-Strategy is concerned with information; promotion of these aspects is covered in the Buses sub-Strategy.

A27 In partnership, promote availability of RTI for all modes

22 If RTI exists, should its promotion be low priority?

TACTRAN comment - RTI coverage is relatively limited throughout the region and the intention is to roll it out across the remainder of the region as appropriate. The high priority is in recognition of the number of objectives that the Action satisfies.

A31 Develop regional best practice guide for signing walking and cycling paths and routes

23 A significant amount of guidance on many topics exists. It is not clear what advantage spending time and money on producing new guidance will give. A policy to collate and disseminate best practice and auditing of facilities by RTP's would be however supported.

TACTRAN comment - the production of regional guidance will be subject to identification of gaps or need for guidance and is not intended to duplicate guidance produced elsewhere.

Bus Strategy and CT/DRT Action Plan

NC1 Accessibility to key destinations

24 The action is supported, but not Appendix 2 the list of key destinations. E.g.

- destinations should include Larbert Hospital
- interchanges should include rail stations
- the Stirling to Crieff or Stirling to Perth bus services are not the services which connect Stirling bus / train station to town centres such as Callander,

or to Stirling Royal Infirmary or Larbert Hospital, or the University or Forth Valley College, etc.

- key destinations and routes identified or referred to in Appendix 2 are largely internal to the TACTRAN region. This does not reflect Stirling Council desire lines and travel patterns.

Suggest either define key destinations (or strategic routes or interchanges) rather than name them, make no reference to, or review Appendix 2.

TACTRAN comment - the key destinations, routes and interchanges will be defined as “including” rather than a definitive list e.g. “The key destinations include:”. This will allow them to evolve over time and possibly set a review period (e.g. every 3 years).

NC2 Pattern and frequency of bus services

25 Again the action is supported, but not the list of strategic routes in appendix 2

TACTRAN comment - see comment under NC1 above

NC3 Supported bus network

26 Suggest the policy would be improved by amending to ‘ensure the regular review of supported bus networks....’

TACTRAN comment - the supporting wording for this Action currently states “Review the supported bus network to identify opportunities to improve the efficiency of use of available funding”. The suggested wording would ensure that reviews are undertaken on a regular basis rather than just a single occasion and therefore it will be added to the sub-Strategy.

NC4 New developments

27 Whilst the policy is supported, is it necessary as it repeats national guidance (PAN 75, para 50 / SPP17 para 32) or should it be reflected in the RTS itself?

TACTRAN comment - the Action provides added emphasis to the national guidance and therefore it is intended to retain it.

IV1 Existing interchanges

28 Whilst the principle is supported, and we will all work to improve our interchanges, it would be useful to clarify what the advantages of promoting minimum standards would be

29 Again, request removal of reference to appendix 2.

TACTRAN comment - see comment under NC1 above

IV4 Whole journey approach

30 Action is supported but should any safety measures only be a medium priority?

TACTRAN comment - prioritisation was undertaken with respect to the degree to which each action satisfied the sub-strategy objectives.

IV9 CT / DRT vehicles

31 Does this policy give any additional benefits over national requirements which apply to such vehicles?

TACTRAN comment - the Action provides added emphasis to national requirements and therefore it is intended to retain it.

IV10 Environmental responsibility

32 It would be appropriate to repeat this policy in the park and ride strategy

TACTRAN comment - this “policy” is covered by the Park and Ride Planning Objective for the Environment.

NP2 Driver training

33 Presumably this policy would have little benefit unless it intended to cover non-statutory training, such as customer care. It would be helpful if this was made clearer. Within any such review, competency in English language may be an issue which may wish to be considered.

TACTRAN comment - this action states “work with key stakeholders to undertake a periodic assessment of being undertaken across the region”. This will enable both statutory and non-statutory training to be considered as appropriate and in response to changing needs and therefore no changes are suggested.

NP11 Development of community travel

34 Suggest reword “facilitate funding...” to “explore the best means to ...”

TACTRAN comment - this action is concerned with facilitating funding, other actions deal with means to support community transport opportunities, such as CT vehicles (Action IV9).

Additional actions

35 The following additional action is suggested:

Lobby the Government on issues essential to keeping public transport as attractive as possible such as:

- the Bus Services Operators Grant
- regulation of fare increases, perhaps tying them to the retail price index
- limiting the number of opportunities in the year to make timetable changes to assist in the promotion of public transport

TACTRAN comment - it is not proposed to include additional actions as these would require further consultation with the Council partners and key stakeholders. Opportunities were available earlier in the sub-Strategy development process to suggest such actions.

Walking and Cycling Strategy

A1 Seek to ensure that delivery of the strategy's aims are supported by non-transport policies and programmes

36 The policy is supported, but the action to produce regional guidance is not. What form would this guidance take and what advantage over existing guidance would it produce? A list highlighting where we should seek to ensure that delivery of the strategy's aims are supported could easily be included within this strategy document.

37 The 'school' actions are supported, but it is felt that all 'school' actions are included within the same action e.g. B3 which already contains a mixture of infrastructure and influencing travel behaviour measures.

TACTRAN comment - Action A1 is concerned with integrating policies; hence the element concerned with schools aims to support at a strategic level the inclusion of active travel initiatives. The implementation of these initiatives is covered in action B2. The production of regional guidance will be subject to identification of gaps or need for guidance and is not intended to duplicate guidance produced elsewhere.

B1 Improved walking and cycling links within the region

38 Suggest policy could be improved by rewording to “develop and promote walking and cycling links” to include issues such as signing and route promotion

TACTRAN comment - promotion is covered in Action E3. Signing would be expected to be included in the implementation of any new walking and cycling links.

B2 Improved walking and cycling links to education facilities

39 Re word from “... Safe Routes to School programme incorporating School Travel Plans” to “School Travel Plan programmes incorporating Safer Routes to School” (suggest SRTS are pursued as an outcome of STP rather than the other way around)

TACTRAN comment - This suggested form of words will be adopted.

D1 Technical and Design Guidance

40 There exist numerous technical and design guidance. DfT produce a bibliography listing these. Is there anything to be gained by repeating this work?

TACTRAN comment - this action refers to the sharing of good practice following implementation of walking and cycling facilities and would complement and add practical experience to the technical and design guidance.

E2 Marketing Pilot project

41 Suggest reword to “... By developing individualised marketing pilot projects”. There is little buy in for the 4 councils if it is perceived that only one project may be pursued.

TACTRAN comment - the existing wording states “developing at least one area-based, individualised marketing pilot project” and therefore does not imply that only one project would be pursued. No changing to the wording is proposed.

Additional Action

42 It would be beneficial to include a policy relating to maintenance

TACTRAN comment - it is recognised that maintenance can have a disproportionate effect on pedestrians and in particular, cyclists. However, it is for local authorities to decide on their maintenance regime. As with the maintenance issue dealt with in the RTS, TACTRAN will support local authorities in lobbying the Scottish Government for finance to ensure good maintenance of the transport network and reduce the reported backlog in maintenance requirements.

Ensuring Access for people with Mobility Difficulties

43 The ‘Accessibility’ text on page 13 focuses on improving access for those without access to a car. It also needs to cover ensuring access for people with mobility difficulties.

44 The Disability Discrimination Act requires service providers to ensure that they are taking reasonable steps to ensure that the service they provide is accessible. The service we provide includes the street environment (and other off-road paths). This is an enormous issue for any walking strategy. No reference to the DDA is a significant omission.

TACTRAN comment - TACTRAN believe the best interest of equalities group is served by mainstreaming their requirements throughout the strategy, rather than developing targeted objectives, principles and actions. An Equalities Impact Assessment (EqIA) was undertaken for the Walking and Cycling Strategy which concluded that at all stages the potential impact of the strategy on equalities groups was fully taken into account.

Annex: Development of Strategic Cycle Routes

45 Missing links in the national cycle network include:

- Bridge of Allan to Dunblane
- Dunblane to Doune
- Stirling to Alloa (inc Manor Powis)

There are also aspirations for regional routes:

- Killin to Tyndrum (see National Park Community Plans)

TACTRAN comment - changes will be made as appropriate to the Working Paper.

APPENDIX F

TRAVELINE SCOTLAND COMMENTS

Comments submitted on the Travel Information Strategy

Partnership working between Traveline Scotland and Regional Transport Partnerships

Traveline Scotland wishes to work closely with all of the RTPs in the provision of Public Transport Information.

We accept that with some items it is better for RTPs/Local Authorities to provide alone but also recognise that with other items use or further development of the Traveline Scotland service can meet the objectives without scarce finance/resources being used to re-invent particular wheels.

If a particular project is delivered/developed through Traveline Scotland then the whole of Scotland can benefit from that and not just a part of Scotland. In addition Regional Transport Partnerships could pool funding for more expensive projects.

The Traveline Scotland services can be delivered using alternative “skins” and appear to the user as coming from a third party whilst they are actually seamlessly coming from us. The advantages are that all services would draw from a common database and use common algorithms and deliver the same answer.

We are always open to developing/altering what we provide and how we provide it based on constructive input so RTPs and Local Authorities can have a very real say in the end results.

Comments on Actions in the sub-Strategy

A1 Develop one-stop Regional database suitable for multi-purpose use

We presently receive data feeds from the individual Local Authorities within Tactran and without exception these are of the highest quality. Some duplication of data input work can be avoided by each Local Authority taking ownership of particular cross boundary services then exporting to a Regional data base that the others can draw from (as per SESTRAN). This would create internal efficiencies but would not improve Traveline Scotland data as it is already of high quality from the Tactran area.

A2 Develop web interface to the Regional database

Not clear exactly what purpose this would serve but it would be essential to have an ftp protocol where those who needed to download data (Local Authorities and Traveline Scotland etc.) could obtain controlled access to the data.

A3 Develop web-based comprehensive journey planner

Traveline Scotland already provides this and is using the web site to make other tools such as downloadable journey planners available to end users. Journey Planners are expensive items and it seems to us that development/customisation of the national site is the best way forward and gives best value for money.

A4 Develop SMS interface to database

Traveline Scotland already provides a sms service through txt2traveline. This works well but until now has been restricted to scheduled timing information. A purchase

order has been issued to Journey Plan Ltd. to reconfigure our system to give real time information where that is available. This will use RTIG standards and will be ready within the next 6 weeks. We expect to be able to connect to real time servers and provide this information for Glasgow, Edinburgh, and Dundee. Aberdeen, Inverness, Elgin and parts of Argyll & Bute.

A5 Ensure travel infrastructure, vehicles and facilities are clearly identifiable and signed properly

Apart from possible Regional/Local Authority/Operator identifiers we believe that the Traveline Scotland telephone number 0871 200 22 33 and web address travelinescotland.com should appear in as many public facing locations as possible.

It will be a backward step to have a plethora of telephone numbers/web addresses re enters the public domain when we should all be striving to make access as simple and easy as possible. For example in 2009 it is likely that the Traveline Scotland number and web address will feature internally and externally on the new First ScotRail livery and by extension to trains serving the Tactran area. It already features on Stagecoach buses and on many operators' timetables. It is better to build on that.

A6 Provide information in all appropriate forms of media, including portable media

We provide information at present via telephone, web site and sms.

Our telephone service is the only Traveline Service that never closes; we are open 24 hours, seven days including all public holidays. This is important as alternative provision is not likely to offer this coverage.

We are about to enter into a contract with Kizoom for mobile phone internet based provision of times at any given stop with easy stop locator options and positioning on the mobile operators own portals. This is very significant in terms of coverage and accessibility as a position on mobile operator portals is not given lightly.

It is likely that we will offer a times at your stop service via digital TV within the next 6 months, provide a downloadable/printable times at your stop sheet from our website.

A7 Promote partnership working to widely publicise deviations from normal operation

Agree and would wish to be part of this process. We already have a news page on our website and issue briefings to call centre operators but this is one area that could be improved, especially with assistance from RTPs.

A8 Promote active travel options in various forms of media

We have a "Travel by bike" section on our web page. It is possible to develop cycle journey planners and this is the type of thing that could happen with all of the RTPs working in partnership with us and sharing development funding.

We can also develop health information directly associated with the various walk links in journey plans.

A9 Promote Public Transport in various forms of media

We certainly promote public transport in all that we do and would assist in any way possible.

A10 Promote Liftshare at key car park locations

We are working on an interface with liftshare.com to allow liftshare users to given appropriate public transport options when a liftshare is not available. Similarly, when

public transport options are not available from our site users will be directed to liftshare in case lift sharing possibilities exist.

A11 Provide “how to” guides/maps for walking short distances and to key multi modal interchanges

We can provide a section on our web site where “hard copy” versions could be downloaded. We are also investigating development to create route/network maps on the fly via our web site. This is a major development and will depend on us being able to attract funding but much more likely to happen on a Scotland wide basis. Of even more relevance to A11 is the development of map based walking links to places of interest or any other point. At present all UK systems use OSCAR data to create walking links and as this is centre of road data it is not perfect for that purpose.

We have met with NAVTEQ who are developing pavement based geographic reference points and were initially interested in providing a mobile based system on all Nokia phones but only for Glasgow and Edinburgh. I have made the point that we would want this for all Scottish cities and towns plus access to the pavement geo data for journey planners etc. and they are ok with that. A meeting will take place with them in October to move this forward.

A12 Engage with tourist organisations to tailor information

We work closely with Visit Scotland and they use our “journey planner in a box” see www.visitscotland.com/guide/travel/travel-around-scotland/

Equally keen to work with other tourist organisations.

During June 2008 our web site received the following visits from foreign locations.

United States	4555	Ireland	350
Germany	1155	South Africa	273
Spain	985	Poland	267
Netherlands	678	Belgium	241
Canada	567	Switzerland	217
France	520	Austria	196
Singapore	475	Norway	188
Italy	374	Czech Republic	168
Sweden	352	Denmark	127

A13 Engage with users with special needs to tailor information

Our call centre operators are trained in handling calls from customers with special needs including use of the BT Typetalk Service.

Our web site has an accessibility section with all sorts of useful information for those with special needs.

Our journey planners will soon be configured to display a wheelchair symbol again stops deemed to be accessible and will soon indicate if a bus service offered as a journey solution is operated by low floor buses. We have applied to the National Lottery for a grant to enable us to survey every stop in Scotland and record its accessibility characteristics.

A14 Promote existing and planned local, regional and national information sources

We support this objective

A15 Provide detailed service and route descriptions help to locate start, intermediate and end points of the journey

Our system is capable of doing this.

A16 Provide detailed timetable/journey information

Our system can do this for any service in Scotland. Furthermore the customer can configure the timetable to include all stops, timing points only or their personal selection of stops.

A17 Provide region wide multi modal and multi operator timetable information

Our system is capable of doing this.

A18 Provide full fare/ticketing information and indicative journey cost including parking

Our call centre system presently provides fare information where it is available and our web based journey planner will do so early in 2009. We do not provide parking information but could develop a car based planner to compare cost options.

A19 Provide information regarding parking locations, capacity, availability and their special arrangements

We do not provide this but it could be developed.

A20 Provide information about services suitable for carrying bikes along with booking requirements

We already provide this on the bikes pages of our web site.

A21 Provide information on accessible services and security measures for facilities

Please see response to A13

A22 Provide information on next available services or alternative services/routes including investigating extension to RTI

Our time at your stop service provides this from our web site and the Kizoom service previously mentioned will provide it via internet enabled mobiles. At present these work on scheduled timings but can be easily extended to real time.

A23 Support proposals on free internet wifi extensions

No comment although this would greatly widen accessible to information.

A24 Provide information kiosks capable of displaying and printing multi mode information

Our system is configured to do this and is already provided through some kiosks.

A25 Provide localised maps and plans of interchanges

Comment: Please see response to A11

A26 Work in partnership to integrate NHS appointment process with travel options

We are already working with SPT and NHS Greater Glasgow and Clyde on a pilot project to deliver this for 5 major Glasgow hospitals.