

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**23 JUNE 2009****PARK & RIDE STRATEGY****REPORT BY DIRECTOR**

This report informs the Partnership of progress made on various Park & Ride Strategy projects. The report also seeks approval of the outcomes of the Cross Tay Sustainable Transport Study and authority for officers to engage with relevant stakeholders to progress the recommendations of the study.

1 RECOMMENDATION

1.1 That the Partnership:-

- (i) approves the recommendations relating to bus Park and Ride within the Cross Tay Sustainable Transport Study (CTSTS), as outlined in this report;
- (ii) remits officers to progress the development of the recommended bus Park and Ride proposals within the CTSTS with all relevant stakeholders;
- (iii) agrees to receive a report on the outcomes of the A90 East of Perth Park and Ride study at its next meeting; and
- (iv) authorises officers to progress further development of proposals for Park and Ride around Dundee in consultation with Transport Scotland.

2 BACKGROUND

- 2.1 At its meeting of 28 October 2008 the Partnership approved the final draft of four RTS sub-strategies, including the Park and Ride Strategy and Action Plan (Report RTP/08/28 refers). These sub-strategies have now been published.
- 2.2 The Park and Ride Strategy and Action Plan identifies priorities for both existing and new bus based Park and Ride in addition to rail based Park and Ride. This report concentrates on progress on the development of new bus based Park and Ride actions.
- 2.3 Three new bus Park and Ride Sites were identified as being high priority within the sub-strategy and work has been ongoing to progress these projects:
 - A92 South of Tay Bridge
 - A90 West of Dundee
 - A90 East of Perth
- 2.4 In addition to TACTRAN's Park and Ride Strategy and Action Plan, Transport Scotland's Strategic Transport Projects Review (STPR) has included national proposals for developing strategic Park & Ride serving a number of key cities, including Dundee (Report RTP/09/11 refers). Consequently the proposals for

developing Park & Ride facilities on the radial approaches to Dundee require to be developed in close consultation with Transport Scotland. This has particular implications for developing the brief for A90 West of Dundee Park and Ride.

- 2.5 In anticipation of the A92 South of Tay Bridge being identified in TACTRAN's Park and Ride Strategy, at its meeting of 21 August 2007 the Partnership approved a contribution to a SEStran led Cross Tay Sustainable Transport Study, which included an investigation of bus based Park and Ride between Fife and Dundee (Report RTP/07/27 refers). An oral report on 30 January 2008 informed the Board that JMP Consultants Limited had been appointed to undertake the study, which commenced in February 2008. Also at this meeting the Partnership endorsed the appointment of WS Atkins to undertake work on the development of the A90 East of Perth Park and Ride Project.
- 2.6 Also at its meeting on 10 March 2009, the Partnership was informed that a meeting was being sought with Transport Scotland to identify the most appropriate means of progressing the Park and Ride proposals at Dundee (Report RTP/09/14 refers).

3 DISCUSSION

- 3.1 This report updates the Partnership on the development of a number of Park and Ride projects being progressed in support of the Regional Park and Ride Strategy and Action Plan.

Cross Tay Sustainable Transport Study (A92 South of Tay Bridge Park & Ride)

- 3.2 JMP Consultants Limited was commissioned by SEStran to undertake the Cross Tay Sustainable Transport Study, with a financial contribution from TACTRAN. A steering group comprising officers from SEStran, TACTRAN, Fife Council and Dundee City Council was formed to oversee the study development.
- 3.3 The study considered a number of sustainable transport options, including:
 - Re-opening of Wormit Station on the South side of the Tay
 - Additional Park & Ride rail station in Fife
 - Additional Car Parking at existing rail stations
 - Increased frequency / new local rail service
 - **Various options for Bus Park & Ride / Choose provision south of the Tay Road Bridge**
 - Increased Bus Frequencies linked with Bus Priority Measures
 - Various sustainable transport measures; including cycling, marketing and traffic management measures
- 3.4 From these options, bus Park and Ride site options are recommended at two locations, with one location being preferred. Also provision of an additional 100 parking spaces at Leuchars Rail Station has been recommended, mainly to cater for commuters/business travellers to Edinburgh and further south.
- 3.5 The two locations for bus based Park and Ride are; (i) a Landfall site near the bridge approach roundabout and (ii) a site near the Forgan roundabout, approximately 1.5 miles further to the south.

- 3.6 The Landfall site is the most attractive in terms of potential usage but is more complicated in terms of its construction and use, as the site utilises the existing Tay Road Bridge car park and a site south of the B946 with a pedestrian bridge linking both sites and a bus pick-up point adjacent to the existing Tay Road Bridge car park. This arrangement would provide a capacity of 494 parking spaces (including existing 83 spaces at Tay Road Bridge car park). A preliminary design for the Landfall site option is attached at Appendix A.
- 3.7 The demand forecast for the Landfall site predicts 185 cars in the morning peak at the theoretical year of opening (2012) and 315 cars throughout the full day in year 2022.
- 3.8 The second location near the Forgan roundabout approximately 1.5 miles to the south of the bridge would be simpler to construct but would have a reduced demand for use. The site would initially provide for 275 car parking spaces, with opportunity to expand if required in future. A preliminary design for the Forgan site option is attached at Appendix B.
- 3.9 The demand forecast for the Forgan site predicts 143 cars in the morning peak at the theoretical year of opening (2012) and 245 cars throughout the full day in year 2022.
- 3.10 Both Park and Ride options would be served by existing bus services but the Landfall site has significantly more services than the Forgan site, and therefore will offer a better frequency of service.
- 3.11 The economic analysis for the two sites is as follows :-

Site	Capital Cost (£million)	Benefit/Cost Ratio (BCR)
Landfall site	£2.8	1.76
Forgan site	£1.79	1.49

- 3.12 Having established that the Landfall site was the best performing site, it was recognised that there may be land ownership and planning policy issues and that discussions with all stakeholders, particularly the Tay Road Bridge Joint Board (TRBJB), are required.
- 3.13 Given the above, the study recommends that The 'Landfall site' be progressed as the preferred option, but with the Forgan site retained as an alternative should land ownership and planning issues constrain implementation of the preferred Landfall site.
- 3.14 The Cross Tay Sustainable Transport Study was considered by SEStran Board on 3 April 2009. The outcome of the study was approved by the SEStran Board and the SESTRAN Director was remitted to progress the recommended options through the involvement of all stakeholders.
- 3.15 Prior to the SEStran Board meeting, representatives of the Steering Group met with TRBJB officers on 27 March 2009 to outline the process of the study and its recommendations, with a view to further discussions taking place to establish the most appropriate way forward. A report was considered at a special meeting of the TRBJB on 8 May 2009, where it was agreed to request officers to attend the Joint Board meeting on 15 June 2009 to give a

presentation of the study proposals and enter into discussions regarding possible options involving Joint Board land. An oral update on the outcome of these discussions will be provided.

- 3.16 The Partnership is asked to approve the outcomes of the study and authorise officers to engage with all relevant stakeholders to progress the recommendations of the study.
- 3.17 A copy of the “Cross Tay Sustainable Transport Study” and a supplementary report “Landfall Site Tay Road Bridge Discussion Paper” can be accessed at the Members area of the TACTRAN website <http://www.tactran.gov.uk/members/index.html>

A90 East of Perth Park and Ride

- 3.18 Work on the East of Perth Park and Ride study is on-going. It is anticipated that a full report on the outcomes of this study will be reported to the Partnership at its meeting on 22 September 2009.

Strategic Transport Projects Review – Project 8 Strategic Park & Ride/Park & Choose

- 3.19 Project 8 of the Strategic Transport Project Review has identified 4 radial approaches to Dundee City as being suitable to provide bus based Park and Ride: A90 Dundee West (Invergowrie), A92 South of Tay (Forgan), A92 East of Dundee (A92) and A90 North of Dundee (Forfar Road). [Note: STPR description in brackets]
- 3.20 A meeting was held with Transport Scotland on 22 April 2009 to explore any co-ordination requirements, funding implications and general synergy of both TACTRAN’s Park and Ride Strategy and the STPR identifying Park and Ride sites around Dundee. This was particularly relevant for A90 South of Tay and A90 Dundee West sites, as both have been identified as high priority within the TACTRAN Park and Ride Strategy.
- 3.21 Transport Scotland officers confirmed that the Government’s top 4 delivery priorities are the Forth Replacement Crossing (Project 14), Edinburgh – Glasgow Rail Improvements (Project 15), Highland Main Line Rail Improvements (Project 17), and Rail Improvements between Aberdeen – Inverness (Project 19), all of which are expected to be complete, or substantially complete, by 2017. As such there was no Capital funding available for other STPR projects earlier than this date.
- 3.22 It was agreed that there is a need to co-ordinate development of the Park and Ride sites around Dundee to ensure a consistent approach. Transport Scotland is currently unable to provide Revenue funding support for developing Park and Ride proposals, but is keen to have officer participation as part of any Steering Group formed for Park and Ride projects.
- 3.23 It was noted that TACTRAN would be considering its RTS Revenue on 23 June 2009, when a recommendation would be made to fund development of the A90 Dundee West Park and Ride project. With that in mind, a draft brief for A90 Dundee West was given to Transport Scotland officers and it was agreed that Transport Scotland officers would be represented on the Steering Group for the project.

3.24 It was also noted that the Cross Tay Sustainable Transport Study had been completed and recommended a park and ride site south of the Tay, at one of two possible locations. The study outcomes had been approved by SEStran Partnership at their meeting of 3 April 2009 and that TACTRAN would consider the study recommendations at its meeting on 23 June 2009. Thereafter it is likely that consultation on the recommendations of the study will be required with Transport Scotland.

4 CONSULTATIONS

4.1 This report has been prepared in consultation with the Chief Officers Liaison Group. Key stakeholders and the relevant Council officers have been consulted throughout the development of the Cross Tay Sustainable Transport Study.

5 RESOURCE IMPLICATIONS

5.1 The contribution by TACTRAN to the Cross Tay Sustainable Transport Study was met from the RTS Implementation Budget in 2007/08 and 2008/09.

5.2 Funding for the A90 East of Perth Park and Ride Study has been met in part from the 2008/09 RTS Implementation Budget and will be concluded with funding from the 2009/10 Revenue Programme.

5.3 The funding for taking forward the A90 Dundee West Park & Ride study is proposed to be met from the 2009/10 Revenue Programme.

Eric Guthrie
Director

Report prepared by Niall Gardiner. For further information contact email niallgardiner@tactran.gov.uk or tel. 01738 475764.

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 :-

Cross Tay Sustainable Transport Study by JMP Consultants

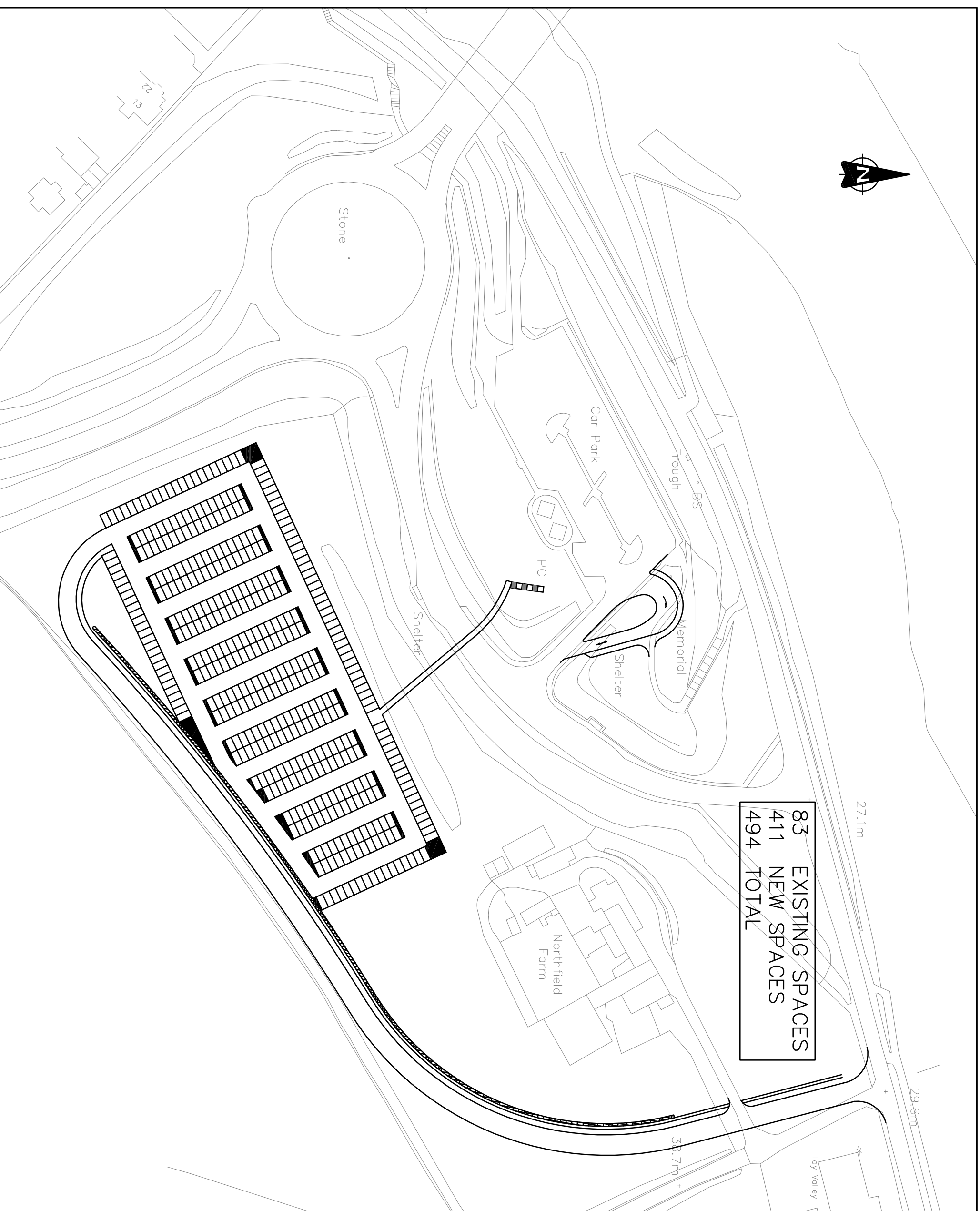
Report to Partnership RTP/07/27, Regional Transport Strategy Progress Report, 21 August 2007

Report to Partnership RTP/08/28, Regional Transport Strategy Sub-Strategies, 28 October 2008

Report to Partnership RTP/09/14, Revenue Budget Monitoring, 3 March 2008.



83	EXISTING SPACES
411	NEW SPACES
494	TOTAL



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<p>JMP Mercatile Chambers, 53 Waterloo Street, Glasgow, G2 6TS T 0141 221 4030 F 0800 068 4387 E info@jmp.co.uk W www.jmp.co.uk</p>	
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