

# Proposed Plan Action Programme

Update October 2011

**TAYplan**

The Strategic Development Planning Authority  
for Dundee, Perth, Angus and North Fife



Global



National

Regional

**TAYplan**

Local

Settlement





This Action Programme has been prepared in partnership with the above Stakeholders, all of whom are committed to supporting the delivery of the TAYplan Strategic Development Plan.

## Contents

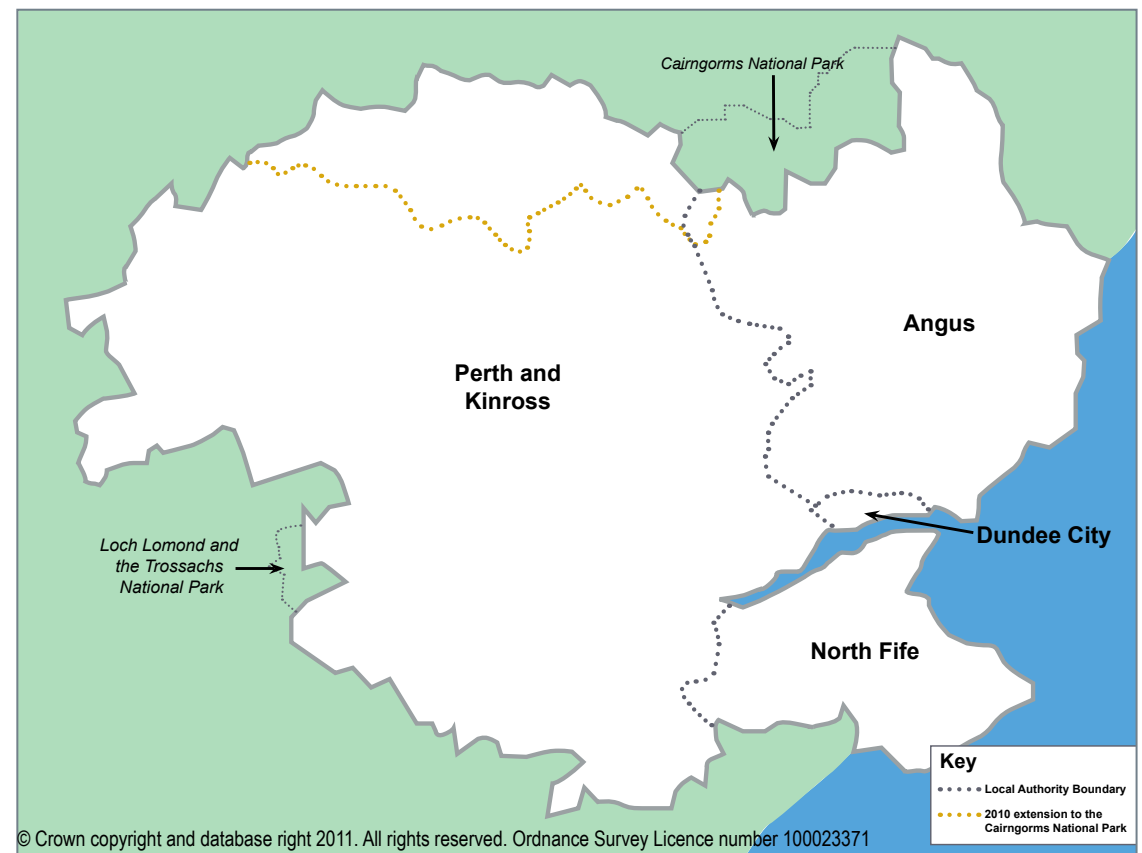
	<i>Page Number</i>
<b>TAYplan's Proposed Action Programme</b>	<b>4</b>
What is the Action Programme?	
Where we are in producing the Strategic Development Plan	
<b>TAYplan's Actions Mapped</b>	<b>7 - 8</b>
<b>Action Programme Schedule</b>	<b>9 - 46</b>
National Actions (contained within NPF2 and STPR)	
Geographically Specific	
Non-Geographically Specific	
Strategic Development Plan (SDP) Actions	
Geographically Specific	
Non-Geographically Specific	
<b>Delivery and Monitoring</b>	<b>46</b>
<b>Abbreviations and Acronyms</b>	<b>47</b>
<b>Acknowledgements</b>	<b>47</b>

## TAYplan's Proposed Action Programme (8 week consultation)

### What is the Proposed Action Programme?

The TAYplan Strategic Development Plan covers Dundee City, Angus, Perth and Kinross and North Fife and excludes the Loch Lomond and Trossachs and the Cairngorms National Parks under the pre-2010 boundaries (Map 1). It includes the Highland Perthshire part of the Cairngorms National Park newly designated in 2010. Section 21 of the Planning etc. (Scotland) Act 2006 requires the Strategic Development Planning Authority (SDPA) to prepare a Proposed Action Programme to accompany the Strategic Development Plan which sets out the aspirations behind the programme. This will help set out the strategic actions and partnership required to shape the Strategic Development Plan from 2012-2032 and crucial to the long term achievement of the spatial strategy. To ensure the efficient and timely delivery of the Strategic Development Plan it is important to identify the infrastructure that is required as early as possible to give confidence to the providers and funders of the required infrastructure and services to commence early planning and timely implementation. This Programme has been developed in consultation with TAYplan's Key Stakeholders, The Scottish Government and other persons specified (Lead Partners). Other delivery bodies are also listed. Funding commitment will be dependent on future Government spending reviews and public and private sector finance for the national and regional infrastructure priorities identified in the Strategic Transport Projects Review and Regional Transport Strategies.

The programme will be kept up-to-date and reviewed every 2 years. Through Local Development Plans, and other relevant plans and strategies, more detail will be provided on the actions required to deliver the strategy.

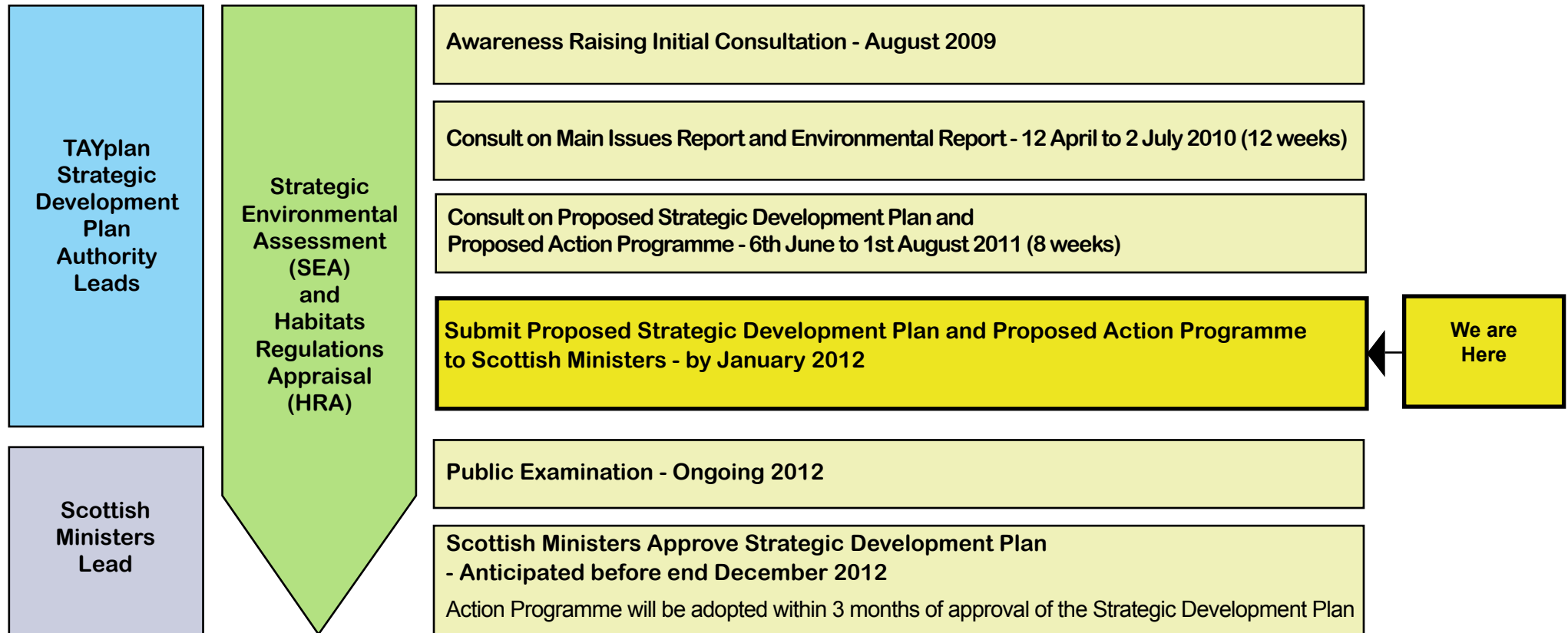


Map 1: TAYplan SDPA

Many actions are from existing proposals contained within the National Renewables Infrastructure Plan (NRIP), Strategic Transport Projects Review (STPR) and the Regional Transport Strategies (RTS's). The NRIP, published by Scottish Enterprise and the Highlands and Islands Enterprise, outlines the steps required to realise Scotland's ambition to establish itself as a premier destination for the manufacture and installation of offshore renewable energy devices. The STPR sets the Scottish Government's 29 transport investment priorities for the next 20 years. Regional Transport Strategies are statutory documents which provide an analysis of transport characteristics, provision, trends and issues within their associated region and set out a Vision and Objectives over a 10 - 15 year horizon for meeting the transport needs of people and businesses throughout their regions. Two Regional Transport Partnerships' Strategies cover the TAYplan area - the Tayside and Central Scotland Transport Partnership (Tactran) covers Angus, Dundee City and Perth & Kinross and the South East of Scotland Transport Partnership, (SEStran) covers North Fife. Two Regional Transport Partnerships' Strategies cover the TAYplan area - the Tayside and Central Scotland Transport Partnership (Tactran) covers Angus, Dundee City and Perth & Kinross and the South East of Scotland Transport Partnership, (SEStran) covers North Fife. A Strategic Habitats Regulations Appraisal is being undertaken separately from the NRIP, STPR and RTS's with their associated conclusions and generic mitigation to be taken into account at lower level Habitats Regulations Appraisal assessments.

As the Proposed Action Programme is delivered, the region must adapt to a reduction in public resources, aligning what is available against agreed priorities, bringing forward new and innovative means of maximising resources. While the strategic objectives in this Proposed Action Programme are defined over a long period of time, the scale and nature of delivering these objectives will be conditioned by the immediate economic circumstances. How we respond to these circumstances will be critical for the success of this Proposed Action Programme and consequently the Strategic Development Plan.

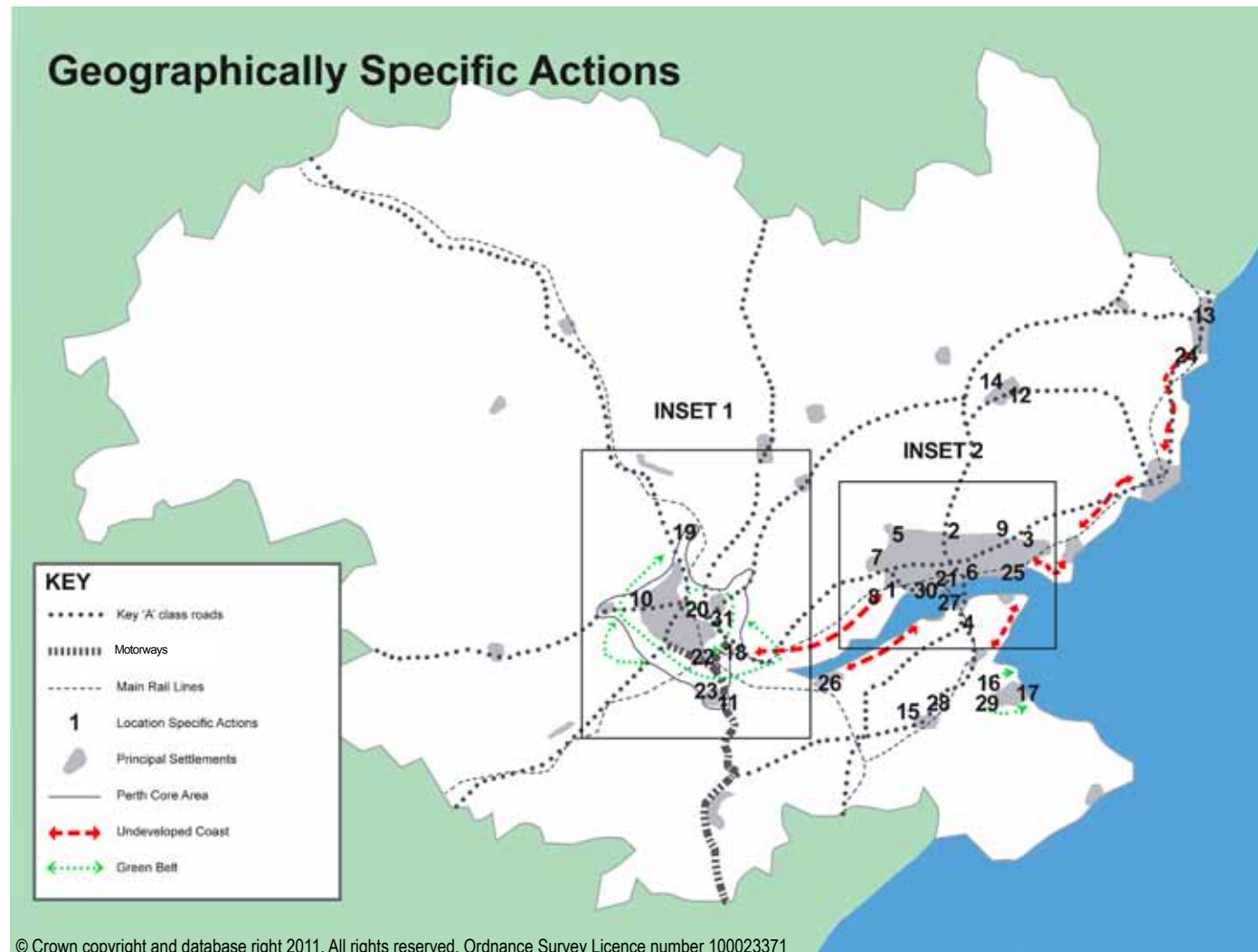
## Where we are in producing the Strategic Development Plan and Proposed Action Programme





## TAYplan's Actions Mapped

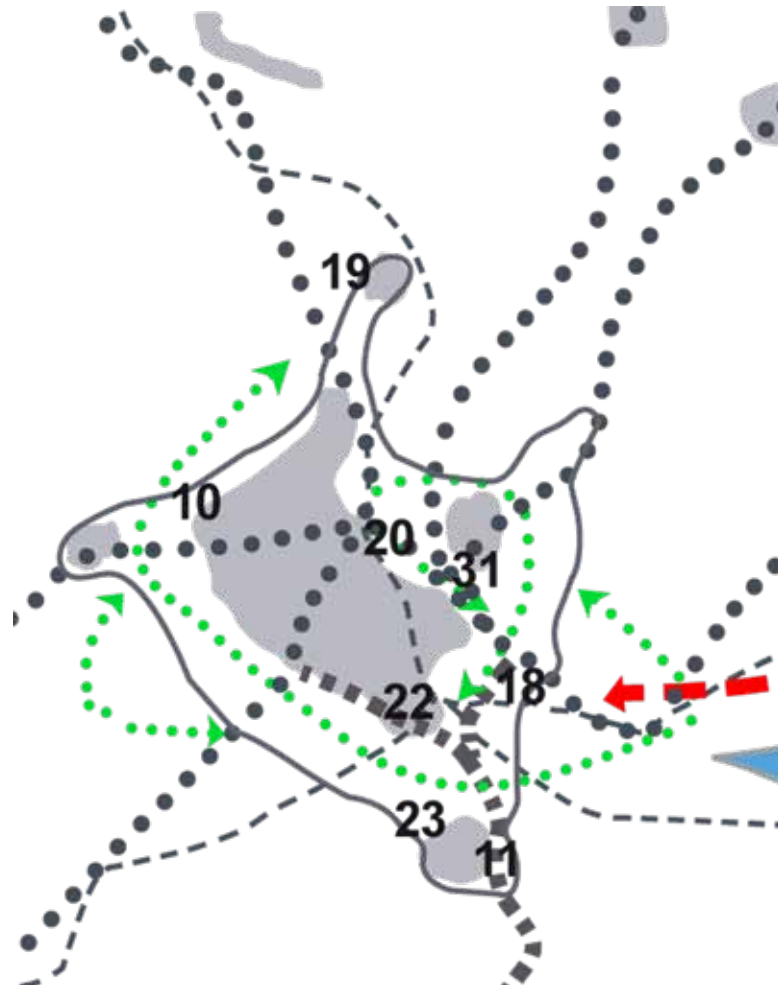
This Proposed Action Programme outlines the key activities over the medium and long term that need to be undertaken to support the vision, objectives and TAYplan's spatial strategy and should be read in conjunction with the Strategic Development Plan. The Proposed Plan should be referred to for a full explanation of TAYplan's vision, objectives and spatial strategy.



These actions are detailed in the text which follows

**Map 2:** TAYplan's Spatial Strategy

**INSET 1 – Perth Core Area Actions**



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**INSET 2 – Dundee Core Area Actions**



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**Maps 3 and 4:** Inset maps for Perth and Dundee Core Areas showing geographically specific actions in more detail






These actions are detailed in the text which follows













## Proposed Action Programme Schedule







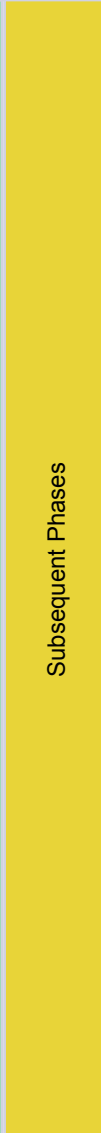
### National Actions (contained within NPF2 and STPR)






Project/ Proposal – The Action  <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible  <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low    	Evidence and Progress
Geographically Specific								
Strategic Park and Ride/ Park and Choose facilities serving Dundee at: <b>1*</b> Dundee West <b>2*</b> A90 Dundee North at Forfar Road <b>3*</b> A92 Dundee East at Monifieth <b>4*</b> A92 South of Tay Bridge	Proposal 1	<ul style="list-style-type: none"> <li>Improve accessibility, business, leisure and tourism connectivity and transport integration.</li> <li>Reduce the requirement of motorists having to travel into the city centre for parking.</li> <li>Greater sustainability in travel.</li> <li>Reducing TAYplan's carbon footprint, enhancing climate change adaptation/mitigation.</li> <li>Reduce air pollution in the Air Quality Management Area of Dundee.</li> <li>Encouraging modal shift, integration and accessibility.</li> </ul>	<b>1. Dundee West</b> Potential sites are being assessed and pursued through the Local Development Plan process. <b>2. Forfar Road</b> Longer term possibility and will be reassessed once other sites around the city have been established. <b>3. A92 (near Monifieth)</b> Longer term possibility and will be reassessed once other sites around the city have been established. <b>4. South of Tay Bridge</b> Appraisal work undertaken. Site being identified through Local Plan.	Dundee West A90 North at Forfar Road A92 East of Dundee A92 South of Tay Bridge	Transport Scotland, Tactran, SEStran, Local Authorities	<b>Transport Scotland</b> <i>(STPR)</i> , <b>Tactran</b> <i>(RTS)</i> , <b>SEStran</b> <i>(RTS)</i> , Fife Council <i>(LTS &amp; LDP)</i> , Dundee City Council <i>(LTS &amp; LDP)</i> , Perth & Kinross Council <i>(LTS &amp; LDP)</i> , Angus Council <i>(LTS &amp; LDP)</i>	Dundee West A90 North at Forfar Road A92 East of Dundee A92 South of Tay Bridge	<ul style="list-style-type: none"> <li>STPR project 8 – Serving Dundee: Invergowrie, Forfar Road, A92 and Forgan.</li> <li>Regional Transport Partnerships are to bring forward Park and Ride facilities.</li> <li>Detailed feasibility and business case work being progressed by Tactran and SEStran.</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
<b>5*</b> A90 upgrade through or around Dundee	Proposal 1	<ul style="list-style-type: none"> <li>Reduce conflict between strategic and severance of local traffic in Dundee.</li> <li>Improve connectivity between Aberdeen, the Central Belt and within and through the region.</li> <li>Contribute significantly to reducing journey times between the Central Belt and Aberdeen.</li> <li>Consequential environmental benefits for those living and working adjacent to the A90.</li> <li>Increase the appeal of the city as a place to live, work and visit.</li> <li>Contribute to improved air quality in Dundee.</li> <li>Improve public transport efficiency.</li> <li>Appraised by the Scottish Government in relevant documents (see Transport Scotland website: <a href="http://www.transportscotland.gov.uk/">http://www.transportscotland.gov.uk/</a>)</li> </ul>	<b>Assessment of route options</b> <ul style="list-style-type: none"> <li>Transport Scotland and Tactran require to lead to inform the next SDP (Strategic Development Plan)</li> </ul>	<div>Assessment of route options and Implementation</div> <div>Implementation</div>	Transport Scotland	<b>Transport Scotland</b> <i>(STPR)</i> , Tactran <i>(RTS)</i> , Dundee City Council, Angus Council, Perth & Kinross Council	<div>Assessment of route options and implementation</div>	<ul style="list-style-type: none"> <li>STPR project 29.</li> <li>Project highlighted in NPF2.</li> <li>Improving A90 through or around Dundee is included within Tactran's RTS Delivery Plan 2008-2023.</li> </ul>






Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
Non Geographically Specific								
Improvements to A92 between Edinburgh and Dundee (route management & targeted individual investments)  <i>(Action relates to the <b>Proposed road upgrade or route management</b>, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> <li>Better connectivity to regional hubs.</li> <li>Maintain and enhance safety of the network.</li> </ul>	Ongoing	 	Transport Scotland	Transport Scotland <i>(STPR)</i> , Tactran <i>(RTS)</i> , SEStran <i>(RTS)</i> , Fife Council		<ul style="list-style-type: none"> <li>STPR project 5.</li> <li>Transport Scotland's Strategic Transport Projects Review indicates that on the A92, enhancement is limited to route management and targeted individual investments.</li> <li>Some of these measures have already been implemented or are currently committed, others are awaiting approval and/or programming.</li> </ul>










<b>Project/ Proposal – The Action</b>  <i>*(map reference number)</i>	<b>Policy/ Proposal</b>	<b>Description and Strategic Fit</b>	<b>Phasing of Actions</b>	<b>Timing</b>  <div> <div></div> 1st 12 years           <div></div> 2nd 8 years         </div>	<b>Funding</b>	<b>Lead Partner(s)/ Person Responsible</b> <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	<b>Priority of Actions (*)</b>  <div> <div>High</div> <div>Med</div> <div>Low</div> </div>	<b>Evidence and Progress</b>
Electrification of the Strategic Rail Network	Proposal 1	<ul style="list-style-type: none"> <li>Expands opportunities for communities and businesses by promoting environmental quality and good connectivity, reducing journey times.</li> <li>Promotes more sustainable patterns of travel, transport and land use.</li> <li>Assists in reducing TAYplan's carbon footprint and facilitates adaptation/mitigation to climate change.</li> <li>The projects aims are to create an electrified rail network which will reduce journey times, operating costs and emissions.</li> <li>Enhancing tourism appeal and opportunities.</li> </ul>	<b>Phase 3</b> <ul style="list-style-type: none"> <li>Electrification of routes between Glasgow, Edinburgh, Perth and Dundee, including the Fife Circle.</li> </ul> <b>Phase 5</b> <ul style="list-style-type: none"> <li>Electrification from Perth to Inverness and Aberdeen.</li> </ul>		Transport Scotland	<b>Transport Scotland</b> <i>(STPR)</i> , Scottish Government <i>(NPF2 &amp; NPF2 Action Programme)</i> , Network Rail		<ul style="list-style-type: none"> <li>STPR project 6.</li> </ul>









Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low    	Evidence and Progress
A9 upgrading from Dunblane to Inverness  <i>(Action relates to the <b>Proposed road upgrade or route management</b>, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> <li>Remove congestion and improved safety through Grade Separated Junctions at Auchterarder, Blackford and at Inveralmond and Broxden roundabouts at Perth contributing to reduced journey times, improved journey time reliability and improved road safety.</li> <li>Improve operational effectiveness of the A9.</li> <li>Improved regional and national connectivity for business, leisure and tourism by reducing journey times and improving journey time reliability.</li> <li>Significant reduction in the severity of accidents and driver frustration.</li> <li>Contribution to the Scottish Government's purpose of increasing sustainable economic growth.</li> <li>Improving connectivity within and through TAYplan.</li> </ul>	<b>First Phase</b> <ul style="list-style-type: none"> <li>Grade separation of all junctions on the A9 from (and including) Keir Roundabout (Dunblane) to south of Broxden roundabout (Perth);</li> <li>A9 Dual Carriageway from Perth to Blair Atholl;</li> <li>Grade separation of Broxden Roundabout and Inveralmond Roundabout at Perth;</li> <li>Implementation of climbing lanes, 2+1 sections and junction improvements between Blair Atholl and Inverness.</li> </ul> <b>Subsequent Phase</b> <ul style="list-style-type: none"> <li>Dualling the A9 between Blair Atholl and Aviemore.</li> </ul>	 	Transport Scotland	<b>Transport Scotland</b> <i>(STPR)</i> , Tactran <i>(RTS)</i> , Perth & Kinross Council <i>(LTS &amp; LDP)</i>	 	<ul style="list-style-type: none"> <li>STPR project 16.</li> <li>The Scottish Government has made a long term commitment to dualling the A9 between Perth and Inverness.</li> <li>Planning for dualling the southern section (Perth-Blair Atholl) is progressing.</li> <li>The funding and delivery mechanism for phase one has not yet been determined.</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*)  High Med Low   	Evidence and Progress
Rail enhancement on the Highland Main Line between Perth and Inverness	Proposal 1	<ul style="list-style-type: none"> <li>Improved business, leisure and tourism connectivity.</li> <li>Increase service frequency.</li> <li>Reduce journey times.</li> <li>Reducing TAYplan's carbon footprint, enhancing climate change adaptation/mitigation.</li> <li>Promotes strong, sustainable growth for the benefit of the TAYplan region.</li> <li>Improved connectivity within and through TAYplan.</li> </ul>	<p><b>First Phase</b></p> <ul style="list-style-type: none"> <li>Seek to maximise service frequency and journey times on existing infrastructure.</li> </ul> <p><b>Second Phase</b></p> <ul style="list-style-type: none"> <li>Infrastructure enhancements to allow even faster services and more frequent to operate.</li> </ul>		Transport Scotland	<p><b>Transport Scotland</b> (<i>STPR</i>), Network Rail, ScotRail, Tactran (<i>RTS</i>), SEStran (<i>RTS</i>)</p>		<ul style="list-style-type: none"> <li>STPR project 17.</li> <li>A commitment to implementing Phase 1, in part (to increase long distance services to Inverness from 9 to 11 services per day) was confirmed in the Draft 2011/12 Scottish Budget Statement of 17th November 2010.</li> <li>Planned for implementation December 2011.</li> </ul>









Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
Rail service enhancement between Aberdeen and the Central Belt	Proposal 1	<ul style="list-style-type: none"> <li>Greater sustainability in travel.</li> <li>Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation.</li> <li>Opportunities for environmental quality and enhanced connectivity for businesses and communities.</li> <li>Better connectivity to regional hubs.</li> <li>Improve strategic network efficiency and connectivity within the TAYplan region.</li> <li>Improve reliability and operational efficiency of the transport network within Dundee.</li> </ul>	<p><b>First Phase</b></p> <ul style="list-style-type: none"> <li>Line speed improvements, additional loops to allow passing of freight trains and upgraded signalling along the entire length of the line to reduce headway times.</li> </ul> <p><b>Second Phase</b></p> <ul style="list-style-type: none"> <li>Upgrade single track to double track at Usan, including a new bridge over Montrose Basin.</li> </ul>	<div>First Phase</div> <div>Second Phase</div>	Transport Scotland	<b>Transport Scotland</b> <i>(STPR)</i> , Network Rail, ScotRail, Tactran <i>(RTS)</i> , SEStran <i>(RTS)</i>		<ul style="list-style-type: none"> <li>STPR project 23.</li> <li>Tay Estuary Rail Study contributes to this.</li> <li>The deliverability of the intervention is considered technically and operationally feasible.</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing    1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*)  High Med Low   	Evidence and Progress
Improving rail infrastructure and connectivity regionally and nationally  (See also STPR Projects • 17: Highland Mainline and • 23: Aberdeen to Central Belt)	Proposal 1	<ul style="list-style-type: none"> <li>Promote more sustainable and integrated travel options and opportunities for regional and national travel.</li> <li>Supports STPR Projects 17 and 23 improving rail services between Inverness and Perth and Aberdeen and the Central Belt.</li> <li>Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation.</li> <li>Opportunities for environmental quality and enhanced connectivity for businesses and communities.</li> <li>Better connectivity to regional hubs and with Central Belt.</li> <li>Enhanced rail connectivity for local stations.</li> </ul>	To be delivered through :- <ul style="list-style-type: none"> <li>STPR Project 17: Highland Main Line enhancements (<b>Transport Scotland</b>).</li> <li>Tay Estuary Rail Study (<b>Tactran</b>).</li> <li>STPR Project 23: Rail Enhancements Aberdeen to Central Belt (<b>Transport Scotland</b>).</li> <li>Progress a business case for the potential for relocating Invergowrie rail station to Dundee West (<b>Tactran</b>).</li> <li>Enhanced Gleneagles station and improved access ('access for all' improvements to the station and a new 'access road' from the A823) (Tactran &amp; Transport Scotland).</li> </ul>	 	Transport Scotland (STPR Projects 17 & 23), Tactran, Dundee City Council, Perth & Kinross Council, Angus Council	<b>Transport Scotland</b> ( <i>STPR – Projects 17 and 23</i> ), <b>Tactran</b> ( <i>RTS</i> ), Dundee City Council ( <i>LTS and LDP</i> ), Perth & Kinross Council ( <i>LTS and LDP</i> ), Angus Council ( <i>LTS and LDP</i> ), ScotRail, Network Rail, SEStran ( <i>RTS</i> )	 	<ul style="list-style-type: none"> <li>Rail service enhancements through the region are included in STPR Projects 17: Highland Main Line and 23: Aberdeen to Central Belt (Transport Scotland).</li> <li>TERS is included within the Tactran RTS Delivery Plan 2008-2023 (Tactran).</li> <li>Invergowrie relocation to Dundee West Feasibility identified as part of TERS. Business case to be progressed (Tactran).</li> <li>Gleneagles upgrade and improved access.</li> <li>Proposals identified as part of TERS (Tactran) and also as part of preparation for Ryder Cup 2014 (Transport Scotland).</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
East Coast corridor between Aberdeen and Newcastle  <i>(Action relates to page 8 in Proposed Plan)</i>	Policy 4	<ul style="list-style-type: none"> <li>Offers opportunities to develop knowledge economy links based on the expertise associated with the energy and offshore industries and the Universities of Aberdeen, Dundee, St. Andrews, Edinburgh and Newcastle.</li> <li>Supports strong and sustainable economic growth for the TAYplan region.</li> </ul>	Ongoing	 	Not identified	<b>TAYplan SDPA</b> <i>(for the TAYplan area)</i> working with those identified in NPF2 Action Programme		<ul style="list-style-type: none"> <li>Promotion of tourism.</li> <li>Renewable energy and low carbon technology.</li> <li>Knowledge economy and the Universities.</li> <li>Rail connectivity at Dundee Port – feasibility study has been completed by Tactran.</li> <li>Dundee's Digital Media Park.</li> <li>Dundee Waterfront.</li> <li>St. Andrews University/Science Park.</li> </ul>









## Strategic Development Plan (SDP) Actions

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible	Priority of Actions (*)	Evidence and Progress
*(map reference number)				<div><div></div>1<sup>st</sup> 12 years</div> <div><div></div>2<sup>nd</sup> 8 years</div>		(plans and strategies to be delivered through)/ and other delivery bodies	High Med Low <div><div></div><div></div><div></div></div>	
Geographically Specific								
DUNDEE CORE AREA Strategic Development Areas:  6* Dundee Centre and Port ( <i>Mixed uses including business, commercial, leisure, retail, residential and port related uses</i> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             <								







Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
<p>(as above)</p> <p><b>8*</b> The James Hutton Institute at Invergowrie (5 to 10ha of employment land for food/agricultural research)</p> <p><b>9*</b> Dundee Linlathen (40ha of employment land)</p>	Policy 1, 2, 4 and Proposal 1	(as above)	<p>to the Swallow Roundabout are required.</p> <p><b>JHI</b></p> <ul style="list-style-type: none"> <li>No phasing in place.</li> </ul> <p><b>Dundee Linlathen</b></p> <ul style="list-style-type: none"> <li>The latter 8 years.</li> </ul>	<p>JHI, Dundee Centre and Port, Dundee Western Gateway (Housing)</p> <p>Dundee Centre and Port, Dundee Western Gateway (Employment), Dundee Linlathen</p>	Dundee City Council, Developers and TAYplan Key Stakeholders	<p>(as above)</p> <p>JHI: <b>Developers</b>, Local Authorities</p> <p><b>Dundee City Council (LDP), Perth &amp; Kinross Council (LDP-JHI),</b> Developers, Tactran (RTS), Scottish Enterprise</p>		<ul style="list-style-type: none"> <li>Local road improvements approved by DCC with commencement in early 2011.</li> </ul> <p><b>JHI</b></p> <ul style="list-style-type: none"> <li>Being progressed through LDP.</li> <li>Partnership working between Perth &amp; Kinross Council and Dundee City Council in relation to development proposals to the West of Dundee.</li> </ul> <p><b>Dundee Linlathen</b></p> <ul style="list-style-type: none"> <li>Allocated within the Dundee Local Plan Review 2005 for single user opportunity and general business development.</li> </ul>








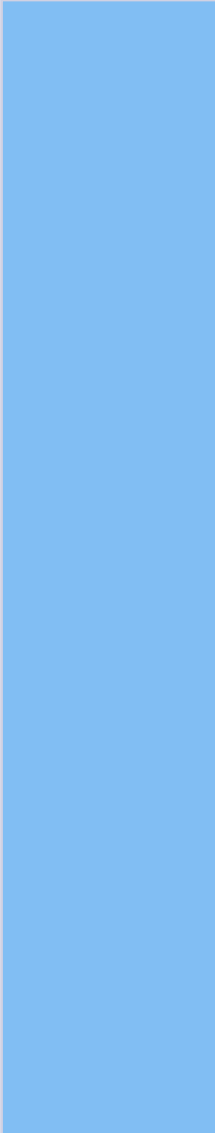








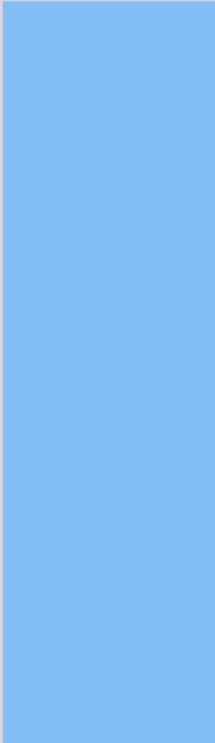

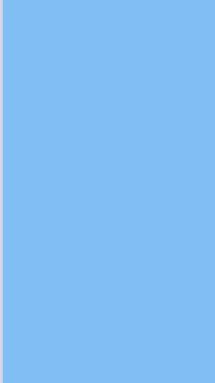

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing    1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
<p>ANGUS COUNCIL Strategic Development Areas:</p> <p><b>12*</b> Forfar Regional Agricultural Service Centre <i>(Employment land for agricultural services)</i></p> <p><b>13*</b> Montrose Port <i>(Employment land for port related land uses)</i></p> <p><b>14*</b> Orchard Bank, Forfar <i>(25ha of employment land)</i></p>	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> <li>Further develop the agricultural sector.</li> <li>Supports strong and sustainable economic growth for the TAYplan region.</li> <li>Ensuring an effective long term supply of suitably located land for Economic Development.</li> </ul>	<p><b>Forfar Regional Agricultural Service Centre</b></p> <ul style="list-style-type: none"> <li>Feasibility and thereafter any new site(s) to be identified through LDP.</li> </ul> <p><b>Montrose Port</b></p> <ul style="list-style-type: none"> <li>Work to be developed through LDP.</li> </ul> <p><b>Orchard Bank, Forfar</b></p> <ul style="list-style-type: none"> <li>Future phasing requirements are around take up.</li> </ul>	 	Angus Council, Developers and TAYplan Key Stakeholders	<p><b>Angus Council (LDP),</b> Developers</p> <p>(as above)</p> <p>(as above)</p>		<p><b>Forfar Regional Agricultural Service Centre</b></p> <ul style="list-style-type: none"> <li>Investigate further feasibility of the agricultural service sector.</li> </ul> <p><b>Montrose Port</b></p> <ul style="list-style-type: none"> <li>The area of the port is already identified and safeguarded by the Angus Local Plan Review. There is also the current South Montrose Study which is looking at scope for regeneration in this part of the town.</li> </ul> <p><b>Orchard Bank, Forfar</b></p> <ul style="list-style-type: none"> <li>Orchardbank exists already for class 4, 5 and 6 use; it was allocated by Local Plans; has an</li> </ul>

<b>Project/ Proposal – The Action</b>  <i>*(map reference number)</i>	<b>Policy/ Proposal</b>	<b>Description and Strategic Fit</b>	<b>Phasing of Actions</b>	<b>Timing</b>  <div> <div></div> 1<sup>st</sup> 12 years           <div></div> 2<sup>nd</sup> 8 years         </div>	<b>Funding</b>	<b>Lead Partner(s)/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Priority of Actions (*)</b>  <div>             High Med Low  <div></div> <div></div> <div></div> </div>	<b>Evidence and Progress</b>
(as above)	Policy 1, 2, 4 and Proposal 1	(as above)	(as above)		Angus Council, Developers and TAYplan Key Stakeholders	(as above)		existing planning permission and also a development brief. It has all the relevant permissions, road network, servicing etc are all in place. <ul style="list-style-type: none"> <li>The site is actively marketed.</li> </ul>






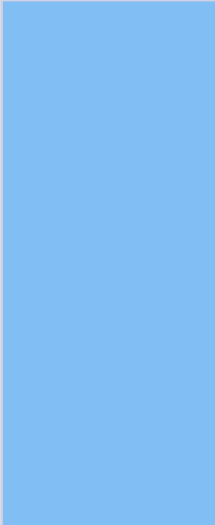

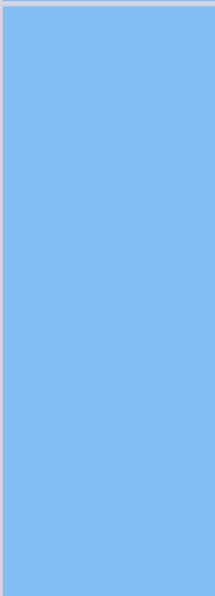


Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low    	Evidence and Progress
<p>FIFE COUNCIL Strategic Development Areas:</p> <p><b>15*</b> Cupar North (1,400 homes, 10ha of employment land and bulky goods retail)</p> <p><b>16*</b> St. Andrews West and Science Park (1,090 homes, 10ha of employment land and 10ha for a science park)</p>	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> <li>Supports strong and sustainable economic growth for the TAYplan region.</li> <li>Ensuring an effective long term supply of suitably located land for Economic Development.</li> <li>Planning for an effective supply of land for housing.</li> </ul>	<p><b>Cupar North</b></p> <ul style="list-style-type: none"> <li>Masterplan to be prepared for Fife Council approval.</li> <li>Implement advance planting and landscaping.</li> <li>Fund and construct relief road within early phases of house-building, including junctions at A91.</li> </ul> <p><b>St. Andrews West</b></p> <ul style="list-style-type: none"> <li>Masterplan to be prepared for Fife Council approval.</li> <li>Implement advance planting and landscaping.</li> <li>Link road between Craigtoun Road and Strathkinness Low Road to be completed before Craigtoun Road commercial development becomes operational.</li> </ul>	 	Fife Council, Developers and TAYplan Key Stakeholders	<p><b>Fife Council</b> (<i>LDP and LTS</i>), Developers</p> <p>(as above)</p>		<ul style="list-style-type: none"> <li>Principle, scale and general location of development within St. Andrews and North East Fife Local Plan.</li> <li>Detailed allocation of both sites progressing through the St. Andrews and East Local Plan.</li> <li>Strategic Development Frameworks have been prepared. Developers have commenced work in preparing a Strategic Development Framework.</li> </ul>











Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
20* A9/A94 link and associated links, including <i>(Western Edge Link Road (WELR) and Cross Tay Link Road (CTLR))</i>	Policies 1, 4, 5 and 8	<ul style="list-style-type: none"> <li>Enhance accessibility around Perth.</li> <li>Infrastructure requirement for future development of Perth.</li> <li>Improve air quality in Perth.</li> <li>Improving connectivity within TAYplan.</li> </ul>	<p>The following phasing will be the subject of more detailed consideration through the Perth &amp; Kinross LDP.</p> <p><b>1. A9/A85 Crieff Road Improvements (WELR) (Phase 1)</b></p> <ul style="list-style-type: none"> <li>Priority works to address immediate network issues for future development of Perth &amp; region. Anticipated completion in 2013</li> <li>Phasing thereafter will be set out in the LDP to facilitate development to the West/ North West of Perth, to construct the Cross Tay Link Road (CTLR) and City Centre enhancements.</li> <li>Project is required to relieve traffic in Perth and facilitate development of West/ North West Perth. Provision of works will improve connectivity.</li> </ul>		Perth & Kinross Council and Developers	<p><b>Perth &amp; Kinross Council</b> (<i>LTS &amp; LDP</i>), Tactran (<i>RTS</i>), Developers, Transport Scotland (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network)</p>		<ul style="list-style-type: none"> <li>The A9/A94 project is included within Tactran's RTS Delivery Plan 2008-2023.</li> <li>STAG report prepared and consulted upon with Perth &amp; Kinross Council's Local Development Plan Main Issues Report and Shaping Perth's Transport Future consultation document (October 2010).</li> <li>Strategic Environmental Assessment prepared.</li> <li>Planning application submitted in 2011 (11/01579/FULL).</li> </ul>











Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
<b>21*</b> Upgrading of Dundee rail station	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> <li>Contribute to the transformation of Dundee City Centre and substantially improve the perception and provide a suitable gateway for visitors arriving in the City.</li> <li>Comprehensive redevelopment of building and concourse facilities as part of the overall Central Waterfront Development.</li> <li>Enhancing tourism appeal and opportunities.</li> <li>Supports strong and sustainable economic growth for the TAYplan region.</li> <li>Linking with bus services will assist sustainability in travel.</li> <li>Develop an integrated transport hub at Dundee Station to facilitate transfer between transport modes.</li> </ul>	<b>First Phase</b> <ul style="list-style-type: none"> <li>Part of Central Waterfront road realignment and bridge replacement.</li> </ul> <b>Second Phase</b> <ul style="list-style-type: none"> <li>Replacement building and concourse.</li> </ul>		Developers and Network Rail	<b>Dundee City Council</b> ( <i>LTS &amp; LDP</i> ), Network Rail, Dundee Central Waterfront Partnership Board, Tactran ( <i>RTS</i> )		<ul style="list-style-type: none"> <li>This project is included within Tactran's RTS Delivery Plan 2008-2023.</li> <li>Being progressed through the Central Waterfront Development Masterplan.</li> </ul>
<b>22*</b> Upgrading of Perth rail and bus stations and associated links to city centre	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> <li>Upgrade of Perth's rail and bus stations and enhance links to the city.</li> <li>Enhancing tourism appeal and opportunities.</li> </ul>	To be determined.		Perth & Kinross Council, Tactran	<b>Perth &amp; Kinross Council</b> ( <i>LTS</i> ), Network Rail, Tactran ( <i>RTS</i> )		<ul style="list-style-type: none"> <li>This project is included within TACTRAN's RTS Delivery Plan 2008-2023.</li> </ul>








Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing    1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
<b>23*</b> Undertake a transport appraisal for the Bridge of Earn area	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> <li>Link to Inverness -Perth/ Edinburgh HML</li> <li>Greater sustainability in travel.</li> <li>Reducing the region's carbon footprint, enhancing climate change adaptation/ mitigation.</li> <li>Opportunities for environmental quality and enhanced connectivity for businesses and communities.</li> <li>Better connectivity to regional hubs.</li> </ul>	<ul style="list-style-type: none"> <li>Linked to development at Oudenarde.</li> <li>ASTAG appraisal will consider all options for improving the transport system which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes.</li> </ul>		Developers, Tactran, Perth & Kinross Council	<b>Perth &amp; Kinross Council</b> ( <i>LTS</i> ), Developers, Network Rail, Tactran ( <i>RTS</i> ), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)		<ul style="list-style-type: none"> <li>This project is included within Tactran's RTS Delivery Plan 2008-2023.</li> <li>This rail station was considered within the Perth &amp; Kinross Development Plan.</li> <li>Not supported by STPR.</li> </ul>
<b>24*</b> Improved road/ rail connectivity including inter- modal regional rail freight facilities at Montrose  <i>(Action relates to the <b>Proposed inter-modal regional rail freight facilities</b>, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> <li>Improved road and rail connectivity of Montrose Port.</li> <li>Enhanced opportunities to move freight by rail.</li> <li>Greater integration and sustainability in freight transport.</li> <li>Reducing the region's carbon footprint, enhancing climate change adaptation/ mitigation.</li> <li>Help to promote the regeneration of South Montrose, increasing the amount of development.</li> <li>Improve transport infrastructure in support of strategic development.</li> </ul>	Feasibility is being investigated as part of regeneration of South Montrose Consultancy Study		Angus Council	<b>Angus Council</b> ( <i>LTS and LDP</i> ), Montrose Port Authority, Network Rail, Tactran ( <i>RTS</i> )	 Rail  Road	<ul style="list-style-type: none"> <li>This project is included within Tactran's RTS Delivery Plan 2008-2023.</li> <li>Angus Council engaged consultants to bring forward proposals to promote the regeneration and improve the connectivity of South Montrose.</li> <li>Draft findings of the Montrose Study expected early 2011.</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low    	Evidence and Progress
<b>25*</b> Improved road/ rail connectivity including inter- modal regional rail freight facilities at Dundee  <i>(Action relates to the <b>Proposed inter-modal regional rail freight facilities</b>, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> <li>Improved road and rail connectivity of Dundee Port.</li> <li>Enhanced opportunities to move freight by rail.</li> <li>Greater integration and sustainability in freight transport.</li> <li>Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation.</li> <li>Improve transport infrastructure in support of strategic development.</li> </ul>	<ul style="list-style-type: none"> <li>Dundee Port road access improvements scheduled for 2011/12.</li> </ul>		Tactran and Dundee City Council	<b>Dundee City Council</b> <i>(LTS and LDP)</i> , Forth Ports, Network Rail, Tactran <i>(RTS)</i>	<div>Rail</div> <div>Road</div>	<ul style="list-style-type: none"> <li>This project is included within Tactran's RTS Delivery Plan 2008-2023.</li> <li>Feasibility study demonstrating potential for rail connection into Port undertaken by Tactran.</li> </ul>
<b>26*</b> Undertake a transport appraisal for the Newburgh area	Proposal 1	<ul style="list-style-type: none"> <li>Link to Inverness – Perth/Edinburgh Highland Main Line.</li> <li>Greater sustainability in travel.</li> <li>Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation.</li> <li>Opportunities for environmental quality and enhanced connectivity for businesses and communities.</li> <li>Better connectivity to regional hubs.</li> </ul>	<ul style="list-style-type: none"> <li>St. Andrews and North East Fife Local Plan.</li> <li>A STAG appraisal will consider all options for improving the transport system which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes.</li> </ul>		Not identified	<b>Fife Council</b> <i>(LTS and LDP)</i> , Network Rail, SEStran <i>(RTS)</i> , Developers, (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)		<ul style="list-style-type: none"> <li>This project is included within SEStran's RTS Delivery Plan 2008-2023</li> <li>Not supported by STPR.</li> </ul>




Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*)  High Med Low   	Evidence and Progress
<b>27*</b> Undertake a transport appraisal for the Wormit area	Proposal 1	<ul style="list-style-type: none"> <li>Link to East Coast mainline.</li> <li>Greater sustainability in travel.</li> <li>Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation.</li> <li>Opportunities for environmental quality and enhanced connectivity for businesses and communities.</li> <li>Better connectivity to regional hubs.</li> <li>The delivery of this project will need to recognise the strategic/national importance of reducing journey times between Aberdeen and the Central Belt by train (STPR Projects 6 and 23)</li> <li>Delivering the Scottish Government's objectives including other/related STPR projects (6 and 23).</li> </ul>	<ul style="list-style-type: none"> <li>St. Andrews and North East Fife Local Plan.</li> <li>A STAG appraisal will consider all options for improving the transport system which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes.</li> <li>LDP to protect land required.</li> </ul>		Not identified	Fife Council ( <i>LTS and LDP</i> ), Network Rail, Developers, SEStran ( <i>RTS</i> ), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)		<ul style="list-style-type: none"> <li>This project is included within SEStran's RTS Delivery Plan 2008-2023.</li> <li>Land to be transferred to Fife Council ownership for use as a rail halt.</li> <li>Protected through Local Plan.</li> <li>Not supported by STPR</li> <li>SEStran has indicated support for looking at the feasibility of this projects but there is no current budget or programme for undertaking any assessment work at Wormit.</li> </ul>
<b>28*</b> Cupar Relief Road <i>(Action relates to the <b>Proposed road upgrade or route management</b>, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> <li>Required for future development at Cupar proposed through the Strategic Development Area and to relieve existing traffic issues and reduce air pollution in the town centre.</li> </ul>	To be delivered through the Cupar North Strategic Development Area (2006-26) by the developers.		Developers	Fife Council ( <i>LTS and LDP</i> ), Developers		<ul style="list-style-type: none"> <li>Strategic Development Area development to fund and construct relief road within early phases of building, including junctions at A91.</li> <li>Cupar Relief Road is a scheme included within the Fife Local Transport Strategy.</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
29* St. Andrews West Link road	Proposal 1	<ul style="list-style-type: none"> <li>Required for future development at St. Andrews proposed through Strategic Development Area and to relieve traffic issues in the town centre.</li> </ul>	To be delivered through the St. Andrews West Strategic Development Area (2006-26) by the developers.		Developers	<b>Fife Council</b> ( <i>LDP</i> ), Developers		<ul style="list-style-type: none"> <li>Strategic Development Area development to fund and construct link road.</li> </ul>
30* Growth in services at Dundee Airport	Policy 1 and Proposal 1	<ul style="list-style-type: none"> <li>Support the development of enhanced facilities at Dundee Airport.</li> <li>Better connectivity to UK/ European hubs.</li> <li>Improve connectivity and marketability of the area as a location for strategic inward and indigenous investment and tourism.</li> </ul>	Continued growth and development throughout plan period.	 	Not identified	<b>HIAL</b> , Tactran ( <i>RTS</i> ), Dundee City Council ( <i>LTS and LDP</i> ), Air Operators		<ul style="list-style-type: none"> <li>Support identified in Tactran's RTS.</li> <li>Increased destinations, flight options, frequency, passengers and freight is currently being investigated.</li> <li>In the current economic climate, maintenance of current flights and destinations and maximising their use is essential before growth can be achieved.</li> </ul>

<b>Project/ Proposal – The Action</b>  <i>*(map reference number)</i>	<b>Policy/ Proposal</b>	<b>Description and Strategic Fit</b>	<b>Phasing of Actions</b>	<b>Timing</b>  <div> <div></div> 1st 12 years           <div></div> 2nd 8 years         </div>	<b>Funding</b>	<b>Lead Partner(s)/ Person Responsible</b> <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	<b>Priority of Actions (*)</b>  <div> <div>High</div> <div>Med</div> <div>Low</div> </div>	<b>Evidence and Progress</b>
<b>31*</b> Improved road/ rail connectivity including inter- modal regional rail freight facilities at Perth Harbour	Proposal 1	<ul style="list-style-type: none"> <li>Improved road and rail connectivity of Perth Harbour.</li> <li>Enhanced opportunities to move freight by rail.</li> <li>Greater integration and sustainability in freight transport.</li> <li>Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation.</li> <li>Improve transport infrastructure in support of strategic development.</li> <li>Perth is identified as a Strategic Transport Node in NPF2.</li> </ul>	To be determined.	<div></div>	Perth and Kinross Council and Tactran	<b>Perth &amp; Kinross Council</b> ( <i>LTS and LDP</i> ), Network Rail, Tactran ( <i>RTS</i> )	<div></div>	<ul style="list-style-type: none"> <li>This project is included within Tactran's RTS Delivery Plan 2008-2023.</li> </ul>






Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
Non Geographically Specific								
Green belt boundaries	Policies 1, 2 and 3	<ul style="list-style-type: none"> <li>Define boundaries through Perth &amp; Kinross Local Development Plan (LDP) and St. Andrews and East Fife Local Plan.</li> </ul>	No physical development required.		N/A	Perth & Kinross Council ( <i>LDP</i> ), Fife Council ( <i>LP</i> )		<ul style="list-style-type: none"> <li>Perth's green belt boundary will be defined in LDP Proposed Plan with anticipated formal adoption in 2014.</li> <li>St. Andrews green belt to be established through the St. Andrews &amp; East Fife Local Plan (anticipated being adopted late 2011/2012).</li> </ul>
Facilitating climate change shared practice development planning group	All policies and proposals	<ul style="list-style-type: none"> <li>Share ideas, approaches and best practice across the 4 local planning authorities to assist production of future Development Plans.</li> </ul>	Outcomes of group: <ul style="list-style-type: none"> <li>Commitment to produce and maintain a strategic flood risk map for TAYplan with partners.</li> <li>Shared learning and knowledge to assist in production of future Development Plans.</li> </ul>	In working towards 2nd Strategic Development Plan	N/A	TAYplan SDPA, Angus Council, Dundee City Council, Fife Council, Perth & Kinross Council, SEPA and SNH		<ul style="list-style-type: none"> <li>Project is in inception and will be implemented to help inform Local Development Plans.</li> </ul>





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Prepare a short and focused strategic green network strategy to inform the next Strategic Development Plan	Policy 2 and 3	<ul style="list-style-type: none"> <li>Supports strong, sustainable growth for the TAYplan region.</li> <li>Expands opportunities for communities and businesses by promoting environmental quality and good connectivity.</li> <li>Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation to climate change.</li> <li>Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management planning process.</li> <li>Supports biodiversity improvements.</li> <li>Promotes development which helps to improve health, regenerate communities and enables disadvantaged community's access opportunities.</li> <li>Conserves and enhances the regions heritage.</li> <li>Meeting Scottish Government climate change actions to develop forestry.</li> <li>Promotes more sustainable patterns of travel, transport &amp; land use.</li> </ul>	To be undertaken to inform the 2nd Strategic Development Plan. Work will commence in late 2012/early 2013.		SNH, Forestry Commission, TAYplan	TAYplan SDPA, Angus Council, Dundee City Council, Fife Council, Perth & Kinross Council, SNH, Forestry Commission, Scottish Enterprise, SEPA, Architecture and Design Scotland, Tactran, SEStran, SUSTRANS	Prepare a short and focussed green network strategy to inform the next SDP	<ul style="list-style-type: none"> <li>Evidence of progress will develop through the progression of the Strategic Development Plan process.</li> </ul>




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<i>*(map reference number)</i>				<div><div></div>1<sup>st</sup> 12 years</div> <div><div></div>2<sup>nd</sup> 8 years</div>		<i>(plans and strategies to be delivered through)/</i> and other delivery bodies	High Med Low <div><div></div><div></div><div></div></div>	
Monitor the effective housing land supply by Housing Market Area	Policy 5	<ul style="list-style-type: none"><li>Support strong sustainable growth for TAYplan region.</li><li>Plan for an effective supply of land for housing.</li><li>Assisting in meeting requirements of Scottish Planning Policy.</li></ul>	<ul style="list-style-type: none"><li>Monitored through Local Authorities Annual Housing Land Audits and across TAYplan area updated through Action Programme Reviews.</li></ul>		N/A	TAYplan, Perth & Kinross Council, Fife Council, Angus Council and Dundee City Council		<ul style="list-style-type: none"><li>Will develop through progress of 2012/13 Housing Land Audits.</li></ul>

<b>Project/ Proposal – The Action</b>  <i>*(map reference number)</i>	<b>Policy/ Proposal</b>	<b>Description and Strategic Fit</b>	<b>Phasing of Actions</b>	<b>Timing</b>  <div> <div></div> 1st 12 years         <div></div> 2nd 8 years       </div>	<b>Funding</b>	<b>Lead Partner(s)/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Priority of Actions (*)</b>  High Med Low  <div> <div></div> <div></div> <div></div> </div>	<b>Evidence and Progress</b>
Strategic Environmental Assessment (SEA)	All policies and proposals	<ul style="list-style-type: none"> <li>Monitoring of Environmental Report to meet legislative requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing throughout the preparation of the 1st and subsequent SDP's.</li> <li>Monitoring report to be prepared by PKC, as the responsible authority, following approval of TAYplan Proposed Plan.</li> </ul>		N/A	Perth & Kinross Council (as the 'responsible authority'), TAYplan SDPA ( <i>SDP</i> )		<ul style="list-style-type: none"> <li>Evidence of progress will develop through the progression of the Strategic Development Plan process.</li> </ul>






Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing    1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
<p>Actions arising from the SEA:</p> <p><b>(1a)</b> Assessment of development sites through the Local Development Plans should give consideration to the quality of the agricultural land; its current and future potential use; other factors such as soil, drainage and water quality in the area; inclusion or consideration of biodiversity action such as hedgerows etc.</p> <p><b>(1b)</b> In particular, possible cumulative effects, require further detailed assessment, including: -development on the Firth of Tay and Eden</p>	All policies and proposals	<ul style="list-style-type: none"> <li>Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation to climate change.</li> <li>Supports strong, sustainable growth for the TAYplan region.</li> <li>Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management and planning process.</li> <li>Safeguarding natural and historic assets.</li> </ul>	<p>Ongoing throughout the preparation of the Local Development Plans.</p> <p>Monitoring of the Environmental Report will be undertaken to inform the 2nd Strategic Development Plan.</p>		N/A	<p><b>Perth &amp; Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP)</b></p>		<ul style="list-style-type: none"> <li>Evidence of progress will develop through the progression of LDPs.</li> </ul>






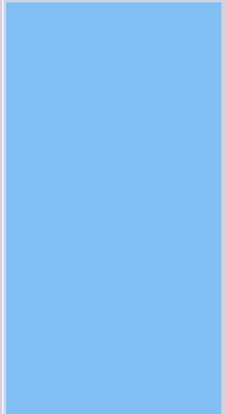
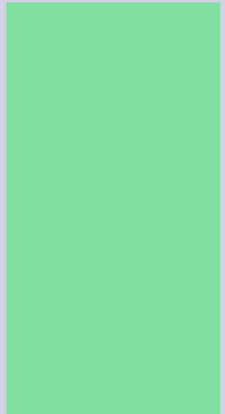


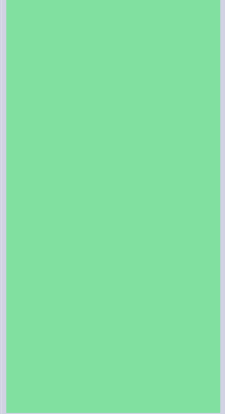
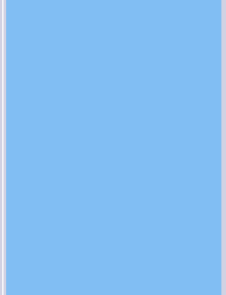
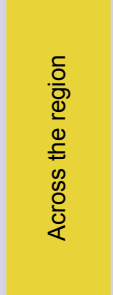

<b>Project/ Proposal – The Action</b>  <i>*(map reference number)</i>	<b>Policy/ Proposal</b>	<b>Description and Strategic Fit</b>	<b>Phasing of Actions</b>	<b>Timing</b>  <div> <div></div> 1st 12 years           <div></div> 2nd 8 years         </div>	<b>Funding</b>	<b>Lead Partner(s)/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Priority of Actions (*)</b>  High Med Low  <div> <div></div> <div></div> <div></div> </div>	<b>Evidence and Progress</b>
Estuary in relation to disturbance of birds; - coastal development: coastal flooding and predicted sea level rise; - River Tay and Loch Leven catchments; and, - erosion of landscape quality through piecemeal development. <b>(2)</b> LDPs should ensure: Greenfield development is used as an opportunity to enhance ecological networks through wildlife corridors, and habitat creation; and, a list of measures appropriate for green infrastructure.	(as above)	(as above)	(as above)		(as above)	(as above)		(as above)







Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible	Priority of Actions (*)	Evidence and Progress
<i>*(map reference number)</i>				<div><div></div>1<sup>st</sup> 12 years</div> <div><div></div>2<sup>nd</sup> 8 years</div>		<i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<div>HighMedLow</div> <div><div></div><div></div><div></div></div>	
<b>(3)</b> Set out criteria for a landscape framework, including an assessment of landscape capacity, and ways to maintain and enhance townscapes, urban fringes and rural character.	<i>(as above)</i>	<i>(as above)</i>	<i>(as above)</i>		<i>(as above)</i>	<i>(as above)</i>		<i>(as above)</i>
<b>(4)</b> Ensure compliance with statutory duties of the historic environment.								

<b>Project/ Proposal – The Action</b>  <i>*(map reference number)</i>	<b>Policy/ Proposal</b>	<b>Description and Strategic Fit</b>	<b>Phasing of Actions</b>	<b>Timing</b>    1st 12 years    2nd 8 years	<b>Funding</b>	<b>Lead Partner(s)/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Priority of Actions (*)</b>  High    Med    Low    	<b>Evidence and Progress</b>
Actions arising from the Appropriate Assessment (Habitats Regulations Appraisal (HRA)):	All policies/proposal screened in from Habitats Regulations Appraisal	<ul style="list-style-type: none"> <li>Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation to climate change.</li> <li>Supports strong, sustainable growth for the TAYplan region.</li> <li>Supports biodiversity improvements.</li> <li>Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management and planning process.</li> <li>Meets legislative requirements for HRA of development plans to ensure no adverse effect on the integrity of a Natura site.</li> </ul>	<ul style="list-style-type: none"> <li>Further HRA will be required for the Local Development Plans, Strategic Development Frameworks, Masterplans and planning applications (as appropriate) as proposals further develop, considering the potential for cumulative effects.</li> <li>Strategic HRAs are being undertaken separately for the NRIP, STPR and the RTSs with their associated conclusions and generic mitigation to be taken into account at lower level HRAs.</li> </ul>		N/A	<b>Perth &amp; Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP)</b>		<ul style="list-style-type: none"> <li>Evidence of progress will develop through the progression of LDPs.</li> </ul>








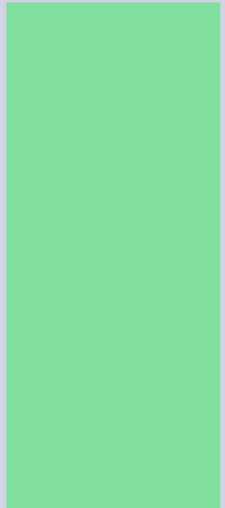
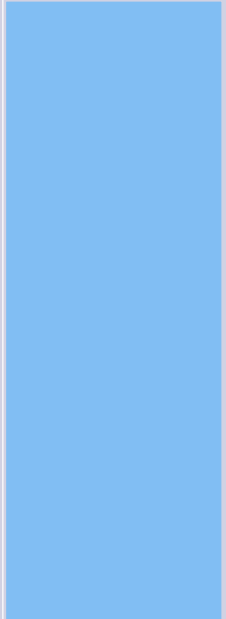
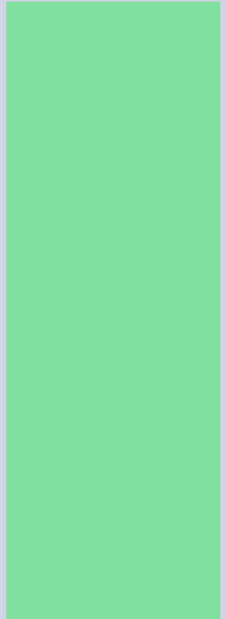


Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
<b>(1)</b> Local Plans and LDPs shall carry out further HRA at a more detailed level where not already undertaken in respect of: ** Policy 1, Policy 3 (Employment Land and Transport), Policy 4 (Orchardbank, Forfar regional agricultural service centre, Dundee Centre and Port, Dundee Linlathen, Dundee Western Gateway, Montrose Port, Cupar North, St. Andrews West, JHI, West/North West Perth), Policy 5 and Policy 6	** (All policies highlighted in previous column)	(as above)	(as above)		(as above)	(as above)		(as above)









Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing    1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
Delivering sustainable communities through leadership	All policies and proposals	<ul style="list-style-type: none"> <li>Promoting high quality design and taking forward an integrated approach to developing cultural and community facilities as part of TAYplan's place-shaping framework.</li> <li>Culture is intrinsic to character and quality of place, making a strong contribution to choice of location, growth and regeneration.</li> </ul>	To be determined.		N/A	<b>TAYplan SDPA (SDP), Perth &amp; Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP),</b> Scottish Government <i>(NPF2 &amp; NPF2 Action Programme)</i> , TAYplan Key Stakeholders, Developers		<ul style="list-style-type: none"> <li>Evidence of progress will develop through the progression of the Strategic Development Plan process.</li> </ul>
Establishing provision of education, health and other social facilities to meet the need arising from development	Policies 2, 5 and 8	<ul style="list-style-type: none"> <li>Supports strong, sustainable growth for the TAYplan region.</li> <li>Promotes development which helps to improve health, regenerate communities and enables disadvantaged communities access opportunities.</li> </ul>	Specific to the development area in question.	 	Developer Contributions	<b>Perth &amp; Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP),</b> Developers, TAYplan Key Stakeholders, NHS Fife and NHS Tayside		<ul style="list-style-type: none"> <li>Creating and developing partnership working relationships with developers.</li> </ul>
Telecommunications: implementing high speed broadband across the region	Policies 1 and 4	<ul style="list-style-type: none"> <li>Meets the needs of a growing population and high-level targets for job creation.</li> <li>Regional economic importance.</li> <li>Improved telecommunications, enhancing opportunities for working from home and reduced need to travel.</li> </ul>	To be determined.		Private Sector	<b>Scottish Government,</b> Telecommunication Industry, Local Authorities <i>(LDP)</i> , Scottish Enterprise, Scottish Water	 	<ul style="list-style-type: none"> <li>To be determined.</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing		Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)	Evidence and Progress
				1st 12 years	2nd 8 years			High Med Low   	
Plan for new or improved infrastructure capable of supporting a low/ zero carbon economy and zero waste	Policy 2 and 6	<ul style="list-style-type: none"> <li>Stimulating the development and commercial application of housing related green technologies.</li> <li>Ensuring cross-sector linkage.</li> <li>Facilitates the implementation of the National Waste Management Plan including waste management targets.</li> </ul>	Ongoing			Private Sector	<b>Perth &amp; Kinross Council</b> ( <i>LDP</i> ), <b>Fife Council</b> ( <i>LDP</i> ), <b>Angus Council</b> ( <i>LDP</i> ) and <b>Dundee City Council</b> ( <i>LDP</i> ), Private Sector, SEPA, Scottish Government Energy Directorate, TAYplan SDPA ( <i>SDP</i> )		<ul style="list-style-type: none"> <li>Scotland's Zero Waste Plan has created a framework for the investment, policy changes and implementation requirements necessary to deliver a zero waste Scotland over the next 10 years.</li> </ul>
Rail enhancement between Edinburgh – Perth	Proposal 1	<ul style="list-style-type: none"> <li>Improved business, leisure and tourism connectivity.</li> <li>Increase service frequency.</li> <li>Reduce journey times.</li> <li>Promotes strong, sustainable growth for the benefit of the TAYplan region.</li> </ul>	<ul style="list-style-type: none"> <li>Increase line speed between Hilton Junction and Ladybank.</li> <li>The scheme proposes to increase the line speed above the current 50mph, to various speeds in the 65 – 90mph range.</li> </ul>			Transport Scotland	<b>Transport Scotland</b> ( <i>STPR</i> ), Network Rail ( <i>RUS</i> )		<ul style="list-style-type: none"> <li>Included within the Network Rail Scotland 2nd generation (RUS) option 7.4.2. (1st generation).</li> </ul>
Delivering and Monitoring of Water and Waste Water Infrastructure.	Policy 1, 2, 4, 5, 6 and Proposal 1	<ul style="list-style-type: none"> <li>Enhances opportunities for communities and businesses by promoting environmental quality and good connectivity.</li> <li>Supports the delivery of a sufficient supply of new homes in places where people want to live. Assists in reducing TAYplan's carbon footprint and facilitates</li> </ul>	Delivered through the Scottish Water investment programme.			Scottish Water and Private Sector	<b>Scottish Water</b> , Developers		<ul style="list-style-type: none"> <li>March 2010 – Scottish Water Delivery Plan 2010-2015 published.</li> </ul>

<b>Project/ Proposal – The Action</b>  <i>*(map reference number)</i>	<b>Policy/ Proposal</b>	<b>Description and Strategic Fit</b>	<b>Phasing of Actions</b>	<b>Timing</b>  <div> <div></div> 1<sup>st</sup> 12 years           <div></div> 2<sup>nd</sup> 8 years         </div>		<b>Funding</b>	<b>Lead Partner(s)/ Person Responsible</b> <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	<b>Priority of Actions (*)</b>  <div> <div>High</div> <div>Med</div> <div>Low</div> </div>	<b>Evidence and Progress</b>
Deliver improvements to water and drainage infrastructure to meet strategic development needs	Policy 1, 2, 4, 5, 6 and Proposal 1	<ul style="list-style-type: none"> <li>Enhances opportunities for communities and businesses by promoting environmental quality and good connectivity.</li> <li>Supports the delivery of a sufficient supply of new homes in places where people want to live.</li> <li>Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management and planning process.</li> <li>Assists in reducing TAYplan's carbon footprint and facilitates adaptation/mitigation to climate change.</li> <li>Promotes river basin planning objectives.</li> </ul>	No new treatment or water plants are anticipated to be required to deliver spatial strategy.			Scottish Water and Private Sector	<b>Scottish Water,</b> Developers, Perth & Kinross Council ( <i>LDP</i> ), Fife Council ( <i>LDP</i> ), Angus Council ( <i>LDP</i> ) and Dundee City Council ( <i>LDP</i> )		<i>(as above)</i>
Monitoring the retail hierarchy	Policy 7	<ul style="list-style-type: none"> <li>Supporting strong and sustainable economic growth for the TAYplan region.</li> </ul>	This will be done through research studies or part of monitoring reports.			N/A	<b>TAYplan SDPA,</b> Dundee City Council, Perth & Kinross Council, Angus Council and Fife Council		<ul style="list-style-type: none"> <li>Evidence of progress will develop through the progression of the Strategic Development Plan process.</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing    1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
Monitor the population size, composition and distribution of the TAYplan area	All policies and proposals and vision and objectives	<ul style="list-style-type: none"> <li>Support strong sustainable growth for TAYplan region.</li> <li>Strengthening the critical mass of Dundee.</li> <li>Strengthening the role of Perth and other identified (Policy 1) principal settlements.</li> </ul>	Monitored every two years	 	N/A	<b>TAYplan</b>		<ul style="list-style-type: none"> <li>Will develop through progress of next Monitoring Report and General Register Office for Scotland projections.</li> </ul>
Establishment of the TAYplan-wide Housing Market Partnership	Policy 5	<ul style="list-style-type: none"> <li>A mechanism to ensure that the TAYplan-wide Housing Need and Demand Assessment is carried out in accordance with the requirements of guidance and within an open and transparent partnership of public, private and voluntary sector organisations</li> </ul>	<ul style="list-style-type: none"> <li>Initiation during Spring 2012,</li> <li>Operation from Spring 2012 (dependent on new 'stream-lined' Scottish Government guidance for HNDA</li> </ul>		Local Authorities	<b>Perth &amp; Kinross Council</b> (Housing and Planning), <b>Fife Council</b> (Housing and Planning), <b>Angus Council</b> (Housing and Planning) and <b>Dundee City Council</b> (Housing and Planning) and other partners (to be identified by Spring 2012.		<ul style="list-style-type: none"> <li>Local Authority group progressing. Early arrangements for establishing Housing Market Partnership by Spring 2012.</li> </ul>

<b>Project/ Proposal – The Action</b>  <i>*(map reference number)</i>	<b>Policy/ Proposal</b>	<b>Description and Strategic Fit</b>	<b>Phasing of Actions</b>	<b>Timing</b>  <div> <div></div> 1st 12 years           <div></div> 2nd 8 years         </div>	<b>Funding</b>	<b>Lead Partner(s)/ Person Responsible</b> <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	<b>Priority of Actions (*)</b>  <div> <div>High</div> <div>Med</div> <div>Low</div> </div>	<b>Evidence and Progress</b>
Actions for LDP's: <ul style="list-style-type: none"> <li>Define the undeveloped coastline in more detail through LDPs;</li> <li>Undertake Flood Risk Assessment as part of LDPs;</li> <li>Prepare Strategic Development Frameworks, as required;</li> <li>Further detail will be required through LDPs as specific proposals develop, to establish whether there will be any impact on the strategic transport network.</li> <li>Transport Scotland should be notified of any potential network</li> </ul>	All policies and proposals	<ul style="list-style-type: none"> <li>Promoting high quality design and taking forward an integrated approach to developing cultural facilities as part of TAYplan's place-shaping framework.</li> <li>Supports strong, sustainable growth for the TAYplan region.</li> <li>Expands opportunities for communities and businesses by promoting environmental quality and good connectivity.</li> <li>Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation to climate change.</li> <li>Promotes more sustainable patterns of travel, transport and land use.</li> <li>Conserves and enhances the regions heritage.</li> </ul>	As Local Development Plans and proposals develop.  Localised assessments through LDPs.	<div> <div></div> <div></div> </div>	N/A	<b>Perth &amp; Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP), TAYplan Key Stakeholders</b>	<div> <div></div> </div>	<ul style="list-style-type: none"> <li>Evidence of progress will develop through the progression of LDPs.</li> </ul>

Project/ Proposal – The Action  <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)  High Med Low   	Evidence and Progress
developments in Montrose due to the possible impact on the trunk road.	(as above)	(as above)	(as above)	 	(as above)	(as above)		(as above)

## Delivery and Monitoring

Strong leadership and stakeholder commitment is key to the successful delivery of this Proposed Action Programme. Circular 1/2009: Development Planning states that in preparing the action programme, authorities are to consult and consider the views of: the key agencies; the Scottish Ministers; and anyone the authority proposes specifying by name in the action programme.

The Proposed Action Programme will help guide the investment and priorities of the whole region. It is essential that all partners provide the required resources to deliver their projects.

Regular monitoring of this document must take into account policy changes initiated by regional leadership changes, project prioritisation, progress monitoring and review.



## Abbreviations and Acronyms

### Organisations

ACSSDPA – Aberdeen City and Shire Strategic Development Planning Authority  
 HIAL – Highlands and Islands Airport Ltd  
 JHI – The James Hutton Institute  
 SEPA – Scottish Environment Protection Agency  
 SEStran - South East of Scotland Transport Partnership  
 SHETL - Scottish Hydro Electric Transmission Ltd  
 SNH – Scottish Natural Heritage  
 TACTRAN - Tayside and Central Scotland Transport Partnership

### Terms

LDP – Local Development Plan  
 LP – Local Plan  
 LTS – Local Transport Strategy  
 NPF2 – National Planning Framework  
 NRIP - National Renewables Infrastructure Plan  
 MIR – Main Issues Report  
 RTS – Regional Transport Strategy  
 RUS – Route Utilisation Strategy  
 STAG – Scottish Transport Appraisal Guidance  
 STPR - Strategic Transport Projects Review  
 TERS – Tay Estuary Rail Study  
 WELR – Western Edge Link Road

### Priority of Actions (\*)

- High Priority – Essential to delivering other priorities contained in the overall strategy of the Plan.
- Medium Priority – Important to deliver other priorities contained in the overall strategy of the Plan.
- Low Priority – Desirable or not essential, in delivering other priorities contained in the overall strategy of the Plan.

## Acknowledgements

### Photographs

Angus Council, Dundee City Council, Fife Council, Perth and Kinross Council, Scottish Natural Heritage and TACTRAN.

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