

REPORT TO: DUNDEE, PERTH, ANGUS AND NORTH FIFE
STRATEGIC DEVELOPMENT PLANNING AUTHORITY
JOINT COMMITTEE MEETING ON 18th FEBRUARY 2016

REPORT ON: TAYPLAN UPDATED ACTION PROGRAMME

REPORT BY: BILL LINDSAY, ACTING STRATEGIC DEVELOPMENT
PLAN AUTHORITY MANAGER

REPORT NO: SDPA02-2016

1 PURPOSE OF REPORT

- 1.1 This report seeks approval for proposed updates to the updated Action Programme (March 2014). The Action Programme focuses on the actions required to implement the Proposed Plan.

2 SUMMARY

- 2.1 There is an ongoing requirement to keep Action Programmes under review and up to date. Authorities are required to re-publish the Action Programme within 2 years after the last publishing (or re-publishing) it. For TAYplan, the existing approved Action Programme (March 2014) is required to be updated and re-published by March 2016.

3 RECOMMENDATION

- 3.1 It is recommended that the Joint Committee:
- a) Approve the updates set out in this committee report.

4 FINANCIAL IMPLICATIONS

- 4.1 The updated Action Programme will be printed and copies sent to public libraries and to Scottish Government, with an approximate cost of £250 from the approved revenue budget.

5 UPDATED ACTION PROGRAMME

- 5.1 TAYplan's updated Action Programme (March 2014) sets out the key actions required to deliver the policies and proposals within the Approved Strategic Development Plan (June 2012). This gives confidence to the providers and funders of the required infrastructure and services to commence early planning and timely implementation. For this reason, it is important that the Action Programme remains up to date and, therefore, it is subject to regular review.
- 5.2 Town and Country Planning (Scotland) Act 1997 requires that:
'The authority must keep the action programme under review and must update and re-publish it:
(a) whenever required to do so by the Scottish Ministers, and
(b) (subject to paragraph (a)) whenever they think it appropriate to do so but in any event within 2 years after last publishing (or re-publishing) it.'

In respect of this, there is a requirement for TAYplan's Action Programme to be re-published before March 2016. Following approval, the programme will be published, two copies sent to Scottish Ministers and a copy placed in each public library in the TAYplan area.

- 5.3 The Town and Country Planning (Development Planning) (Scotland) Regulations 2008 outline that, in compiling the Action Programme, the Strategic Development Planning Authority must seek and have regard to the views of the Scottish Ministers and, any person whom that authority proposes to specify by name in the Action Programme. Consequently, TAYplan sought comments from officers of the 4 constituent Councils, Key Agencies and the other persons (Lead Partners(s)) specified in the Action Programme, requesting updates on all actions.
- 5.4 The Action Programme is a 'live document' that is updated at least every two years (as described above). However, a new Proposed Action Programme must also be prepared and submitted to Scottish Ministers alongside the Proposed Plan. The contents of this update (Section 6 below) is also proposed to become the new Proposed Action Programme (see Report SDPA03-2016).
- 5.5 Looking to the future, the Joint Committee will be asked to adopt a new Action Programme when Scottish Ministers approve the new Strategic Development Plan. At that time the Joint Committee will also consider any consequent new actions or changes to actions that result from any modifications made to the Plan by Scottish Ministers upon approval. Joint Committee will also consider any updates necessary at that time.

6. TAYPLAN ACTION PROGRAMME PROGRESS UPDATE (MARCH 2016)

Strategic Project/Proposal

- 6.1 The Proposed Action Programme (May 2015) identifies projects/proposals, their strategic importance, phasing, timing, funding, priority, evidence of progress and the lead partners and delivery bodies that will deliver the actions. This update on progress does not provide a comprehensive description of all activity associated with the identified actions. Instead it focuses on what has changed and progress since publication.

a) Transformational Projects

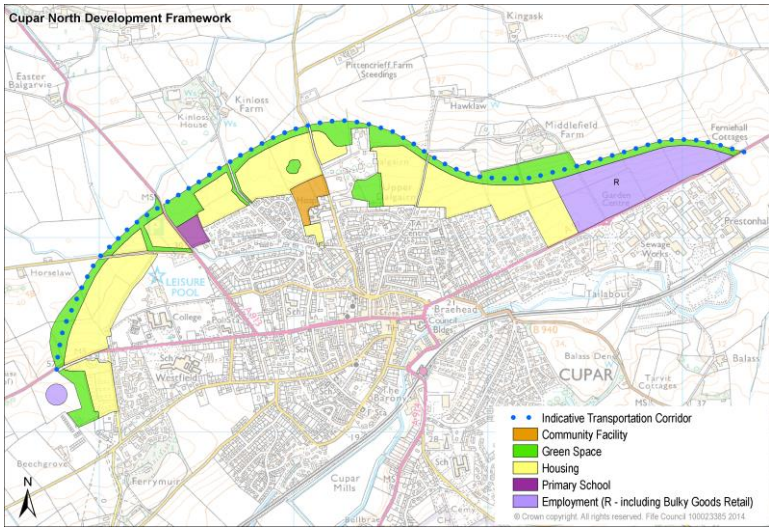
Action	Progress
<i>Implement TAYplan Green Network strategy focused on: green networks in Strategic Development Areas (SDAs), green networks in Dundee and Perth core areas, key active travel networks in Carse of Gowrie and North Fife Coast</i>	<p>Add an additional bullet point into evidence of progress column:</p> <ul style="list-style-type: none"> Dundee City Council is in the process of preparing guidance on Dundee's Green Network. The consultation period for this Green Network guidance has just been completed. Dundee City Council, partially funded through Tactran's Active Travel Grant Scheme has implemented an Active Travel Link between Riverside Avenue and Perth Road, including Toucan Crossing on Riverside Avenue, thereby connecting Perth road into NCN 77. DCC also upgrading section of Green Circular (NCN 77) adjacent to Riverside Avenue between Invergowrie and Wright Avenue, through Sustrans funding. <p>Replace the third bullet point in evidence of progress column with:</p> <ul style="list-style-type: none"> The Fife Coast and Countryside Trust (in partnership with Fife

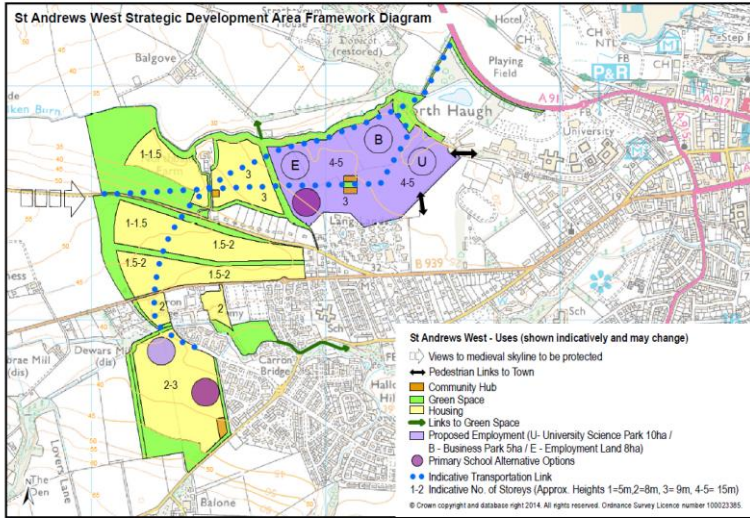
Action	Progress
	Council, the Scottish Pilgrim Routes Forum, the Fife Tourism Partnership and Forth Pilgrim) secured a Heritage Lottery Fund grant of over £400k in Dec 2015 towards delivery of a Fife-wide Pilgrim trail. The future aspiration is to see the route included in Scotland's wider network of heritage 'Great Trails'.

b) Geographically Specific Actions

Action	Progress
Action 3: Montrose Port	<p>Add in additional bullet points into evidence of progress column:</p> <p><u>New Spine Road</u></p> <ul style="list-style-type: none"> Section 2 of new spine road (Caledonia Street to Ferry Road to Barrack Road) including streetscape improvements completed October 2015. This was funded by Scottish Enterprise. Section 1 of new spine road cannot proceed until Angus Council acquires a small number of properties. A Compulsory Purchase Order is being prepared for serving in early 2016. <p><u>Private Sector Investment</u></p> <ul style="list-style-type: none"> Montrose Port - Refurbishment of the north quay completed in October 2014 has helped to ensure deep water berthing and enhanced quayside operational working space. GSK - Construction of a major new manufacturing facility currently underway (nearing completion) 50% of planning permissions granted for new warehouse development in the South Montrose area have been implemented since 2014 by companies seeking to take advantage of access to the port.
Action 4: West/ North West Perth	<p>Add in additional bullet point into evidence of progress column:</p> <ul style="list-style-type: none"> An EIA Scoping Report was submitted in June 2015. Scottish Water is currently fully engaged with the key developer stakeholders at the Bertha Park development. Impact Assessments for both water and drainage have been carried out and actions are in place to support both short and long-term proposals at this location. Planning application for Bertha Park submitted June 2015, currently under consideration. A decision is anticipated in spring 2016. Construction planned to start late 2016/17 in conjunction with completion of first phase of the Cross Tay Link Road. Planning application and masterplan for Almond Valley submitted July 2015, currently under consideration. Planning Permission in principle (15/00546/IPM) was submitted on 23rd April 2015 for Almond Valley mixed use development site, which included the Almond Valley Masterplan. The signed processing agreement sets a target date of 12th August 2015 for consideration of the application by Committee. A decision is anticipated by March 2016. <p>And update and replace:</p> <ul style="list-style-type: none"> <i>Funding secured from the Scottish Government Charrette Mainstreaming Programme 2014-15 towards preparation of a wider masterplan for Perth West to include H70 and white land to south that lies within the settlement boundary. A masterplan and planning application/s anticipated during 2015.</i> <i>A Charette programmed is scheduled for Winter-Spring 2015.</i> <p><u>with</u></p> <ul style="list-style-type: none"> Funding secured from the Scottish Government Charrette Mainstreaming Programme 2014-15 resulted in a Perth West

Action	Progress
	charrette held in Spring 2015. This charrette helped prepare a Masterplan Framework for Perth West (finalised November 2015) to include H70 and white land to south that lies within the settlement boundary, as well as some land currently within the Local Development Plan (LDP) greenbelt. The Masterplan Framework will inform the LDP2 review and the Main Issues Report (MIR) consultation over Winter 2015/16. The Masterplan Framework has analysed suitability and deliverability of the site and has assisted in identifying and refining a MIR preferred option for Perth West.
Action 5: Oudenarde	<p>Add in additional bullet point into evidence of progress column, removing 1st bullet point:</p> <ul style="list-style-type: none"> Site is in adopted LDP; 108 affordable units built as of March 2015; programmed to start construction of private units 2016/17 – projected completion of 300 units by 2021/22 <p>Amend status/ % delivered column with:</p> <ul style="list-style-type: none"> Remove reference to planning application 100% delivered.
Action 7: Dundee Wider Waterfront (including Claverhouse)	<p>Amend bullet point in evidence of progress column:</p> <ul style="list-style-type: none"> Add the following text after 'key projects <u>now commenced</u> include...'
Action 8: Dundee Western Gateway	<p>Add additional bullet points into evidence of progress column:</p> <ul style="list-style-type: none"> Application 15/00410/FULM at H69 Liff Phase 2 for residential development of 100 units is pending consideration. Application Ref: 15/00076/FULL to upgrade the A90/A85 Swallow Roundabout as part of the Western Gateway development was granted 22 May 2015. The upgrade is to be developed in conjunction with the residential development.
Action 9: The James Hutton Institute (JHI) at Invergowrie	<p>Add additional bullet points into evidence of progress column:</p> <ul style="list-style-type: none"> The institute has identified The International Barley Hub as the first project in a phased approach to regeneration. This project will be subject to Scottish Government Gateway Stage 1 Review on 30th November 2015. A comprehensive Business Case has been developed for the facility showing committed Industry and stakeholder support supported by a robust Economic Impact Assessment. The site for the facility has not yet been finalised but it will be within or adjacent to the buildings already on the site. If the Gateway Review is successful the 5,000m2 building could be ready for occupation within 3 years subject to funding availability. All future development will be funding dependent and to achieve this the Institute must display a robust business case for each phase. It is noted that funding is likely to result from a portfolio of UK and Scottish Government Sources. <p>It was noted that the regeneration might also have a positive impact on TAYplan policy 3 "Investment". Policy 3 'Investment' should be added to the description and strategic fit column.</p>
Action 10: Cupar North	<p>Amend bullet points in evidence of progress column as follows:</p> <ul style="list-style-type: none"> 1. Add in text 'and the Proposed FIFEplan Local Development Plan' at the end of the sentence. 2. Updated PAN submitted Nov 2015. 4. Refer to Development Consortium rather than Development

Action	Progress
	<p>Partnership. Planning applications for Gilliesfaulds and from Development Consortium are expected in later 2015 along with associated Masterplans.</p> <ul style="list-style-type: none"> 5. Green Networks in Fife Report completed in September 2014 and incorporated into Proposed Local Development Plan (Oct 2014) and Making Fife's Places Planning Policy Guidance (Aug 2015). <p>Add additional bullet point in evidence of progress column as follows:</p> <ul style="list-style-type: none"> Cupar North Consortium (CNC) submitted a Planning Advice Note in 2014 for the significant majority of the SDA. Extensive community/officer and stakeholder consultation has taken place. A full suite of supporting technical reports including an Environmental Statement, Development Masterplan Framework and Transport Assessment has been completed. Planning permission in principle application for majority of Cupar North submitted by CNC at end of November 2015. Planning application submitted at the end of 2015. Committee decision is expected in 12 months.
Action 11: St Andrews West and Science Park	<p>Replace bullet points 3 & 4 in evidence of progress column with:</p> <ul style="list-style-type: none"> Planning permission in principle application submitted for southern part of site in May 2015 with supporting Environmental Statement and Technical Reports. Application progressing with anticipated decision date Q2 2016. <p>Amend bullet points in evidence of progress column as follows:</p> <ul style="list-style-type: none"> 1. Add in text 'and the Proposed FIFEplan Local Development Plan' at the end of the sentence. 2. Add in text 'and the Proposed FIFEplan Local Development Plan' at the end of the sentence. 3. A planning application is currently being considered for the southern part of the site (Craigtoun Road). 4. Green Networks in Fife Report completed in September 2014 and incorporated into Proposed Local Development Plan (Oct 2014) and Making Fife's Places Planning Policy Guidance (Aug 2015).
Action 12: Cupar Relief Road	<p>Replace Cupar North Development Framework diagram with:</p>  <p>Amend bullet point in phasing of actions column as follows:</p>

Action	Progress
	<ul style="list-style-type: none"> 1. Remove date. <p>Amend bullet points in evidence of progress column as follows:</p> <ul style="list-style-type: none"> 4. Green Networks in Fife Report completed in September 2014 and incorporated into Proposed Local Development Plan (Oct 2014) and Making Fife's Places Planning Policy Guidance (Aug 2015).
Action 12: A9 upgrading from Perth to Inverness	<p>Add the following link into the evidence of progress column:</p> <ul style="list-style-type: none"> http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness
Action 12: St Andrews West Link road	<p>Replace St Andrews West Development Framework diagram with:</p>  <p>Amend bullet point in phasing of actions column as follows:</p> <ul style="list-style-type: none"> 1. Remove date. <p>Amend bullet points in evidence of progress column as follows:</p> <ul style="list-style-type: none"> 4. Green Networks in Fife Report completed in September 2014 and incorporated into Proposed Local Development Plan (Oct 2014) and Making Fife's Places Planning Policy Guidance (Aug 2015). New Bullet Point "As part of Planning permission in principle application for southern part of St Andrews West SDA, ongoing discussions relating to relevant contributions to proposed Link Road between Fife Council and applicant."
Action 13: Rail enhancement on the Highland Main Line between Perth and Inverness	<p>Add the following link into the evidence of progress column:</p> <ul style="list-style-type: none"> http://www.transportscotland.gov.uk/project/highland-main-line <p>Add additional bullet point to the evidence of progress column:</p> <ul style="list-style-type: none"> The outputs for phase 2 of the Highland Main Line Improvements project are: <ul style="list-style-type: none"> - An average journey time reduction of around 10 minutes - An hourly service - Improved opportunities for freight. This phase is scheduled to be completed by March 2019. <p>Phase 3 will be post March 2019 with 2025 being the final completion date for the project.</p>
Action 13: Electrification of the Strategic Rail Network	<p>Add the following link into the evidence of progress column:</p> <ul style="list-style-type: none"> http://www.transportscotland.gov.uk/project/electrification-programme

Action	Progress
Action 13: Rail service enhancement between Aberdeen and the Central Belt	Add additional bullet point to the evidence of progress column: <ul style="list-style-type: none"> High Speed Trains to operate on intercity service from 2018.
Action 14: Upgrading of Perth rail and bus stations and associated links to city centre	Add additional bullet point to the evidence of progress column: <ul style="list-style-type: none"> Abellio has a commitment through the ScotRail franchise to deliver a business case for Perth Station improvements. Proposal included within the LDP2 Main Issues Report and Draft Perth City Plan to investigate the potential for the development of an integrated rail and bus facility on land at Perth Station.
Action 15: Undertake a transport appraisal for Bridge of Earn Area	Update status/ % delivered column: <ul style="list-style-type: none"> Initial Review of Potential Rail Demand = 100% delivered Add additional bullet point to the evidence of progress column: <ul style="list-style-type: none"> Initial Rail Demand Feasibility Study has been completed and Tactran and SEStran reported to their respective Boards in December 2015. It was recommended that, subject to agreement amongst all the client group partners, further discussions take place with Transport Scotland, Network Rail and ScotRail regarding this project before consideration is given to enter into a full or partial STAG process.
Action 15: Undertake a transport appraisal for Newburgh Area	Update status/ % delivered column: <ul style="list-style-type: none"> Initial Review of Potential Rail Demand = 100% delivered Add additional bullet point to the evidence of progress column: <ul style="list-style-type: none"> Initial Rail Demand Feasibility Study has been completed and Tactran, SEStran and Fife Council reported to their respective Boards/ Committees in December 2015. It was recommended that, subject to agreement amongst all the client group partners, further discussions take place with Transport Scotland, Network Rail and ScotRail regarding this project before consideration is given to enter into a full or partial STAG process.
Action 17: Improved road/ rail connectivity including inter-modal regional rail freight facilities at Montrose	Add additional bullet point to the evidence of progress column: <ul style="list-style-type: none"> No proposals for inter-modal facility. Existing Angus Local Plan Review and Proposed Local Development Plan safeguard railway sidings at Montrose Railway Station for rail related activities which will facilitate opportunities for an inter-modal rail freight facility.
Action 18: Improving rail infrastructure and connectivity regionally and nationally	Update status/ % delivered column: <ul style="list-style-type: none"> Initial appraisal completed. Detailed appraisal work required. Add additional bullet point to the evidence of progress column: <ul style="list-style-type: none"> Initial findings of 'Invergowrie Station Relocation: Outline Business Case' noted by Tactran Partnership and agreed any further work be deferred pending progress on implementation of an hourly stopping service.
Action 19: Growth in services at Dundee Airport	Update bullet point 3 in the evidence of progress column with: <ul style="list-style-type: none"> The London Stansted service is now in its 2nd year of the Public Service Obligation and discussions are ongoing between Transport Scotland, Dundee City Council and Department for Transport to continue this service for a further 2 years. Update bullet point 4 in the evidence of progress column with: <ul style="list-style-type: none"> Work still continues on securing new routes to/from Dundee. In November 2014 FlyBe was successful in making a bid for route start up funding from the Department for Transport. This route is a daily service to/from Amsterdam and is scheduled to commence 1st April 2016 and the funding package is for 3 years.

Action	Progress
	<p>Add an additional bullet point into evidence of progress column:</p> <ul style="list-style-type: none"> • Work still continues to look at other routes and options for the airport.
<p>Action 20: Strategic Park and Ride/ Park and Choose facilities serving Dundee at:</p> <p>1. Dundee West</p>	<p>Update the evidence of progress column with:</p> <ul style="list-style-type: none"> • Wright Avenue is the location where the planning application (13/00360/FULM) for a park and ride facility was refused at Committee 21/10/13. This allocation will be removed from the proposed Dundee Local Development Plan. • Transport Scotland is reviewing progress in delivering Strategic Park & Ride (STPR Project 8) and this includes Park & Ride facilities on 4 approaches to Dundee. Tactran and Dundee City Council Officers are engaged with this review. <p>Update status/ % delivered column:</p> <ul style="list-style-type: none"> • 15% delivered.
<p>Action 20: Strategic Park and Ride/ Park and Choose facilities serving Dundee at:</p> <p>4. A92 South of Tay Bridge</p>	<p>Add a new bullet point to evidence of progress column:</p> <ul style="list-style-type: none"> • A site adjacent to the Tay Bridge roundabout has been identified in the Proposed FIFEplan Local Development Plan. <p>Update status/ % delivered column:</p> <ul style="list-style-type: none"> • 30% delivered.
<p>Action 20: Regional park and ride facilities</p> <p>1. Perth: A90 (East of Perth)</p> <p>2. Perth: A9 (North of Perth)</p>	<p>Update status/ % delivered column:</p> <ul style="list-style-type: none"> • 30% delivered. <p>Add a new bullet point to evidence of progress column:</p> <ul style="list-style-type: none"> • A9 Perth North site included within Bertha Park masterplan.
<p>Action 21: A90 upgrade through or around Dundee</p>	<p>Transport Scotland are currently in the process of finalising a date for an initial discussion meeting with all partners in December '15/ January '16.</p>
<p>Action 22: A9/A94 link including A9/A85 junction improvements</p>	<p>Add a new bullet points to evidence of progress column:</p> <ul style="list-style-type: none"> • Bertha Park masterplan submitted June 2015. • Planning application approved 2015 for A9/A85 upgrade including River Almond Crossing. • Cross Almond link (link from new A9/A85 junction over River Almond) preferred route established and detailed design work ongoing. Council approved funding June 2013. • Cross Tay link Road preferred route established and detailed design work ongoing. • Bertha Park link preferred route established.

c) Non-Geographically Specific Actions

Action	Progress
<p>Delivering and monitoring of water and waste water infrastructure</p>	<p>Replace bullet point in evidence of progress column with:</p> <ul style="list-style-type: none"> • Since February 2014, Scottish Water has completed improvement projects at 5 Waste Water Treatment Works to support growth detailed within the TAYplan areas of Perth & Kinross, Angus and North Fife. 11 further growth projects at Waste Water Treatment Works are currently underway, 4 of

Action	Progress
	<p>which are due to complete in 2016. In 2015 Scottish Water completed a full refresh of the asset capacity checking system available to customers on the Scottish Water online portal. Information is now fully updated allowing all parties to monitor water and wastewater works capacity at sites across the TAYplan area. Scottish Water will continue to work with local authorities and developers in facilitating the spatial strategies. More information is available through Scottish Water's Business Plan 2015-21).</p>
Deliver improvements to water and drainage infrastructure to deliver the TAYplan SDP strategy and proposals	<p>Add a new bullet point to evidence of progress column:</p> <ul style="list-style-type: none"> Since February 2014, Scottish Water has completed improvement projects at 5 Waste Water Treatment Works to support growth detailed within the TAYplan areas of Perth & Kinross, Angus and North Fife. 11 further growth projects at Waste Water Treatment Works are currently underway, 4 of which are due to complete in 2016. Scottish Water will continue to work with local authorities and developers in facilitating the spatial strategies. More information is available through Scottish Water's Business Plan 2015-21).
Enhance active travel networks, taking account of priorities in the TAYplan Green Network Strategy	<p>Update status/ % delivered column:</p> <ul style="list-style-type: none"> Embedding Active Travel Strategies within Tactran and Sustran refreshed Regional Transport Strategies = 100%. <p>Add a new bullet point to evidence of progress column:</p> <ul style="list-style-type: none"> Tactran and Sustran have both appointed Active Travel Officers in partnership with Sustrans to support development of active travel networks across the region.
Opportunities for better coastal management will be explored by SNH, Marine Scotland and Local Authorities in the context of findings of the forthcoming National Coastal Change Assessment (NCCA)	<p>Add in SEPA as a 'person responsible'.</p> <p>Update phasing of actions column with:</p> <ul style="list-style-type: none"> Compare position of past & current shoreline Quantify change and disseminate results Project past rate into future change Undertake a vulnerability assessment of assets Consider where erosion may influence flooding Identify whether action/ policy needs to be coordinated at a strategic scale to address any issues <p>Add a new bullet point to evidence of progress column:</p> <ul style="list-style-type: none"> NCCA project has compared position of past & current shoreline, quantified that change and is in the process of disseminating those results by establishing an launching a GIS app. <p>Update status/ % delivered column with:</p> <ul style="list-style-type: none"> 10% delivered.
Appendix 1	Update this based on figures from the 2015 Housing Land Audits

7 CONSULTATIONS

- 7.1 TAYplan's Treasurer and Clerk; Angus Council's Director of Communities Directorate; Dundee City Council's Executive Director of City Development; Fife Council's Executive Director, Enterprise & Environment; and Perth & Kinross Council's Executive Director (Environment) have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 Circular 6/2013: Development Planning, Scottish Government
(<http://www.scotland.gov.uk/Resource/0044/00441577.pdf>)
- 8.2 Town and Country Planning (Scotland) Act 1997
(<http://www.scotland.gov.uk/Publications/2005/01/20576/50663>)
- 8.3 Planning etc. (Scotland) Act 2006
(http://www.legislation.gov.uk/asp/2006/17/pdfs/asp_20060017_en.pdf)
- 8.4 SDPA04_2013 Project Plan Update (26th March 2013)
(<http://www.tayplan-sdpa.gov.uk/about-us/joint-committee/reports/2013-meetings>)
- 8.5 Town & Country Planning (Development Planning) (Scotland) Regulations 2008 (<http://www.legislation.gov.uk/ssi/2008/426/contents/made>)

Bill Lindsay
Strategic Development Planning Authority Manager
25 January 2016

TAYplan

Strategic Development Plan

Updated Action Programme

February 2016



Key actions to deliver the strategy for the Dundee and Perth City Regions....



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



Contents

	<i>Page Number</i>
Introduction	4
Strategic Direction	5
Transformational Projects	6 - 22
Geographically Specific Actions	23- 46
Non- Geographically Specific Actions	47 - 64
Appendix 1	65
Abbreviations and Acronyms	66
Acknowledgements	66



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www.tayplan-sdpa.gov.uk
contactus@tayplan-sdpa.gov.uk

01382 307180

Introduction

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. Section 21 of the Planning etc. (Scotland) Act 2006 requires the Strategic Development Planning Authority (SDPA) to prepare an Action Programme to accompany the Strategic Development Plan which sets out the aspirations behind the programme. This Action Programme will help set out the strategic actions and partnership required to shape the Strategic Development Plan and is 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.

There is an ongoing requirement to keep Action Programmes under review and up to date. Authorities are required to re-publish the Action Programme within 2 years after the last publishing (or re-publishing) of it. For TAYplan, the Action Programme will be a live document and will be updated annually. Through Local Development Plans, and other relevant plans and strategies, more detail will be provided on the actions required to deliver the strategy.

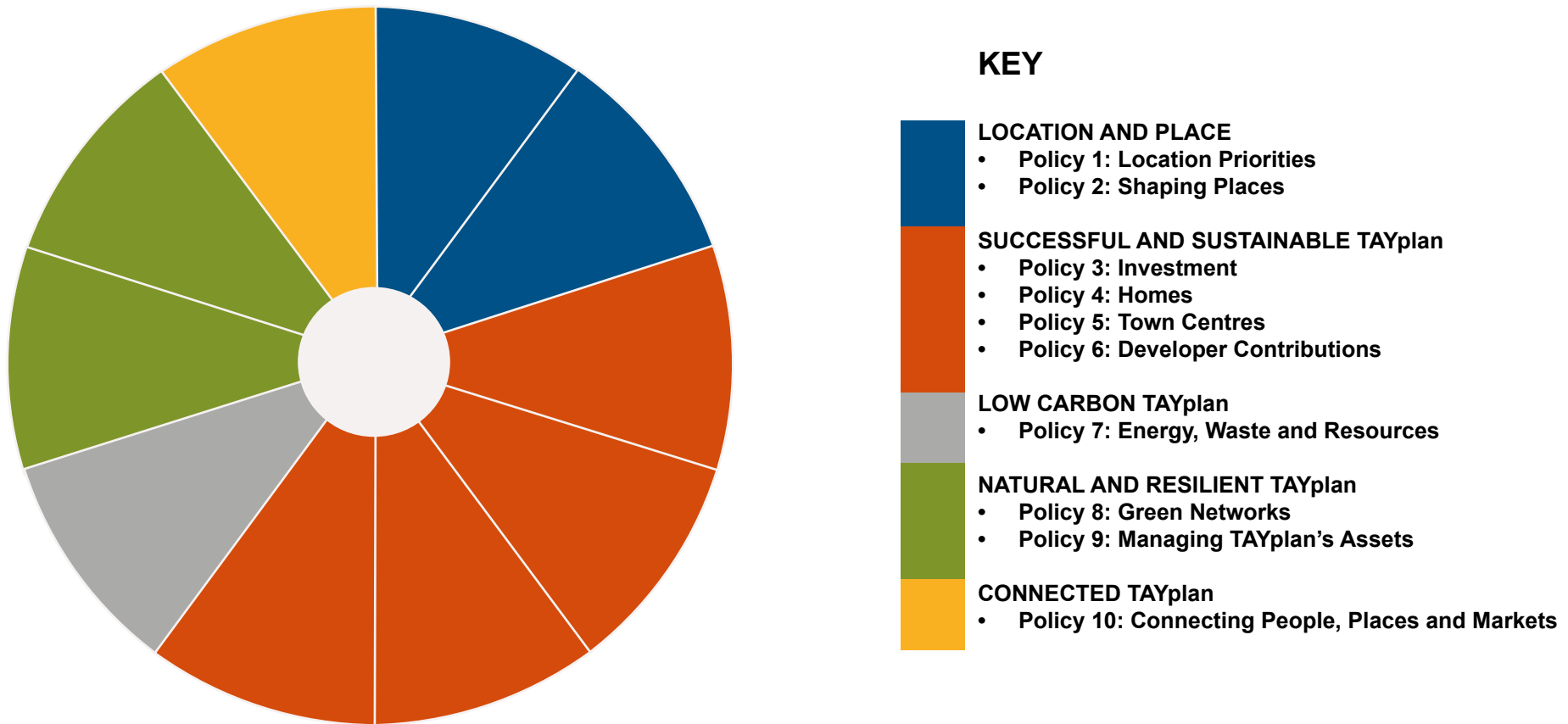
Many actions are from existing proposals contained within the National Renewables Infrastructure Plan (NRIP), Strategic Transport Projects Review (STPR) and the Regional Transport Strategies (RTS's).

As the 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 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 Action Programme and consequently the Strategic Development Plan.



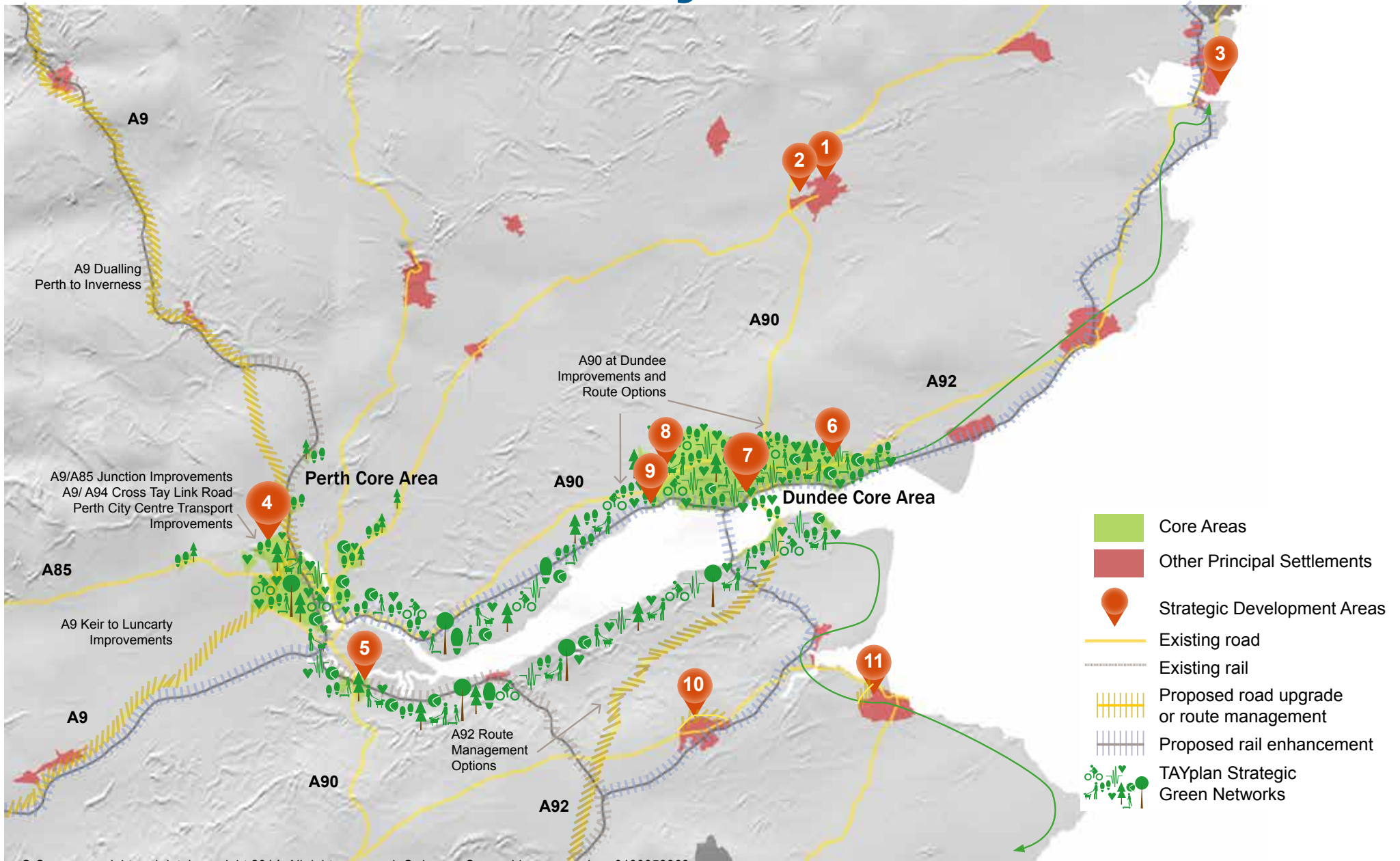
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Description and Strategic Fit




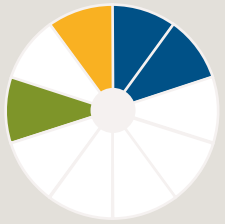


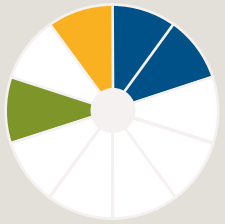
The colours in this diagram relate to the policies in the Proposed Strategic Development Plan 2016-2036.

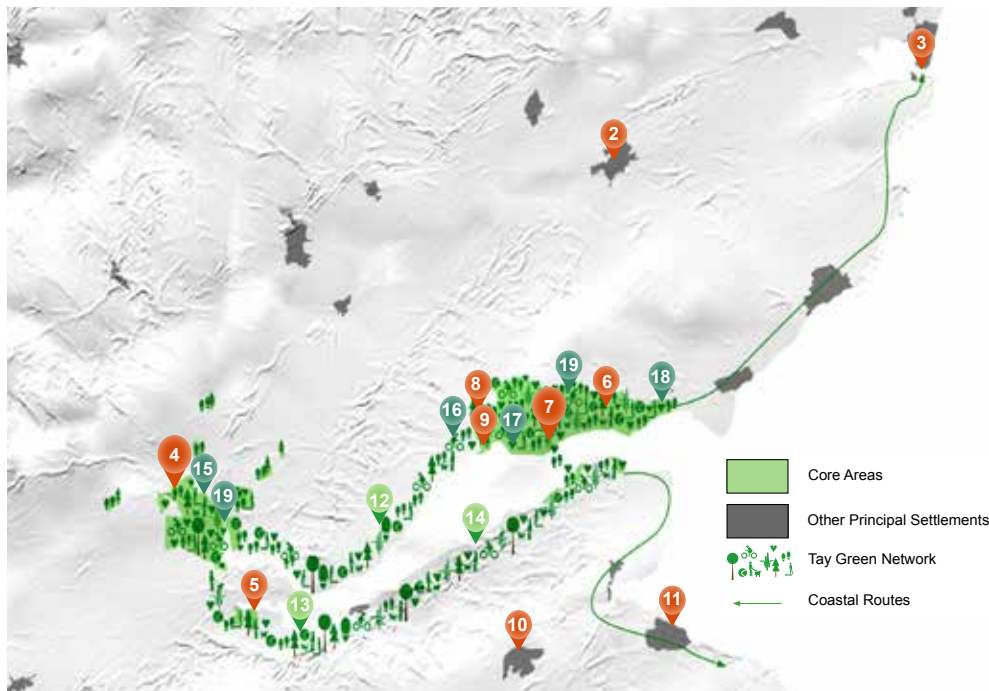
Transformational Projects







Transformational Projects

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Implement TAYplan Green Network strategy focused on: green networks in Strategic Development Areas (SDAs), green networks in Dundee and Perth core areas, key active travel networks in Carse of Gowrie and North Fife Coast</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan SDPA (SDP), Fife Council (LDP), Dundee City Council (LDP), Angus Council (LDP), Perth & Kinross Council (LDP) - (Planning and Environment Services, Ranger, Countryside/ Access/ Ranger Services), Tay Landscape Partnership, Living Lomonds Landscape Partnership, Tactran, SEStran, SNH, Forestry Commission Scotland, Scottish Enterprise, SEPA, Sustrans</p>	<ul style="list-style-type: none"> Local Development Plans. will identify the specific extent of existing green networks (at an appropriate scale) and opportunities for their enhancement (including new green links) in relation to site allocations in and adjacent to the Dundee and Perth Core Areas. Planning Authorities will audit and evaluate green spaces to understand where there are issues in meeting the TAYplan Strategic Development Plan Policy 8. Local Development Plans should prepare Development Frameworks, Briefs or Masterplans with green networks as a key component, unless completed or not required. <p>STRATEGIC ACTIVE TRAVEL LINKS:</p> <ul style="list-style-type: none"> Carse of Gowrie - Improve access networks around national cycle network 77. Improve active travel links between Perth and Newburgh. 	<ul style="list-style-type: none"> Extent of green networks and specific enhancement opportunities have been identified for North Fife settlements for incorporation into the Local Development Plan. Tay Landscape Partnership and Living Lomonds Landscape Partnership have made progress on individual projects within the TAYplan area. The Fife Coast and Countryside Trust (in partnership with Fife Council, the Scottish Pilgrim Routes Forum, the Fife Tourism Partnership and Forth Pilgrim) secured a Heritage Lottery Fund grant of over £400k in Dec 2015 towards delivery of a Fife-wide Pilgrim trail. The future aspiration is to see the route included in Scotland's wider network of heritage 'Great Trails'. Proposed extension to the National Cycle Network (NCN) route 76 - Study undertaken identifying routes around Anstruther. This is also included as a green network priority for relevant proposals in the FIFEplan Proposed Plan. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>Work through Tay Landscape Partnership - 20% delivered Work through Living Lomonds Landscape Partnership - 20% delivered</p>

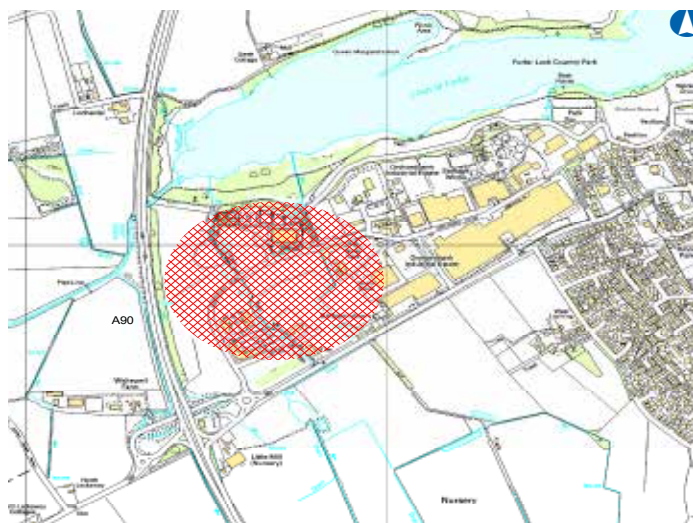
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing					
(as above)		(as above)	<ul style="list-style-type: none"> Improve access networks around national cycle network 777 and links to Fife Coastal Path. <p>CORE AREA PRIORITIES:</p> <ul style="list-style-type: none"> Better active travel links between West/ North West Perth and city centre. Better active travel links between Dundee Western Gateway, the James Hutton Institute and the city and surrounding countryside. Dundee Wider Waterfront links. Dundee Waterfront - Monifieth links. Areas of deprivation. Local Authorities will also look at wider connections to other routes e.g. The Fife Pilgrim Way and the Proposed extension to the NCN route 76 between Kirkcaldy and St Andrews through the East Neuk. 	<ul style="list-style-type: none"> A Development Framework for West/ North West Perth is being progressed. Planning Permission in principle (15/00546/IPM) was submitted on 23rd April 2015 for Almond Valley mixed use development site H73 which proposes new and enhanced paths and cycle routes to provide active travel links to Perth and Almondbank, including the enhancement of routes along the River Almond and the Lade. Dundee City Council is in the process of preparing guidance on Dundee's Green Network. The consultation period for this Green Network guidance has just been completed. Dundee City Council, partially funded through Tactrans Active Travel Grant Scheme has implemented an Active Travel Link between Riverside Avenue and Perth Road, including Toucan Crossing on Riverside Avenue, thereby connecting Perth road into NCN 77. DCC also upgrading section of Green Circular (NCN 77) adjacent to Riverside Avenue between Invergowrie and Wright Avenue, through Sustrans funding. 	(as above)








Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 6 Map)</i>					
1 Forfar Regional Agricultural Service Centre <i>(Employment land for agricultural services)</i>  High Priority Timing  +  1st 12 years 2nd 8 years		Angus Council (LDP), Developers • FUNDING - Angus Council (LDP), Developers	<ul style="list-style-type: none">• Feasibility and thereafter any new site(s) to be identified through LDP.• Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks as a key component.	<ul style="list-style-type: none">• Potential for specific site for agricultural service sector business investigated through Angus Proposed LDP.• Reference to agricultural businesses provided in the Forfar Settlement Statement of the Angus Proposed Local Development. No specific policy or land allocation.	WORK IN PROGRESS/ MONITOR 50% delivered



Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 6 Map)</i>					
2 Orchardbank, Forfar <i>(25ha of employment land)</i>  High Priority Timing  +  1st 12 years 2nd 8 years		Angus Council (LDP), Muir Group, Developers <ul style="list-style-type: none"> FUNDING - Angus Council and Developers 	<ul style="list-style-type: none"> Future phasing requirements are around take up. Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks as a key component. 	<ul style="list-style-type: none"> Site at Orchardbank allocated in the Adopted Angus Local Plan Review for Class 4, 5 and 6 uses. Site has outline planning permission and an approved Development Brief. Road network, servicing, etc in place. The site is actively marketed. Angus Council has invested to secure delivery of necessary infrastructure. 	WORK IN PROGRESS/ MONITOR 100% of land delivered by Development Plan to allow it to come forward for development.



Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 6 Map)</i>					
3 Montrose Port <i>(Employment land for port related land uses)</i>  High Priority Timing  +  1st 12 years 2nd 8 years		Angus Council (<i>LDP</i>), Developers <ul style="list-style-type: none"> FUNDING - Angus Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> The area of the port is already identified and safeguarded by the Proposed Local Development Plan. Consultancy study completed, draft development Masterplan undertaken and planning guidance established to assist the regeneration. Any further development at the Port should be supported by a Transport Assessment to establish impacts on the local and strategic road network and in particular the A90 / A937 junction at Laurencekirk in consultation with Transport Scotland. 	<ul style="list-style-type: none"> Montrose Port Authority has recently commenced redevelopment of the north quay which will increase the capacity of the port and enable it to attract new business – particularly supporting the energy sector. Planning permission granted for developments in the South Montrose area. GSK have applied for planning permission for a major new manufacturing facility within their current site, (part of the £40 million investment announced in 2012). In addition GSK have announced a further investment of £25 million which will create 25 new jobs and introduce new processes to the Montrose site New Spine Road: <ul style="list-style-type: none"> Section 2 of new spine road (Caledonia Street to Ferry Road to Barrack Road) including streetscape improvements completed October 2015. This was funded by Scottish Enterprise. Section 1 of new spine road cannot proceed until Angus Council acquires a small number of properties. A Compulsory Purchase Order is being prepared for serving in early 2016. 	WORK IN PROGRESS/ MONITOR Masterplan (Approved by Angus Council) - 100% delivered Planning application for Road alignment - 0% delivered Work started onsite - 0% delivered





Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 6 Map)</i>					
3 Montrose Port <i>(Employment land for port related land uses)</i>		<i>(as above)</i>	<i>(as above)</i>	Private Sector Investment <ul style="list-style-type: none"> Montrose Port - Refurbishment of the north quay completed in October 2014 has helped to ensure deep water berthing and enhanced quayside operational working space. GSK - Construction of a major new manufacturing facility currently underway (nearing completion) 50% of planning permissions granted for new warehouse development in the South Montrose area have been implemented since 2014 by companies seeking to take advantage of access to the port. 	WORK IN PROGRESS/ MONITOR Masterplan (Approved by Angus Council) - 100% delivered Planning application for Road alignment - 0% delivered Work started onsite - 0% delivered







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Courtesy of Montrose Port Authority

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 6 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>4 West/North West Perth</p> <p><i>(A mixed use development including 4,000+ homes, 50ha of employment land, better active travel links between West/ North West Perth and the city centre and enhanced networks of green infrastructure, including greenspace)</i></p> <p><i>The Perth & Kinross Council Local Development Plan has identified greater capacity at West/ North West Perth for approximately 5,000+ homes.</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Perth & Kinross Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>), 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"> FUNDING - Perth & Kinross Council (school provision), Landowners, Developers, Transport Scotland (road infrastructure upgrades), Scottish Water (asset upgrades) 	<ul style="list-style-type: none"> Site identification and phasing set out in Approved LDP. Requirement for an A9/A94 link, related transportation infrastructure and developments around the A9/A85 junction (Phase 1), to facilitate development. Priority as part of Cross Tay Link Road (CTRL) project. (Phase 1, see page 42). Integration of existing green infrastructure and provision of new networks of green infrastructure as a core component of the West/ North West Perth Strategic Development Framework. 	<ul style="list-style-type: none"> Planning application for A9/ A85 improvements approved Summer 2012. Planning application for Bertha Park submitted June 2015, currently under consideration. A decision is anticipated in spring 2016. Construction planned to start late 2016/17 in conjunction with completion of first phase of the Cross Tay Link Road. Planning application and masterplan for Almond Valley submitted July 2015, currently under consideration. Funding secured from the Scottish Government Charrette Mainstreaming Programme 2014-15 resulted in a Perth West charrette held in Spring 2015. This charrette helped prepare a Masterplan Framework for Perth West (finalised November 2015) to include H70 and white land to south that lies within the settlement boundary, as well as some land currently within the Local Development Plan (LDP) greenbelt. The Masterplan Framework will inform the LDP2 review and the Main Issues Report (MIR) consultation over Winter 2015/16. The Masterplan Framework has analysed suitability and deliverability of the site and has 	<p>WORK IN PROGRESS/ MONITOR</p> <p>Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered</p>

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 6 Map)</i>					
4 West/North West Perth <i>(A mixed use development including 4,000+ homes, 50ha of employment land, better active travel links between West/ North West Perth and the city centre and enhanced networks of green infrastructure, including greenspace)</i> <i>The Perth & Kinross Council Local Development Plan has identified greater capacity at West/ North West Perth for approximately 5,000+ homes.</i>  High Priority Timing  +  1st 12 years 2nd 8 years		<i>(as above)</i>	<i>(as above)</i>	assisted in identifying and refining a MIR preferred option for Perth West. <ul style="list-style-type: none"> Planning Permission in principle (15/00546/IPM) was submitted on 23rd April 2015 for Almond Valley mixed use development site, which included the Almond Valley Masterplan. The signed processing agreement sets a target date of 12th August 2015 for consideration of the application by Committee. A decision is anticipated by March 2016. An EIA Scoping Report was submitted in June 2015. Scottish Water is currently fully engaged with the key developer stakeholders at the Bertha Park development. Impact Assessments for both water and drainage have been carried out and actions are in place to support both short and long-term proposals at this location. 	WORK IN PROGRESS/ MONITOR Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered





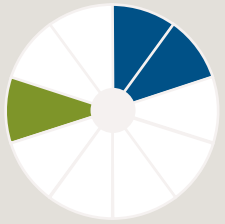
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 6 Map)</i>					
5 Oudenarde <i>(1,200+ homes and 34ha of employment land)</i> <i>The Perth & Kinross Council Local Development Plan has identified greater capacity at Oudenarde approximately 1,600 homes.</i>  High Priority Timing  +  1st 12 years 2nd 8 years		Perth & Kinross Council <i>(LDP)</i> , Developers, Tactran <i>(RTS)</i> , Transport Scotland <ul style="list-style-type: none"> FUNDING - Perth & Kinross Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> 1st phase: affordable housing development, rail halt feasibility study. 2nd phase: business development area. Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks as a key component, in particular, enhanced active travel links eastwards to Abernethy. 	<ul style="list-style-type: none"> Site is in adopted LDP; 108 affordable units built as of March 2015; programmed to start construction of private units 2016/17 – projected completion of 300 units by 2021/22. Outline planning consent for business development area. New funding package agreed by Council for new school (Summer 2013). Based on the Housing Land Audit 2014, average of 64 projected unit completions per year over the period from 2015-21. Further work has commenced on site - Summer 2014. Junction improvements to A912 underway. Planning application submitted for Replacement Primary Care Facility at Manse Road. Rail halt feasibility report being progressed. 	WORK IN PROGRESS/ MONITOR Masterplan - 100% delivered, Work on site - 10% delivered



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Priority and Timing <i>(Number relates to p. 6 Map)</i>					
6 Dundee Linlathen <i>(40ha of employment land)</i>  High Priority Timing  2nd 8 years		Dundee City Council <i>(LDP)</i> , Developers, Scottish Enterprise <ul style="list-style-type: none"> FUNDING - Dundee City Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> No further progress at this time. New green infrastructure as part of development at Linlathen to incorporate green network/active travel links to the citywide green network. 	<ul style="list-style-type: none"> Allocated within the Dundee Local Plan Review 2005 for single user opportunity and general business development. Linlathen allocated in Dundee LDP 2014 as a Principal Economic Development Area. 	WORK IN PROGRESS/ MONITOR 0% delivered






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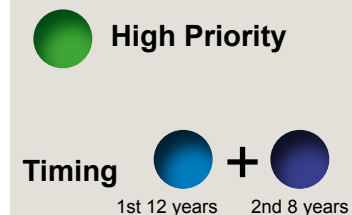
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Priority and Timing <i>(Number relates to p. 6 Map)</i>					
7 Dundee Wider Waterfront (including Claverhouse) <i>(Mixed uses including business, commercial, leisure, retail, residential and port related uses)</i>  High Priority Timing  +  1st 12 years 2nd 8 years		Dundee City Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>), Scottish Enterprise <ul style="list-style-type: none"> FUNDING - Dundee City Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> Dundee Waterfront is a potential £1bn project whose implementation will be largely within the next 12 years, with substantial public sector investment anticipated over the period to 2017/18. Gateway and the James Hutton Institute (JHI). Circa £100 million public infrastructure expenditure. Circa £1 billion combined public and private expenditure spent and invested in the Wider Waterfront. New and improved green infrastructure as part of Central Waterfront zone including new public green and blue space. Enhance green network/ active travel links between Central Waterfront zone and city wide green network. 	Dundee Waterfront <ul style="list-style-type: none"> Substantial progress been made across the 5 development zones. Central Waterfront - infrastructure works progressing, due to complete 2017. Key projects now commenced include: V&A at Dundee, Dundee Railway Station and hotel development. Seabraes Yards Phase 1 is now built. City quay - masterplanning in progress. Port - Major marine renewables investment projects being progressed. Enterprise Area status covering Dundee Port and Claverhouse. 	WORK IN PROGRESS/ MONITOR Masterplan - 40% delivered, Planning Application approved - 30% delivered, Work started on site - 40% delivered



Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 6 Map)</i>					
8 Dundee Western Gateway <i>(High quality greenfield development of 750+ homes and 50ha of employment land with large areas of greenspace incorporated into the proposal)</i>		Dundee City Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>), Scottish Enterprise <ul style="list-style-type: none"> FUNDING - Dundee City Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> Housing in 1st 12 years and employment in latter 8 years. Up to 270 units can be completed before any major improvement works to the Swallow Roundabout are required. Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks and better linkages to JHI and to the Dundee Wider Waterfront to be a key component. New and improved green infrastructure as part of Western Gateway development to incorporate green network/active travel links to the citywide green network. 	<ul style="list-style-type: none"> Allocated within the Dundee Adopted Local Development Plan. Planning applications submitted for residential element. Two planning applications granted approval for a total of 500 units but permission not issued as subject to completion of Section 75 Obligation. (Of the original 750 homes referred to in TAYplan, 150 units have consent. The 600 homes refers to the residual.) Proposed to start on site in Summer 2015. Application 15/00410/FULM at H69 Liff Phase 2 for residential development of 100 units is pending consideration. Application Ref: 15/00076/FULL to upgrade the A90/A85 Swallow Roundabout as part of the Western Gateway development was granted 22 May 2015. The upgrade is to be developed in conjunction with the residential development. 	WORK IN PROGRESS/ MONITOR 20% delivered








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Priority and Timing <i>(Number relates to p. 6 Map)</i>					
<p>9 The James Hutton Institute (JHI) at Invergowrie</p> <p><i>(5 to 10ha of employment land for food/agricultural research)</i></p> <p> Low Priority</p> <p>Timing  2nd 8 years</p>		<p>Developers, Perth & Kinross Council (LDP)</p> <ul style="list-style-type: none"> FUNDING - Dundee City Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> No phasing in place. Identify opportunities for better access links between Dundee Wider Waterfront and Dundee Western Gateway SDAs. 	<ul style="list-style-type: none"> Allocated within the LDP where development will be compatible with existing uses. Partnership working between Perth & Kinross Council and Dundee City Council in relation to development proposals to the West of Dundee. The institute has identified The International Barley Hub as the first project in a phased approach to regeneration. This project was subject to Scottish Government Gateway Stage 1 Review on 30th November 2015. A comprehensive Business Case has been developed for the facility showing committed Industry and stakeholder support supported by a robust Economic Impact Assessment. The site for the facility has not yet been finalised but it will be within or adjacent to the buildings already on the site. If the Gateway Review is successful the 5,000m2 building could be ready for occupation within 3 years subject to funding availability. All future development will be funding dependent and to achieve this the Institute must display a robust business case for each phase. It is noted that funding is likely to result from a portfolio of UK and Scottish Government Sources. 	<p>NO PROGRESS</p> <p>Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered</p>



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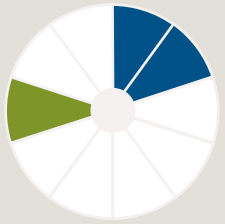
Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 6 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>10 Cupar North</p> <p><i>(1,400 homes, 10 ha of employment land and bulky good retail incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to combine green space functions with active travel, habitat and sustainable urban drainage system provision.)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Developers, Fife Council <i>(LDP and LTS)</i></p> <ul style="list-style-type: none"> FUNDING - Fife Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> Masterplan to be prepared for Fife Council approval. Implement advance planting and landscaping. Fund and construct relief road within early phases of house-building, including junctions at A91. Incorporate findings of Fife Green Network priorities as detailed in FIFEplan Proposed Plan (published 21/10/14). 	<ul style="list-style-type: none"> Principle, scale and general location of development within the Adopted St. Andrews and East Fife Local Plan and the Proposed FIFEplan Local Development Plan. A proposal of application notice for the Gilliesfaulds area was registered by Fife Council in July 2013 and saw transport assessment work and consultation with the community. Fife Council is continuing to work with the development group to secure an agreed masterplan. An updated Planning Advice Note was submitted in November 2015. Developer and landowner agreements signed. Pre-application processes started. Planning applications for Gilliesfaulds and from Development Consortium are expected in later 2015 along with associated Masterplans. Green Networks in Fife Report completed in September 2014 and incorporated into Proposed Local Development Plan (Oct 2014) and Making Fife's Places Planning Policy Guidance (Aug 2015). Cupar North Consortium 	<p>WORK IN PROGRESS/ MONITOR</p> <p>0% delivered</p>

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 6 Map)</i>					
10 Cupar North <i>(1,400 homes, 10 ha of employment land and bulky good retail incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to combine green space functions with active travel, habitat and sustainable urban drainage system provision.)</i>		<i>(as above)</i>	<i>(as above)</i>	(CNC) submitted a Planning Advice Note in 2014 for the significant majority of the SDA. Extensive community/officer and stakeholder consultation has taken place. A full suite of supporting technical reports including an Environmental Statement, Development Masterplan Framework and Transport Assessment has been completed. Planning permission in principle application for majority of Cupar North submitted by CNC at end of November 2015. Planning application submitted at the end of 2015. Committee decision is expected in 12 months.	WORK IN PROGRESS/ MONITOR 0% delivered



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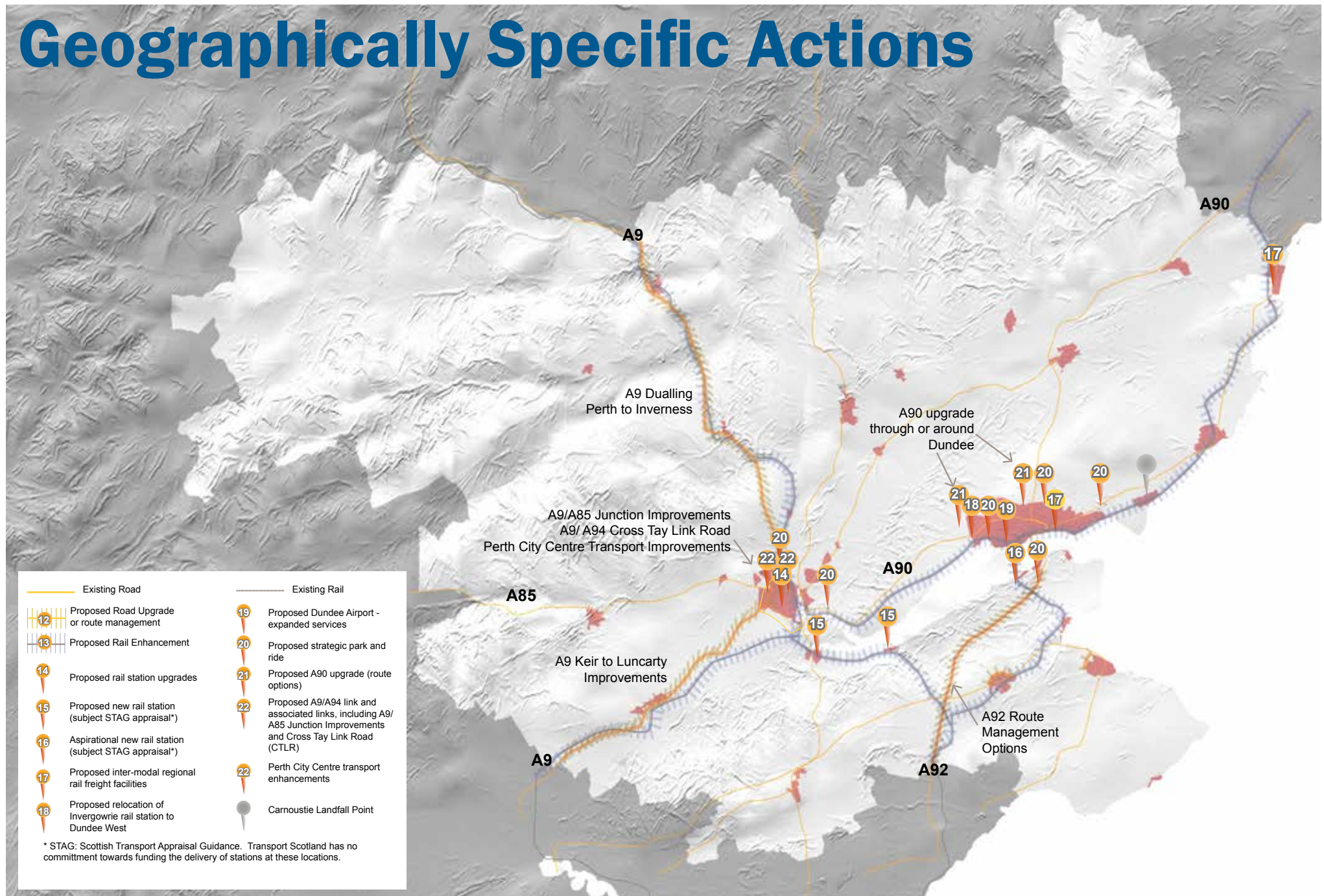
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<p>11 St Andrews West and Science Park</p> <p><i>(1,090 homes, 5ha business park, 8ha employment land and 10ha research and development or Science Park related enterprise, incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to establish access routes that connect to the St Andrews Coast Green Network, University Green Network and St Andrews Strategic Land Allocation Green Network. Potential to enhance the multi-functional value of the Station Park and partially de-culvert the Swilken.)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Developers, Fife Council <i>(LDP and LTS)</i></p> <ul style="list-style-type: none"> FUNDING - Fife Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> Masterplan to be prepared for Fife Council approval. Implement advance planting and landscaping. Incorporate finding of Green Networks in Fife – FIFEplan Background Paper into Fife LDP and St Andrews West Masterplan. 	<ul style="list-style-type: none"> Principle, scale and general location of development within the Adopted St Andrews and East Fife Local Plan and the Proposed FIFEplan Local Development Plan. Development Frameworks have been prepared by Fife Council - published in the Adopted Local Plan and the Proposed FIFEplan Local Development Plan. Developers are expected to prepare Strategic Development Frameworks for Fife Council approval. A planning application is currently being considered for the southern part of the site (Craigtoun Road). Green Networks in Fife Report completed in September 2014 and incorporated into Proposed Local Development Plan (Oct 2014) and Making Fife's Places Planning Policy Guidance (Aug 2015). Planning permission in principle application submitted for southern part of site in May 2015 with supporting Environmental Statement and Technical Reports. Application progressing with anticipated decision date during 2016. 	<p>WORK IN PROGRESS/ MONITOR 0% delivered</p>





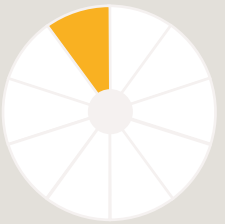
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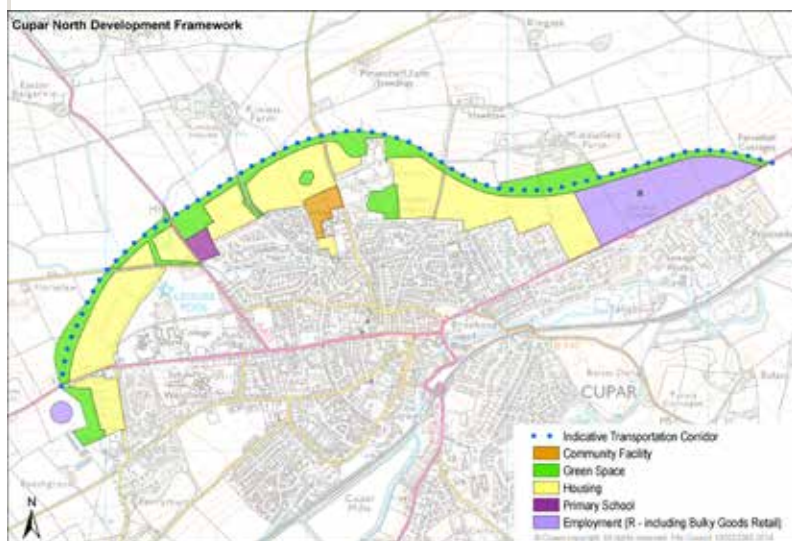





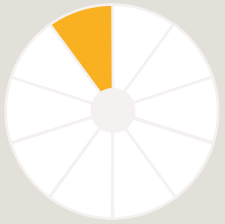
Geographically Specific Actions



Geographically Specific Actions




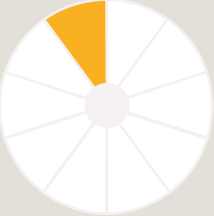
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
12 Cupar Relief Road  High Priority Timing  1st 12 years		Fife Council (<i>LTS and LDP</i>), Developers, SEPA <ul style="list-style-type: none"> FUNDING - Developers 	<ul style="list-style-type: none"> To be delivered through the Cupar North Strategic Development Area by the developers. Incorporate findings of Fife Green Network priorities as detailed in FIFEplan Proposed Plan (published 21/10/14). 	<ul style="list-style-type: none"> Strategic Development Area development to fund and construct relief road within early phases of building, including junctions at A91. Cupar Relief Road is a scheme included within the Fife Local Transport Strategy. Linked to Cupar North Strategic Development Area (2006-26) (see p17). Green Networks in Fife Report completed in September 2014 and incorporated into Proposed Local Development Plan (Oct 2014) and Making Fife's Places Planning Policy Guidance (Aug 2015). 	NO PROGRESS 0% delivered

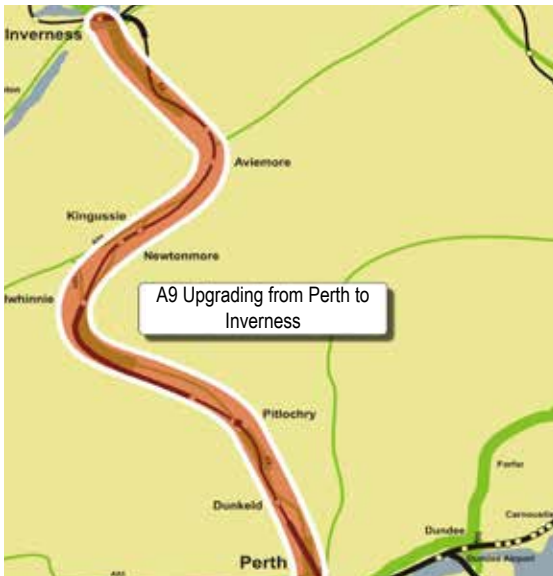


Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
12 Improvements to A92 between Edinburgh and Dundee (route management & targeted individual investments)  Medium Priority Timing  +  1st 12 years 2nd 8 years		Transport Scotland (STPR), Tactran (RTS), SEStran (RTS), Fife Council <ul style="list-style-type: none"> FUNDING - Transport Scotland 	Transport Scotland still to determine phasing.	<ul style="list-style-type: none"> STPR project 5. Transport Scotland's Strategic Transport Projects Review indicates that on the A92, enhancement is limited to route management and targeted individual investments. Some of these measures have already been implemented or are currently committed, others are awaiting approval and/or programming. 	NO PROGRESS 0% delivered




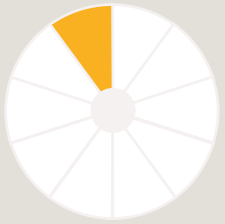


Source: Transport Scotland

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>12 A9 upgrading from Perth to Inverness</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Transport Scotland (STPR), Tactran (RTS), Perth & Kinross Council (LTS & LDP), SEPA</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> More information on this project is available at: http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness The Kinraig to Dalraddy section will be ready for construction by 2015/6 Overall objective is to complete the full dualling between Inverness and Perth by 2025. <p>The next phases of this project are:</p> <ul style="list-style-type: none"> A9 Luncarty to Pass of Birnam - widening of the A9 to provide 15km of continuous dual carriageway between Inveralmond roundabout in Perth and the Pass of Birnam; and the A9 Pass of Birnam to Tay Crossing - widening of the existing A9 to provide 10.2km of continuous dual carriageway, incorporating the existing dual carriageway at Pass of Birnam 	<ul style="list-style-type: none"> STPR project 16. The Scottish Government has made a long term commitment to dualling the A9 between Perth and Inverness, with the publication of the Infrastructure Investment Plan. The Scottish Government's commitment has been given for delivering the dual carriageway on the A9 between Perth and Inverness. The development work is underway on A9 upgrading and the award of two major contracts was announced on 25 September 2012. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>First phase - 5% delivered, Subsequent phases - 0% delivered</p>



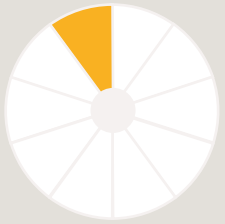


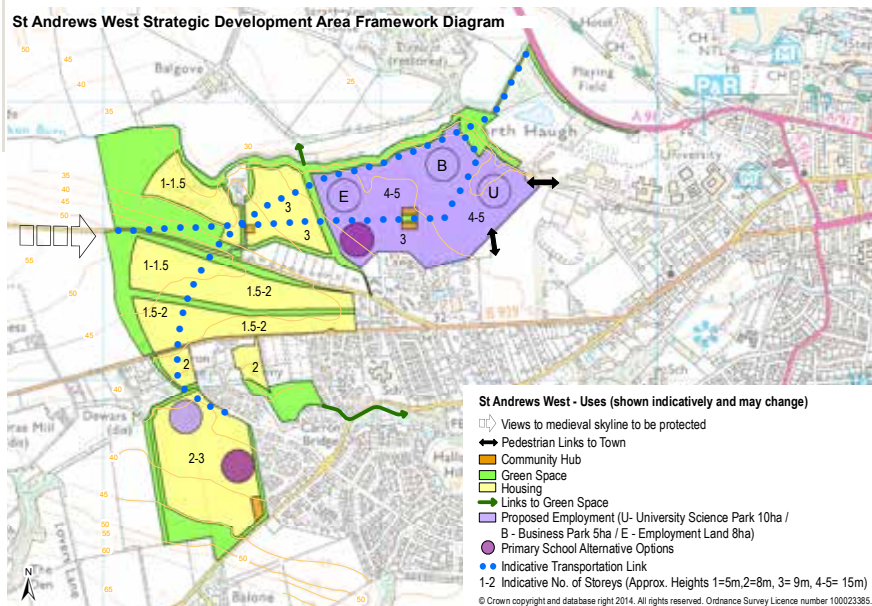
Source: Transport Scotland

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
12 A9 upgrading from Dunblane to Perth  High Priority Timing  +  1st 12 years 2nd 8 years		Transport Scotland (STPR) , Tactran (RTS), Perth & Kinross Council (LTS & LDP), Developers, SEPA • FUNDING - Transport Scotland	• Grade Separation of all junctions on A9 from (and including) Keir Roundabout to South of Broxden Roundabout.	• Included within STPR Project 16. • Dualling Design Manual for Roads and Bridges (DMRB) Stage 1 and Strategic Transport Appraisal Guidance (STAG) Part 1 studies underway to identify and refine options between Keir and Luncarty. • The funding and delivery of works at Broxden and Inveralmond roundabouts (within the STPR project 16) at Perth have not yet been confirmed. • Interim works for the Broxden and Inveralmond roundabouts has been identified and the design of these works is underway. Costs are still to be determined.	NO PROGRESS 0% delivered



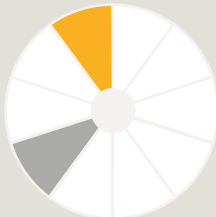




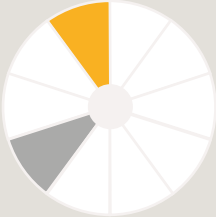
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Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
12 St. Andrews West Link road  High Priority Timing  1st 12 years		Fife Council (LDP), Developers, SEPA <ul style="list-style-type: none"> FUNDING - Developers 	<ul style="list-style-type: none"> To be delivered through the St Andrews West Strategic Development Area by the developers. Incorporate findings of Green Networks in Fife – FIFEplan Background Paper into St Andrews West Development Framework. 	<ul style="list-style-type: none"> Strategic Development Area development to fund and construct link road. Green Networks in Fife Report completed in September 2014 and incorporated into Proposed Local Development Plan (Oct 2014) and Making Fife's Places Planning Policy Guidance (Aug 2015). As part of Planning permission in principle application for southern part of St Andrews West SDA, ongoing discussions relating to relevant contributions to proposed Link Road between Fife Council and applicant. 	NO PROGRESS 0% delivered



Source: Fife Council




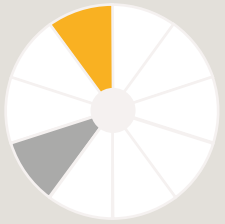
Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>13 Rail enhancement between Edinburgh and Perth</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Transport Scotland (<i>STPR</i>), Network Rail (<i>RUS</i>)</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> Increase line speed between Hilton Junction and Ladybank. The scheme proposes to increase the line speed above the current 50mph, to various speeds in the 65 – 90mph range. 	<ul style="list-style-type: none"> Included within the Network Rail Scotland 2nd generation (<i>RUS</i>) option 7.4.2. (1st generation). 	<p>NO PROGRESS 0% delivered</p>

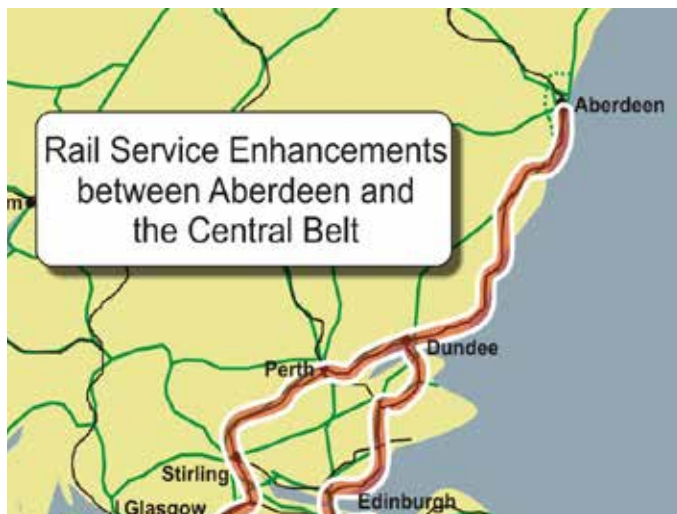
Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>13 Rail enhancement on the Highland Main Line between Perth and Inverness</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Transport Scotland (STPR), Network Rail, ScotRail, Tactran (<i>RTS</i>)</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> More information on this project is available at: http://www.transportscotland.gov.uk/project/highland-main-line Phase 2: Infrastructure and service enhancements to provide an hourly service between Inverness and Central Belt and a 10 minute journey time reduction to be completed in Control Period (CP5) by 2019. Phase 3: Proposals to further improve journey time and service frequency being developed during CP5 for implementation during CP6 by 2024. 	<ul style="list-style-type: none"> STPR project 17. Long distance services between Perth and Inverness were increased from 9 to 11 per day in December 2011. Action highlighted in Scotland's Infrastructure Investment Plan (December 2011). The first phase of the project has been completed delivering two extra trains each way per day from December 2011 and journey time improvements of up to 18 minutes from December 2012. This stage was completed in December 2012. The outputs for phase 2 of the Highland Main Line Improvements project are: <ul style="list-style-type: none"> - An average journey time reduction of around 10 minutes. - An hourly service. - Improved opportunities for freight. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>First phase - 100% delivered, Second phase - 0% delivered</p>



Source: Transport Scotland



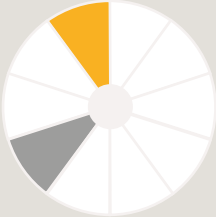


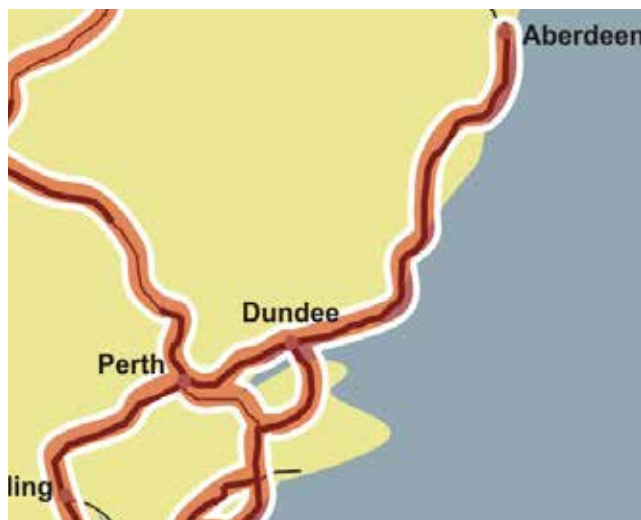
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
13 Rail service enhancement between Aberdeen and the Central Belt  High Priority Timing  +  1st 12 years 2nd 8 years		Transport Scotland (STPR), Network Rail, Scotrail, Tactran (RTS), SEStran (RTS) <ul style="list-style-type: none"> FUNDING - Transport Scotland 	First Phase <ul style="list-style-type: none"> 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. Second Phase <ul style="list-style-type: none"> Upgrade single track to double track at Usan, including a new bridge over Montrose Basin. 	<ul style="list-style-type: none"> STPR project 23. Tay Estuary Rail Study contributes to this. The deliverability of the intervention is considered technically and operationally feasible. Additional Glasgow – Dundee services provided in December 2011. Additional calls introduced at Broughty Ferry, Invergowrie and Gleneagles with December 2011 and 2012 rail timetables. Additional calls introduced at Monifieth with December 2013 timetable. Action highlighted in Scotland's Infrastructure Investment Plan (December 2011). Series of small scale interventions being provided during CP5 by 2019. Further feasibility development work being undertaken during CP5 for implementation during CP6 and beyond. Gleneagles Station Enhancement completed Summer 2014. High Speed Trains to operate on intercity service from 2018. 	WORK IN PROGRESS/ MONITOR 10% delivered





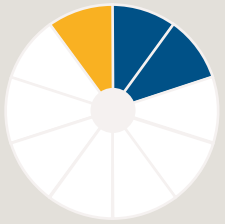
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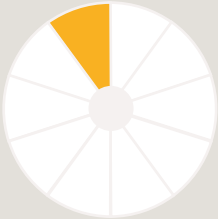
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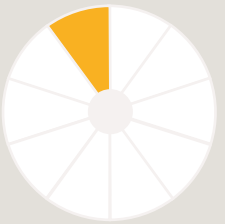
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
13 Electrification of the Strategic Rail Network  High Priority Timing  2nd 8 years		Transport Scotland (STPR) , Scottish Government (<i>NPF3 & NPF3 Action Programme</i>), Network Rail <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> More information on this project is available at: http://www.transportscotland.gov.uk/project/electrification-programme Phase 3: Electrification of routes between Edinburgh, Perth and Dundee, including Fife Circle. Phase 4: Electrification between Dunblane and Aberdeen Phase 5: Electrification between Perth and Inverness 	<ul style="list-style-type: none"> STPR project 6. Through the High Level Output Specification (HLOS), Scottish Ministers' gave a commitment of 100 kms/annum electrification during CP5 (2014 – 2019) and there is an aspiration that northwards from the Central Belt should be a priority during CP5 (Phases 3, 4 and 5). 	NO PROGRESS 0% delivered



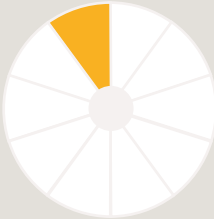





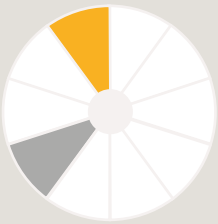
Source: Transport Scotland

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>14 Upgrading of Perth rail and bus stations and associated links to city centre</p> <p> Medium Priority</p> <p>Timing  1st 12 years</p>		<p>Perth & Kinross Council <i>(LTS)</i>, Network Rail, Tactran <i>(RTS)</i></p>	<p>Development of integrated bus/rail transport facilities is included in Perth City Investment Plan with a timescale of 2014 – 18.</p>	<ul style="list-style-type: none"> • This project is included within TACTRAN's RTS Delivery Plan 2008-2023. • The Perth Interchanges Study was completed in March 2013. • Abellio has a commitment through the ScotRail franchise to deliver a business case for Perth Station improvements. • Proposal included within the LDP2 Main Issues Report and Draft Perth City Plan to investigate the potential for the development of an integrated rail and bus facility on land at Perth Station. 	<p>WORK IN PROGRESS/ MONITOR Perth Interchanges Study - 100% delivered</p>




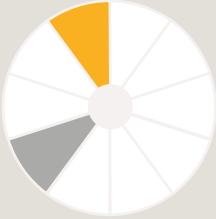
Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>15 Undertake a transport appraisal for the Bridge of Earn area</p> <p> Medium Priority</p> <p>Timing  1st 12 years</p>		<p>Perth & Kinross Council (LTS), Fife Council (LTS), Developers, Network Rail, Tactran (RTS), Sestran (RTS), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)</p> <ul style="list-style-type: none"> FUNDING - Not identified 	<ul style="list-style-type: none"> Linked to development at Oudenarde. 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. 	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. The feasibility work has commenced as a joint project with Fife Council, Perth & Kinross Council, Sestran and Tactran, currently at early stages. Not included in STPR. Pre-appraisal feasibility work is ongoing. Initial Rail Demand Feasibility Study has been completed and Tactran and SEStran reported to their respective Boards in December 2015. It was recommended that, subject to agreement amongst all the client group partners, further discussions take place with Transport Scotland, Network Rail and ScotRail regarding this project before consideration is given to enter into a full or partial STAG process. 	<p>WORK IN PROGRESS/ MONITOR Initial Review of Potential Rail Demand = 100% delivered</p>

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>15 Undertake a transport appraisal for the Newburgh area</p> <p> Medium Priority</p> <p>Timing  1st 12 years</p>		<p>Fife Council (<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.)</p> <ul style="list-style-type: none"> FUNDING - Not identified 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> This project is included within SEStran's RTS Delivery Plan 2008-2023. The feasibility work has commenced as a joint project with Fife Council, Perth & Kinross Council, SESTRAN and TACTRAN, currently at early stages. Not included in STPR. Pre-appraisal feasibility work is ongoing. Initial Rail Demand Feasibility Study has been completed and Tactran, SEStran and Fife Council reported to their respective Boards/ Committees in December 2015. It was recommended that, subject to agreement amongst all the client group partners, further discussions take place with Transport Scotland, Network Rail and ScotRail regarding this project before consideration is given to enter into a full or partial STAG process. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>Initial Review of Potential Rail Demand = 100% delivered</p>




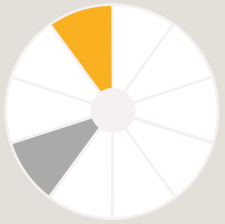
Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>16 Undertake a transport appraisal for the Wormit area</p> <p> Low Priority</p> <p>Timing  2nd 8 years</p>		<p>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.)</p> <ul style="list-style-type: none"> FUNDING - Not identified 	<ul style="list-style-type: none"> 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. LDP to protect land required. This is an aspirational project and as such has lower priority than Newburgh and Oudenarde. 	<ul style="list-style-type: none"> This project is included within SEStran's RTS Delivery Plan 2008-2023. Land to be transferred to Fife Council ownership for use as a rail halt. Protected through Local Plan. Not included in STPR. 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. 	<p>NO PROGRESS 0% delivered</p>

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
17 Improved road/rail connectivity including inter-modal regional rail freight facilities at Perth Harbour  Low Priority Timing  +  1st 12 years 2nd 8 years		Perth & Kinross Council <i>(LTS and LDP)</i> , Network Rail, Tactran <i>(RTS)</i> , SEPA <ul style="list-style-type: none"> FUNDING - Perth & Kinross Council, Tactran 	<ul style="list-style-type: none"> To be determined. Road link feasibility study has been completed. 	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. 	WORK IN PROGRESS/ MONITOR Completion of road link feasibility study - 100% delivered





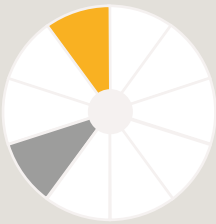






Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
<p>17 Improved road/rail connectivity including inter-modal regional rail freight facilities at Montrose</p> <p>  High Priority  Medium Priority  Timing 1st 12 years </p>		<p>Angus Council (<i>LTS and LDP</i>), Montrose Port Authority, Network Rail, Tactran (<i>RTS</i>), SEPA</p> <ul style="list-style-type: none"> FUNDING - Angus Council 	<p>No phasing identified.</p>	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. Angus Council engaged consultants to bring forward proposals to promote the regeneration and improve the connectivity of South Montrose. The South Montrose Consultancy Study is now complete. Proposals for road realignment to improve access to Montrose Port and South Montrose being developed. No proposals identified to date in relation to an inter modal regional rail freight facility. No proposals for inter-modal facility. Existing Angus Local Plan Review and Proposed Local Development Plan safeguard railway sidings at Montrose Railway Station for rail related activities which will facilitate opportunities for an inter-modal rail freight facility. 	<p>NO PROGRESS Rail - 0% delivered, Road - 0% delivered</p>



Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
<p>17 Improved road/rail connectivity including inter-modal regional rail freight facilities at Dundee</p> <p>  High Priority  Medium Priority  Timing 1st 12 years </p>		<p>Dundee City Council <i>(LTS and LDP)</i>, Forth Ports, Network Rail, Tactran <i>(RTS)</i>, SEPA</p> <ul style="list-style-type: none"> FUNDING - Tactran, Dundee City Council 	<p>No phasing identified.</p>	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. Feasibility study demonstrating potential for multi-modal freight railhead within Port undertaken by Tactran. Road access improvements at the Port of Dundee have been completed. Dundee City Council and Tactran have published a Sustainable Urban Logistics Plan (SULP) that identifies a multi-modal freight railhead as a future project with a timescale of 2023. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>Rail - 0% delivered, Road - 95% delivered</p>



Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>18 (also 13) Improving rail infrastructure and connectivity regionally and nationally</p> <p>  High Priority +  Medium Priority </p> <p> Timing   1st 12 years 2nd 8 years </p>		<p>Transport Scotland (STPR – Projects 17 and 23), Tactran (RTS), Dundee City Council (LTS and LDP), Perth & Kinross Council (LTS and LDP), Angus Council (LTS and LDP), ScotRail, Network Rail, SEStran (RTS)</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland (STPR Projects 6, 17 & 23), Tactran, Dundee City Council, Perth & Kinross Council, Angus Council 	<p>To be delivered through-</p> <ul style="list-style-type: none"> STPR Project 6: Electrification of Strategic Rail Network (Transport Scotland). STPR Project 17: Highland Main Line enhancements (Transport Scotland). Tay Estuary Rail Study (TERS) (Tactran). STPR Project 23: Rail Enhancements Aberdeen to Central Belt (Transport Scotland). Progress a business case for the potential for relocating Invergowrie rail station to Dundee West (Tactran). 	<ul style="list-style-type: none"> Rail service enhancements through the region are included in STPR Projects 17: Highland Main Line and 23: Aberdeen to Central Belt (Transport Scotland). TERS is included within the Tactran RTS Delivery Plan 2008-2023 (Tactran). Invergowrie relocation to Dundee West. Feasibility identified as part of TERS. A draft business case document is being finalised in consultation with key stakeholders (Tactran). Initial findings of 'Invergowrie Station Relocation: Outline Business Case' noted by Tactran Partnership and agreed any further work be deferred pending progress on implementation of an hourly stopping service. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>Initial appraisal completed. Detailed appraisal required.</p>




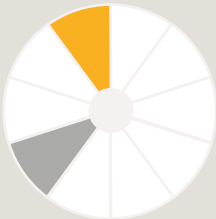
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
19 Growth in services at Dundee Airport  High Priority Timing  +  1st 12 years 2nd 8 years		HIAL , Tactran (<i>RTS</i>), Dundee City Council (<i>LTS and LDP</i>), Air Operators	Continued growth and development throughout plan period.	<ul style="list-style-type: none"> Transport Scotland published Scoping Study into Potential Development Opportunities for Dundee Airport in 2013. Steering Group established including HIAL, Dundee City Council, Transport Scotland, Scottish Enterprise and Tactran to take forward study recommendations. The London Stansted service is now in its 2nd year of the Public Service Obligation and discussions are ongoing between Transport Scotland, Dundee City Council and Department for Transport to continue this service for a further 2 years. Work still continues on securing new routes to/from Dundee. In November 2014 FlyBe was successful in making a bid for route start up funding from the Department for Transport. This route is a daily service to/from Amsterdam and is scheduled to commence 1st April 2016 and the funding package is for 3 years. Work still continues to look at other routes and options for the airport. 	NO PROGRESS 0% delivered









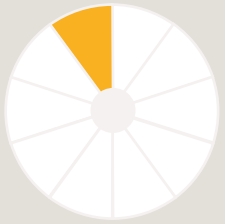
Courtesy of HIAL







Courtesy of HIAL

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing <i>(Number relates to p. 20 Map)</i>					
<p>20 Strategic Park and Ride/ Park and Choose facilities serving Dundee at:</p> <ol style="list-style-type: none"> 1. Dundee West 2. A90 Dundee North at Forfar Road 3. A92 Dundee East at Monifieth 4. A92 South of Tay Bridge <p> High Priority</p> <p>Timing  1st 12 years</p> 		<p>Transport Scotland (<i>STPR</i>), Tactran (<i>RTS</i>), SEStran (<i>RTS</i>), Fife Council (<i>LTS & LDP</i>), Dundee City Council (<i>LTS & LDP</i>), Perth & Kinross Council (<i>LTS & LDP</i>), Angus Council (<i>LTS & LDP</i>)</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland, Tactran, SEStran, Local Authorities 	<p>1. Dundee West Park and ride facility on western approach to city centre.</p> <p>2. Forfar Road Longer term possibility and will be reassessed once other sites around the city have been established.</p> <p>3. A92 (near Monifieth) Longer term possibility and will be reassessed once other sites around the city have been established.</p> <p>4. South of Tay Bridge A site adjacent to the Tay Bridge roundabout has been allocated in St. Andrews and East Fife Local Plan.</p>	<ul style="list-style-type: none"> STPR project 8 – Serving Dundee: Dundee West, Forfar Road, A92 Dundee East at Monifieth and A92 South of Tay Bridge. Transport Scotland and Regional Transport Partnerships are to bring forward Park and Ride facilities. Detailed feasibility business case and design work being progressed by Tactran and SEStran. A site adjacent to the Tay Bridge roundabout has been identified in the Proposed FIFEplan Local Development Plan. Wright Avenue is the location where the planning application (13/00360/FULM) for a park and ride facility was refused at Committee 21/10/13. This allocation will be removed from the proposed Dundee Local Development Plan. Transport Scotland is reviewing progress in delivering Strategic Park & Ride (STPR Project 8) and this includes Park & Ride facilities on 4 approaches to Dundee. Tactran and Dundee City Council Officers are engaged with this review. 	<p>Dundee West - 15% delivered, A90 North at Forfar Road - 0% delivered, A92 East of Dundee - 0% delivered, A92 South of Tay Bridge - 30% delivered</p> <p>WORK IN PROGRESS/ MONITOR</p>




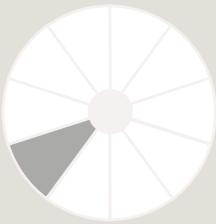
Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>20 Regional park and ride facilities:</p> <ol style="list-style-type: none"> Perth: A90 (<i>East of Perth</i>) Perth: A9 (<i>North of Perth</i>) <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Perth & Kinross Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>)</p> <ul style="list-style-type: none"> FUNDING - Tactran, Perth & Kinross Council, Possible Developer Contributions 	<p>Perth To be delivered through Perth & Kinross <i>LDP</i> and <i>LTS</i> and <i>RTS</i> (Tactran).</p> <ul style="list-style-type: none"> A90 Perth East - identified in Regional Park & Ride Strategy as first priority for phased expansion of Park & Ride around Perth. A9 North of Perth – will be considered through <i>LDP</i> and Masterplan for this area of Perth. Likely to be a medium to longer term prospect as requires consideration alongside the proposed A94 to A9 link road. 	<p>Perth</p> <ul style="list-style-type: none"> These projects are included within <i>Tactran's RTS Delivery Plan 2008-2023</i>. A90 Perth East site identified in Approved Local Development Plan. A9 Perth North site included within Bertha Park masterplan. 	<p>WORK IN PROGRESS/ MONITOR Perth: A90 - 30% delivered Perth: A9 - 0% delivered</p>




Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>21 A90 upgrade through or around Dundee</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years Assessment of route options and implementation Implementation</p>		<p>Transport Scotland (STPR), Tactran (RTS), Dundee City Council, Angus Council, Perth & Kinross Council, SEPA</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<p>Assessment of route options:</p> <ul style="list-style-type: none"> Transport Scotland and Tactran require to lead to inform the next SDP (Strategic Development Plan) by 2016. Transport Scotland to lead with initial discussions on the A90 proposed upgrade through or around Dundee to identify and agree further actions with TAYplan, Tactran, Dundee City Council, Angus Council and Perth & Kinross Council by end of 2015. 	<ul style="list-style-type: none"> STPR project 29. Improving A90 through or around Dundee is included within Tactran's RTS Delivery Plan 2008-2023. Initial discussions have taken place. Timescales for progressing are awaited from Transport Scotland. One of the key considerations in the future development of Dundee City and the surrounding areas is the role and proposed upgrading of the A90 trunk road through or around Dundee. The STPR, NPF3 and Tactran's RTS identify the need for improvements to the A90 through or around Dundee. Transport Scotland are currently in the process of finalising a date for an initial discussion meeting with all partners in December 2015/ January 2016. 	<p>WORK IN PROGRESS/ MONITOR Assessment of route options and implementation - 0% delivered</p>

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>22 A9/A94 link and associated links, including A9/A85 junction improvements and Cross Tay Link Road (CTLR) and subsequent city centre enhancements</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Perth & Kinross Council (<i>LTS & LDP</i>), Tactran (<i>RTS</i>), Developers, Transport Scotland</p> <p><i>(Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network)</i></p> <ul style="list-style-type: none"> FUNDING - Perth & Kinross Council and Developers 	<p>The following phasing will be the subject of more detailed consideration through the Perth & Kinross <i>LDP</i>.</p> <p>1. A9/A85 Crieff Road Improvements (WELR) (Phase 1)</p> <ul style="list-style-type: none"> Priority works to address immediate network issues for future development of Perth & region. Anticipated completion in 2017 Phasing thereafter will be set out in the <i>LDP</i> to facilitate development to the West/ North West of Perth, to construct the Cross Tay Link Road (CTLR) and City Centre enhancements. Project is required to relieve traffic in Perth and facilitate development in line with the <i>LDP</i> strategy for the Perth area. Provision of works will improve connectivity. 	<ul style="list-style-type: none"> The A9/A94 project is included within <i>Tactran's RTS Delivery Plan 2008-2023</i>. Planning permission and EIA approved for junction improvements (Summer 2012). Funding for A9/A85 improvements and 1st phase of CTLR (across the Almond River) in Councils capital programme CTLR design and development progressing. A draft of the Design Manual for Roads & Bridges Stage 2 has been prepared and is under review until the internal road alignment for the Bertha Park site can be finalised and included within the final working route. A major programme of survey work has commenced to inform the final detailed design and to help inform a visualisation which will be a key element of the next stages of consultation with interested parties. Bertha Park masterplan submitted June 2015. Planning application approved 2015 for A9/A85 upgrade including River Almond Crossing. Cross Almond link (link from new A9/A85 junction over 	<p>WORK IN PROGRESS/ MONITOR</p> <p>A9/ A85 Crieff Road Improvements (WELR) Phase 1 - 10% delivered</p>

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
22 A9/A94 link and associated links, including A9/A85 junction improvements and Cross Tay Link Road (CTLR) and subsequent city centre enhancements		<i>(as above)</i>	<i>(as above)</i>	River Almond) preferred route established and detailed design work ongoing. Council approved funding June 2013. <ul style="list-style-type: none"> • Cross Tay link Road preferred route established and detailed design work ongoing. • Bertha Park link preferred route established. 	WORK IN PROGRESS/ MONITOR A9/ A85 Crieff Road Improvements (WELR) Phase 1 - 10% delivered

Non-Geographically Specific Actions

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Developing knowledge economy links through energy and offshore industries along the East Coast corridor between Aberdeen and Newcastle</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan SDPA, Sestrans, Tactran, Network Rail, Angus Council, Dundee City Council, Fife Council, Perth and Kinross Council, Transport Scotland</p> <ul style="list-style-type: none"> FUNDING - Not identified 	Ongoing	<p>Examples of where this has progressed:</p> <ul style="list-style-type: none"> Through promotion of tourism. Renewable energy and low carbon technology. Knowledge economy and the Universities. Rail freight connectivity at Dundee Port – feasibility study has been completed by Tactran. Dundee's Digital Media Park. Dundee Waterfront. St Andrews University/Science Park. 	<p>WORK IN PROGRESS/ MONITOR 20% delivered</p>

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Strategic Environmental Assessment (SEA)</p> <p>+ actions arising for LDPs</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>SDP Perth & Kinross Council (as the 'responsible authority'), TAYplan SDPA (<i>SDP</i>)</p> <p>LDPs Perth & Kinross Council (<i>LDP</i>), Fife Council (<i>LDP</i>), Angus Council (<i>LDP</i>) and Dundee City Council (<i>LDP</i>)</p> <ul style="list-style-type: none"> FUNDING - N/A 	<ul style="list-style-type: none"> Ongoing throughout the preparation of LDP's and SDP's. Monitoring report to be prepared by Perth & Kinross Council, as the responsible authority, following approval of the Strategic Development Plan (2012). Actions for Local Development Plans, within the Environmental Report, need to be picked up in the next LDP reviews (see below). 	<ul style="list-style-type: none"> Monitoring Report published in April 2014, alongside TAYplan Main Issues Report. Perth & Kinross Council published TAYplan's Post Adoption Statement in January 2013. Environmental Report was published alongside the Main Issues Report in April 2014. 	<p>WORK IN PROGRESS/ MONITOR 50% delivered</p>

Actions for Local Development Plans to implement mitigation detailed in the [TAYplan Environmental Report](#)




(1a) 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, air and water quality in the area; inclusion or consideration of biodiversity action such as hedgerows etc.

(1b) In particular, possible cumulative effects, require further detailed assessment, including: 1. development on the Firth of Tay and Eden Estuary in relation to disturbance of birds; 2. coastal development: coastal flooding and predicted sea level rise; 3. River Tay and Loch Leven catchments; and, 4. erosion of landscape quality through piecemeal development.

(2) 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.

(3) 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.





(4) Ensure compliance with statutory duties of the historic environment.





Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Habitats Regulations Appraisal (HRA)</p> <p>+ actions arising for LDPs</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>SDP TAYplan SDPA (<i>SDP</i>)</p> <p>LDPs Perth & Kinross Council (<i>LDP</i>), Fife Council (<i>LDP</i>), Angus Council (<i>LDP</i>) and Dundee City Council (<i>LDP</i>)</p> <ul style="list-style-type: none"> FUNDING - N/A 	<ul style="list-style-type: none"> 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. 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. 	<ul style="list-style-type: none"> Fife Council - HRA has been published alongside LDP. If any changes to the LDP are to result from the Examination process, there will be a review of the HRA to see if there are any implications. Angus Council - HRA produced alongside the Proposed Plan and in public domain from February 2015. Dundee City Council - HRA will be updated alongside next Local Development Plan. Perth & Kinross Council - HRA will be updated alongside next Local Development Plan. 	<p>WORK IN PROGRESS/ MONITOR 50% delivered</p>


Actions for Local Development Plans





<p>LDPs shall carry out further HRA at a more detailed level where not already undertaken in respect of:</p> <p>** Policy 1: Locational Priorities, Policy 3: A First Choice for investment (which includes Strategic Development Areas:</p>	<p>ANGUS</p> <p>In respect of Policies 1, 3, 4 and 7, new development (including proposals for employment uses and housing) has the potential to impact on designated sites in Forfar Montrose, Brechin and Carnoustie.</p> <p>The HRA has identified that Orchardbank SDA could impact on the River Tay Special Area of Conservation (SAC). In addition, Montrose Port could impact on the Montrose Basin Special Protection Area (SPA) and the River South Esk SAC. Further details of these can be</p>	<p>In designating sites in the settlements identified Local Development Plans must ensure that developments, through their development type/nature, location and design, would not adversely affect the integrity of a Natura 2000 site.</p> <p>Local Development Plans should contain a Policy Framework that ensures there will be no adverse impact on Natura 2000 sites. Appropriate Assessment at the Local Development Plan level will ensure that this is complied with. The assessment will need to consider potential for cumulative impacts on Natura 2000 sites.</p> <p>The Proposed Strategic Development Plan requires Local Development Plan</p>
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Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Phasing of Actions - Key Deliverables
<p>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 4: Homes and Policy 7: Energy, waste and resources.</p>	<p>found in the HRA.</p> <p>DUNDEE In respect of Policies 1, 3, 4 and 7, new development (including proposals for employment uses and housing) has the potential to impact on designated sites in the Dundee Core Area.</p> <p>FIFE In respect of Policies 1, 3, 4 and 7, new development (including proposals for employment uses and housing) has the potential to impact on designated sites in Cupar, St. Andrews, Leuchars/ Guardbridge and Newburgh.</p> <p>The HRA has identified that Cupar North and St Andrews West SDA's could impact on the Firth of Tay and Eden Estuary SAC and SPA. Further details of these can be found in the HRA.</p> <p>PERTH & KINROSS In respect of Policies 1, 3, 4 and 7, new development (including proposals for employment uses and housing) has the potential to impact on designated sites in the Perth Core Area, Blairgowrie/ Rattray, Kinross/Milnathort, Aberfeldy, Alyth, Coupar Angus, Dunkeld/Birnam and Pitlochry.</p> <p>There is potential for cumulative effects arising from Strategic Transport Projects Review proposals for upgrading the A9 and enhancing the highland main rail line between Perth and Inverness. Whilst it is not possible to identify specific likely impacts at this stage, the actions required are consistent with those for any other strategic proposal.</p>	<p>to safeguard areas of undeveloped coastline along the River Tay Estuary as a means of further protecting the designated area. Policy 8 requires LDPs to identify and safeguard areas that are unsuitable for development and set out policies for their management.</p> <p>In respect of the Strategic Development Areas identified, Local Development Plans should contain a policy framework that ensures no adverse impacts on Natura sites. Appropriate Assessment at the Local Development Plan level will ensure that this is complied with.</p> <p>For Montrose and Dundee Ports, the potential for cumulative effects arising from improved road links to the Port of Montrose (Regional Transport Strategy proposal) and the identification of the Port of Montrose as a phase 2 site within the National Renewables Infrastructure Plan should be assessed. Further HRA/ Environmental Impact Assessment (EIA) may also be required at the planning application stage for future proposals.</p>





Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Delivering and Monitoring of Water and Waste Water Infrastructure</p> <p> Medium Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Scottish Water, Developers, SEPA</p> <ul style="list-style-type: none"> FUNDING - Scottish Water, Private Sector 	<p>Delivered through the Scottish Water investment programme.</p>	<ul style="list-style-type: none"> Since February 2014, Scottish Water has completed improvement projects at 5 Waste Water Treatment Works to support growth detailed within the TAYplan areas of Perth & Kinross, Angus and North Fife. 11 further growth projects at Waste Water Treatment Works are currently underway, 4 of which are due to complete in 2016. In 2015 Scottish Water completed a full refresh of the asset capacity checking system available to customers on the Scottish Water online portal. Information is now fully updated allowing all parties to monitor water and wastewater works capacity at sites across the TAYplan area. Scottish Water will continue to work with local authorities and developers in facilitating the spatial strategies. More information is available through Scottish Water's Business Plan (2015-21). 	<p>WORK IN PROGRESS/ MONITOR 0% delivered</p>




Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Deliver improvements to water and drainage infrastructure to deliver the TAYplan SDP strategy and proposals</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Scottish Water, Developers, Perth & Kinross Council (<i>LDP</i>), Fife Council (<i>LDP</i>), Angus Council (<i>LDP</i>) and Dundee City Council (<i>LDP</i>), SEPA</p> <ul style="list-style-type: none"> FUNDING - Scottish Water, Private Sector 	<ul style="list-style-type: none"> No new treatment or water plants are anticipated to be required to deliver spatial strategy. Perth Integrated Catchment Study is due to start in 2015. 	<ul style="list-style-type: none"> Scottish Water's performance on the delivery of our investment plan is monitored quarterly by the Output Monitoring Group (http://www.scotland.gov.uk/Topics/Business-Industry/waterindustryscot/publications/deliveryprogress) There have been many capital projects within the TAYplan region aimed at improving the water and drainage infrastructure, improving compliance with Scottish Water's obligations under the Water Framework Directive and reducing the impacts of flooding. The Sustainable Land Management Team, in Scottish Water, is involved in promoting good catchment management practices at 6 catchments throughout Scotland, aimed at protecting vulnerable drinking water supplies. The Lintrathen Partnership (Lintrathen Loch, Angus) is a catchment management scheme, where Scottish Water are protecting the drinking water source by limiting the amount of phosphorus entering the loch. Since February 2014, Scottish Water has completed improvement projects at 5 Waste 	<p>WORK IN PROGRESS/ MONITOR 10% delivered</p>




Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Deliver improvements to water and drainage infrastructure to deliver the TAYplan SDP strategy and proposals		<i>(as above)</i>	<i>(as above)</i>	Water Treatment Works to support growth detailed within the TAYplan areas of Perth & Kinross, Angus and North Fife. 11 further growth projects at Waste Water Treatment Works are currently underway, 4 of which are due to complete in 2016. Scottish Water will continue to work with local authorities and developers in facilitating the spatial strategies. More information is available through Scottish Water's Business Plan 2015-21).	WORK IN PROGRESS/ MONITOR 10% delivered





Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Monitor the population size, composition and distribution of the TAYplan area and strategic landuse change</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan</p> <ul style="list-style-type: none"> FUNDING - TAYplan 	<p>Monitored every two years.</p>	<ul style="list-style-type: none"> Undertaken through the Monitoring Report and General Register Office for Scotland projections. 	<p>WORK IN PROGRESS/ MONITOR 100% delivered and ongoing</p>





Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Monitor the effective housing land supply by Housing Market Area</p> <p><i>(See Appendix 1 - page 60)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan, Perth & Kinross Council, Fife Council, Angus Council and Dundee City Council</p> <ul style="list-style-type: none"> FUNDING - N/A 	<ul style="list-style-type: none"> Monitored through Local Authorities Annual Housing Land Audits and across TAYplan area updated through Action Programme Reviews. 	<ul style="list-style-type: none"> Informed by the Housing Needs and Demand Assessment (HNDA) which was submitted to the Centre for Housing Market Analysis (CHMA) in December 2013 and was declared robust and credible by the Scottish Government's Centre for Housing Market Analysis in early 2014. 	<p>WORK IN PROGRESS/ MONITOR Ongoing Process</p>




Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Review the Housing Needs and Demand Assessment</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Perth & Kinross Council (Housing and Planning), Fife Council (Housing and Planning), Angus Council (Housing and Planning) and Dundee City Council (Housing and Planning) and other partners (to be identified by Spring 2012)</p> <ul style="list-style-type: none"> FUNDING - TAYplan, Constituent Local Authorities 	<ul style="list-style-type: none"> This action will be phased for the 3rd Strategic Development Plan in late 2016/ 2017. 	<p>No progress at this stage.</p>	<p>NO PROGRESS 0% delivered</p>




Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Align 4 Housing Land Audits to ensure consistency for monitoring</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>TAYplan SDPA, Perth & Kinross Council (Housing and Planning), Fife Council (Housing and Planning), Angus Council (Housing and Planning) and Dundee City Council (Housing and Planning)</p> <ul style="list-style-type: none"> FUNDING - TAYplan SDPA 	<ul style="list-style-type: none"> To be completed during 2015 and annually thereafter. 	<p>No progress at this stage.</p>	<p>NO PROGRESS 0% delivered</p>



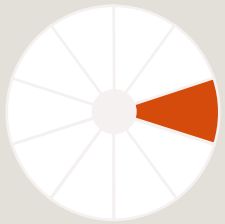
Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Prepare annual composite Housing Land Audits for the Greater Dundee Housing Market Area</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>TAYplan SDPA, Perth & Kinross Council (Housing and Planning), Fife Council (Housing and Planning), Angus Council (Housing and Planning) and Dundee City Council (Housing and Planning)</p> <ul style="list-style-type: none"> FUNDING - TAYplan SDPA 	<ul style="list-style-type: none"> To be completed during 2015 and annually thereafter. 	<p>No progress at this stage.</p>	<p>NO PROGRESS 0% delivered</p>



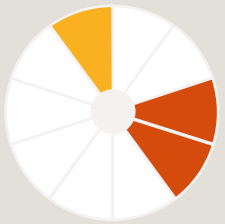
Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Planning authorities should confirm that Key Stakeholders have discussed the potential changes to their land and property assets with each other which may result in surplus property/ land or where new development is needed for that organisation</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan SDPA, Dundee City Council, Perth & Kinross Council, Angus Council and Fife Council, Community Planning Partnerships, NHS Fife, NHS Tayside, Scottish Enterprise</p> <ul style="list-style-type: none"> FUNDING - N/A 	<ul style="list-style-type: none"> Joint outcomes and opportunities that arise from the action. 	<p>This will progress through time.</p>	<p>NO PROGRESS 0% delivered</p>

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Enhance active travel networks, taking account of priorities in the TAYplan Green Network Strategy</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Tactran, Sestran, TAYplan SDPA, Dundee City Council, Perth & Kinross Council, Angus Council and Fife Council</p> <ul style="list-style-type: none"> FUNDING - Funding available through Sustrans to implement community links projects. 	<ul style="list-style-type: none"> Carse of Gowrie - Improve access networks around national cycle network 77 (Perth & Kinross Council and Dundee City Council). Improve active travel links between Perth and Newburgh (Perth & Kinross Council and Fife Council). Improve access networks around national cycle network 777 and links to Fife Coastal Path (Fife Council). Integration of existing green infrastructure and provision of new networks of green infrastructure as a core component of the West/ North West Perth Strategic Development Framework. 	<ul style="list-style-type: none"> Active Travel Strategies Guidance for Local Authorities published by Sustrans/Transport Scotland in July 2014. Angus Council, Dundee City Council, Fife Council and Perth & Kinross Council Active Travel Strategies to be in place or well under development by April 2015. Tactran and Sestran are incorporating Active Travel Strategies within refreshed Regional Transport Strategies by summer 2015. Tactran and Sestran have both appointed Active Travel Officers in partnership with Sustrans to support development of active travel networks across the region. 	<p>NO PROGRESS</p> <p>Embedding active travel strategies within Tactran and Sestran re-freshed Regional Transport Strategies = 100%</p>

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>TAYplan to lead on an Energy study</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>TAYplan SDPA, Dundee City Council, Angus Council, Perth & Kinross Council, Fife Council, Scottish Government, SEPA, SNH</p>	<ul style="list-style-type: none"> • Develop scope and study requirements by end 2016. • Commence any necessary research by mid 2017. 	<p>No progress at this stage.</p>	<p>NO PROGRESS 0% delivered</p>

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Opportunities for better coastal management will be explored by SNH, Marine Scotland and Local Authorities in the context of findings of the forthcoming National Coastal Change Assessment (NCCA)</p> <p> Medium Priority</p> <p>Timing  1st 12 years</p>		<p>Scottish Government (Marine Scotland), SNH, TAYplan SDPA, Dundee City Council, Angus Council, Perth & Kinross Council, Fife Council, SEPA</p>	<ul style="list-style-type: none"> • Compare position of past & current shoreline. • Quantify change and disseminate results. • Project past rate into future change. • Undertake a vulnerability assessment of assets. • Consider where erosion may influence flooding. • Identify whether action/ policy needs to be coordinated at a strategic scale to address any issues. 	<ul style="list-style-type: none"> • The Scottish Government are currently appointing consultants to carry out the NCCA. • NCCA project has compared position of past & current shoreline , quantified that change and is in the process of disseminating those results by establishing an launching a GIS app. 	<p>NO PROGRESS 10% delivered</p>

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Alignment of City Investment Plans with Strategic Development Plan</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		Dundee City Council, Angus Council, Perth & Kinross Council, Fife Council	<ul style="list-style-type: none"> Landuse change to be monitored through the TAYplan Monitoring Statement. 	<p>This will progress over 2015-17.</p>	<p>NO PROGRESS 0% delivered</p>

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Options for future growth and continued regeneration of Dundee City will be considered through the next review of the Strategic Development Plan, taking account of the Scottish Government's transport proposal for the 'A90 upgrade through or around Dundee' (STPR project 29).</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		TAYplan SDPA	Work will commence in 2016 to inform the next review.	<ul style="list-style-type: none"> No progress at this stage. 	NO PROGRESS 0% delivered

Appendix 1: Progress on Delivery of SDP Average Annual Housing Supply Targets (2016 - 2021) by Housing Market Area

These figures represent a snapshot of progress on delivering housing supply targets from Proposed TAYplan (2015) at Housing Market Area level, for the 2016-21 period. This appendix has been updated taking account of published Housing Land Audits with a base date of April 2015. Maintenance of an adequate effective housing land supply to support delivery of the average annual completions is addressed through Local Development Plan processes for each Local Authority. This appendix will be superseded by the published Housing Land Audits with a base-date of April 2016 or later.

	A	B	C
Housing Market Area (HMA)	Average annual Housing Supply Target 2016-2021 for housing market areas*	Programmed house completions (2016-21)**	Column B - Column A***
North Angus HMA	375	545	170
West Angus HMA	400	749	349
East Angus HMA	425	612	187
South Angus HMA	350	626	276
Dundee City	2,400	3,500	1,100
Strathmore and Glens HMA	725	674	-51
Strathearn HMA	675	831	156
Highland Perthshire HMA	450	389	-61
Greater Perth HMA	2,775	2,936	161
PKC part of GDHMA	25	10	-15
Kinross HMA	350	475	125
Cupar and West Fife HMA	550	791	241
St. Andrews and East Fife HMA	725	1,109	384
North Fife part of GDHMA	200	93	-107

Notes:

***Column A:** Multiplies the average annual housing supply targets in Proposed Plan (2015) Policy 4/ Map 4 by 5 to indicate the 5 year housing supply target for the five year period 2016-21. The actual requirement for effective housing land will be established through Local Development Plans (LDPs) and may take account of the potential contributions from future unplanned sources of housing land from the date of LDP adoption.

****Column B:** These figures are derived from the 2015 Housing Land Audits which take into account past trends and completions and the impact of the economic climate on the housebuilding industry. A generally cautious approach has been adopted in predicting the future yield from development sites. Housing Land Audits are undertaken annually. Excludes small sites of fewer than 5 houses.

*****Column C:** Column B minus Column A. This figure represents the difference between the 5 year average annual build rates in Proposed TAYplan (2015) (Column A) over the 2016-21 period and notional delivery of house completions (Column B) derived from 2015 Housing Land Audits. This does not indicate a shortfall in the supply of effective housing land but the notional delivery of house completions against TAYplan Proposed Plan (2015) average annual housing supply targets.

Abbreviations and Acronymns

Organisations

ACSSDPA – Aberdeen City and Shire Strategic Development Planning Authority
 HIAL – Highlands and Islands Airport Ltd
 JHI – The James Hutton Institute
 PKC - Perth & Kinross Council
 SDA - Strategic Development Area
 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

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Terms

HMA - Housing Market Area	RUS – Route Utilisation Strategy
LDP – Local Development Plan	STAG – Scottish Transport Appraisal Guidance
LP – Local Plan	STPR - Strategic Transport Projects Review
LTS – Local Transport Strategy	SUSTRANS - SUSTainable TRANSport
NCN - National Cycle Network	TERS – Tay Estuary Rail Study
NPF3 – National Planning Framework 3	CTLR - Cross Tay Link Road
NRIP - National Renewables Infrastructure Plan	
MIR – Main Issues Report	
RTS – Regional Transport Strategy	

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.

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