

Updated Action Programme

March 2014



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





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

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TAYplan's Action Programme

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 will help set out the strategic actions and partnership required to shape the Strategic Development Plan and crucial to the long term achievement of the spatial strategy. To ensure the efficient and timely delivery of the Strategic Development Plan it is important to identify the infrastructure that is required as early as possible to give confidence to the providers and funders of the required infrastructure and services to commence early planning and timely implementation. This Programme has been developed in consultation with TAYplan's Key Stakeholders, The Scottish Government and other persons specified (Lead Partners). Other delivery bodies are also listed. Funding commitment will be dependent on future Government spending reviews and public and private sector finance for the national and regional infrastructure priorities identified in the Strategic Transport Projects Review and Regional Transport Strategies.

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 existing



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Map 1: TAYplan SDPA

approved Action Programme (June 2012) requires to be updated and re-published by June 2014. Through Local Development Plans, and other relevant plans and strategies, more detail will be provided on the actions required to deliver the strategy.

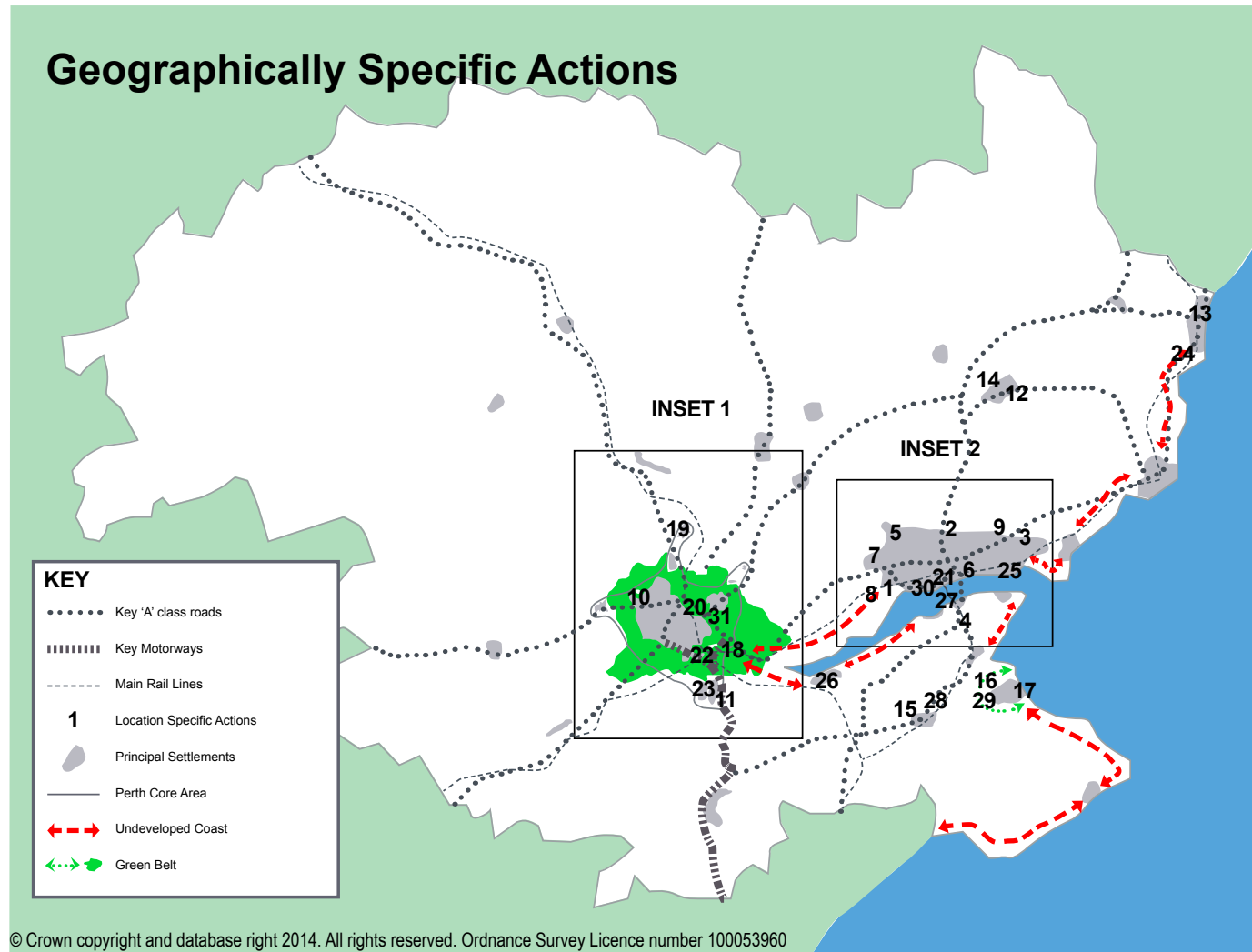
Many actions are from existing proposals contained within the National Renewables Infrastructure Plan (NRIP), Strategic Transport Projects Review (STPR) and the Regional Transport Strategies (RTS's). The NRIP, published by Scottish Enterprise and the Highlands and Islands Enterprise, outlines the steps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

A Strategic Habitats Regulations Appraisal is being undertaken separately from the NRIP, STPR and RTS's with their associated conclusions and generic mitigation to be taken into account at lower level Habitats Regulations Appraisal assessments. Other national strategies have also been considered in preparing this Action Programme. The Infrastructure Investment Plan (December 2011) sets out why the Scottish Government invests, how it invests and what it intends to invest in up to 2030 by sector. The Scottish Government's Cities Strategy (December 2011) sets out how the cities and city regions will work together to support more effective collaboration and optimise their contribution to Scotland.

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.

TAYplan's Actions Mapped

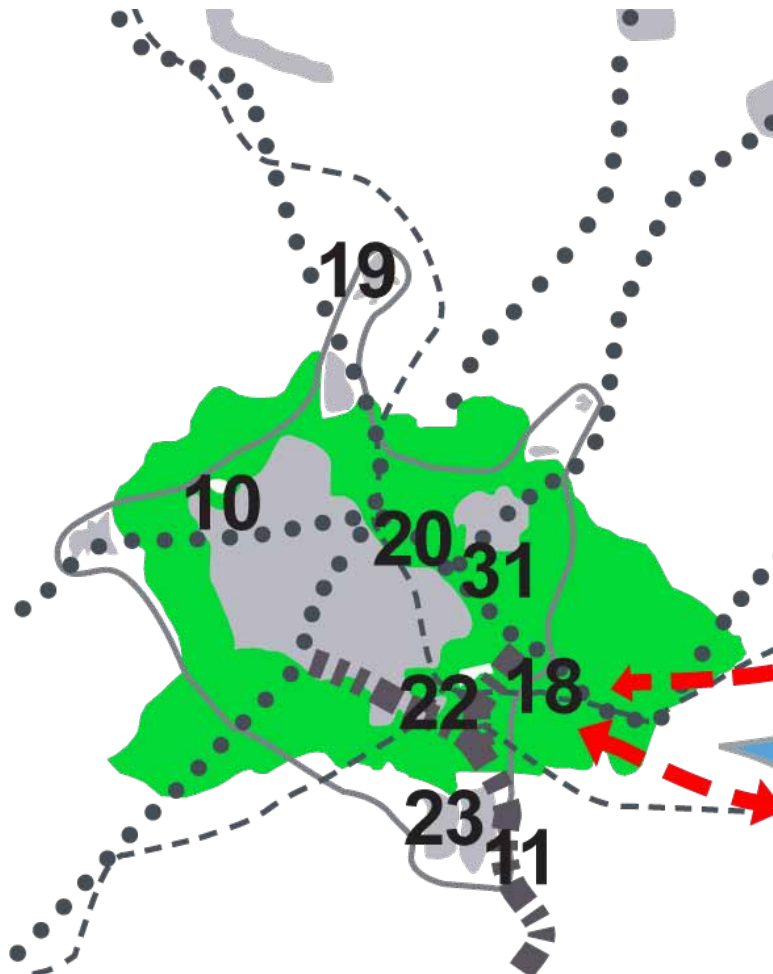
This Action Programme outlines the key activities over the medium and long term that need to be undertaken to support the vision, objectives and TAYplan's spatial strategy and should be read in conjunction with the Strategic Development Plan. The Plan should be referred to for a full explanation of TAYplan's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



These actions are detailed in the text which follows.

Map 2: TAYplan's Spatial Strategy

INSET 1 – Perth Core Area Actions



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INSET 2 – Dundee Core Area Actions



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

These actions are detailed in the text which follows.

Action Programme Schedule

National Actions (contained within NPF2 and STPR)







Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing 1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low High Med Low	Evidence and Progress
Geographically Specific								
Strategic Park and Ride/ Park and Choose facilities serving Dundee at: 1* Dundee West 2* A90 Dundee North at Forfar Road 3* A92 Dundee East at Monifieth 4* A92 South of Tay Bridge	Proposal 1	<ul style="list-style-type: none"> Improve accessibility, business, leisure and tourism connectivity and transport integration. Reduce the requirement of motorists having to travel into the city centre for parking. Greater sustainability in travel. Reducing TAYplan's carbon footprint, enhancing climate change adaptation/mitigation. Reduce air pollution in the Air Quality Management Area of Dundee. Encouraging modal shift, integration and accessibility. 	1. Dundee West Potential sites have been assessed and it is now proposed to proceed with the site immediately to the west of Dundee Airport. 2. Forfar Road Longer term possibility and will be reassessed once other sites around the city have been established. 3. A92 (near Monifieth) Longer term possibility and will be reassessed once other sites around the city have been established. 4. South of Tay Bridge A site adjacent to the Tay Bridge roundabout was confirmed through the examination process for the St. Andrews and East Fife Local Plan.	Dundee West A90 North at Forfar Road A92 East of Dundee A92 South of Tay Bridge	Transport Scotland, Tactran, SEStran, Local Authorities	Transport Scotland <i>(STPR), Tactran</i> <i>(RTS), SEStran</i> <i>(RTS), Fife Council</i> <i>(LTS & LDP), Dundee City Council</i> <i>(LTS & LDP), Perth & Kinross Council</i> <i>(LTS & LDP), Angus Council</i> <i>(LTS & LDP)</i>	Dundee West - 25% delivered A90 North at Forfar Road - 0% delivered A92 East of Dundee - 0% delivered A92 South of Tay Bridge - 20% delivered	<ul style="list-style-type: none"> STPR project 8 – Serving Dundee: Invergowrie, Forfar Road, A92 and Forgan. Regional Transport Partnerships are to bring forward Park and Ride facilities. Detailed feasibility business case and design work being progressed by Tactran and SEStran. Planning permission for proposed Park & Ride site at Dundee West (Riverside Drive) refused planning permission in October 2013.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing 1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
5* A90 upgrade through or around Dundee	Proposal 1	<ul style="list-style-type: none"> Reduce conflict between strategic and severance of local traffic in Dundee. Improve connectivity between Aberdeen, the Central Belt and within and through the region. Contribute significantly to reducing journey times between the Central Belt and Aberdeen. Consequential environmental benefits for those living and working adjacent to the A90. Increase the appeal of the city as a place to live, work and visit. Contribute to improved air quality in Dundee. Improve public transport efficiency. Appraised by the Scottish Government in relevant documents (see Transport Scotland website: http://www.transportscotland.gov.uk/). 	Assessment of route options <ul style="list-style-type: none"> Transport Scotland and Tactran require to lead to inform the next SDP (Strategic Development Plan) 	<div>Assessment of route options and Implementation</div> <div>Implementation</div>	Transport Scotland	Transport Scotland <i>(STPR)</i> , Tactran <i>(RTS)</i> , Dundee City Council, Angus Council, Perth & Kinross Council	<div>Assessment of route options and implementation - 0% delivered</div>	<ul style="list-style-type: none"> STPR project 29. Project highlighted in NPF2. Improving A90 through or around Dundee is included within Tactran's RTS Delivery Plan 2008-2023. Transport Scotland and Tactran are seeking to progress some appraisal work to inform a future review of TAYplan's Strategic Development Plan.








Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div><div></div>1st 12 years</div> <div><div></div>2nd 8 years</div>	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low <div><div></div><div></div><div></div></div>	Evidence and Progress
Non Geographically Specific								
Improvements to A92 between Edinburgh and Dundee (route management & targeted individual investments) <i>(Action relates to the Proposed road upgrade or route management, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> Better connectivity to regional hubs. Maintain and enhance safety of the network. 	Ongoing		Transport Scotland	Transport Scotland <i>(STPR)</i> , Tactran <i>(RTS)</i> , SEStran <i>(RTS)</i> , Fife Council	0% delivered	<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.



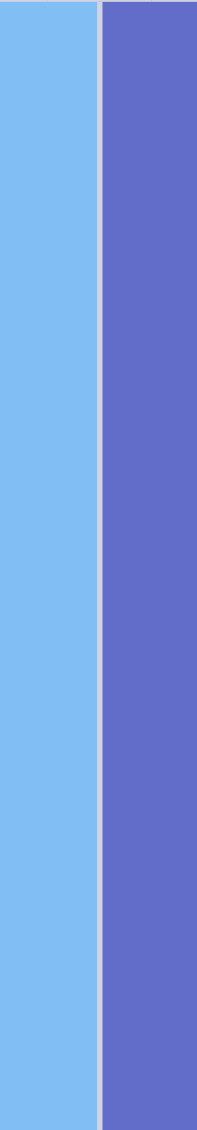

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
*(map reference number)				<div> <div>1st</div> <div>2nd</div> </div> <div>12 years 8 years</div>				
Electrification of the Strategic Rail Network	Proposal 1	<ul style="list-style-type: none"> Expands opportunities for communities and businesses by promoting environmental quality and good connectivity, reducing journey times. Promotes more sustainable patterns of travel, transport and land use. Assists in reducing TAYplan's carbon footprint and facilitates adaptation/mitigation to climate change. The projects aims are to create an electrified rail network which will reduce journey times, operating costs and emissions. Enhancing tourism appeal and opportunities. 	Phase 3 <ul style="list-style-type: none"> Electrification of routes between Glasgow, Edinburgh, Perth and Dundee, including the Fife Circle. Phase 5 <ul style="list-style-type: none"> Electrification from Perth to Inverness and Aberdeen. 		Transport Scotland	Transport Scotland <i>(STPR)</i> , Scottish Government <i>(NPF2 & NPF2 Action Programme)</i> , Network Rail	<div>0% delivered</div>	<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 Control Period (CP) 5 (2014 – 2019) and there is an aspiration that northwards to Perth should be a priority during CP5 (Phase 5).

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing		Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered			Evidence and Progress
				1st 12 years	2nd 8 years			High	Med	Low	
<p>*(map reference number)</p> <p>A9 upgrading from Dunblane to Inverness</p> <p><i>(Action relates to the Proposed road upgrade or route management, in proposals map)</i></p>	Proposal 1	<ul style="list-style-type: none"> Remove congestion and improved safety through Grade Separated Junctions at Auchterarder, Blackford and at Inveralmond and Broxden roundabouts at Perth contributing to reduced journey times, improved journey time reliability and improved road safety. Improve operational effectiveness of the A9. Improved regional and national connectivity for business, leisure and tourism by reducing journey times and improving journey time reliability. Significant reduction in the severity of accidents and driver frustration. Contribution to the Scottish Government's purpose of increasing sustainable economic growth. Improving connectivity within and through TAYplan. 	<p>First Phase</p> <ul style="list-style-type: none"> Grade separation of all junctions on the A9 from (and including) Keir Roundabout (Dunblane) to south of Broxden roundabout (Perth). A9 Dual Carriageway between Perth and Inverness. Grade separation of Broxden Roundabout and Inveralmond Roundabout at Perth. 			Transport Scotland	<p>Transport Scotland <i>(STPR)</i>, Tactran <i>(RTS)</i>, Perth & Kinross Council <i>(LTS & LDP)</i></p>	<div> <div>First Phase - 5% delivered</div> <div>Subsequent Phases - 0% delivered</div> </div>			<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 funding and delivery of works at Broxden and Inveralmond roundabouts (within the STPR project 16) at Perth have not yet been confirmed. Junction Improvements at Auchterarder have now commenced on-site and are scheduled for completion May2014. The development work is underway on A9 upgrading and the award of two major contracts was announced on 25 September 2012.

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
*(map reference number)				 1st 12 years  2nd 8 years			  	
Rail enhancement on the Highland Main Line between Perth and Inverness	Proposal 1	<ul style="list-style-type: none"> Improved business, leisure and tourism connectivity. Increase service frequency. Reduce journey times. Reducing TAYplan's carbon footprint, enhancing climate change adaptation/mitigation. Promotes strong, sustainable growth for the benefit of the TAYplan region. Improved connectivity within and through TAYplan. 	<p>First Phase</p> <ul style="list-style-type: none"> Seek to maximise service frequency and journey times on existing infrastructure. <p>Second Phase</p> <ul style="list-style-type: none"> Infrastructure enhancements to allow even faster services and more frequent to operate. Aims to achieve a further journey time reduction of approximately 10 minutes, an hourly service and increased opportunities for freight. 	 1st 12 years	Transport Scotland	Transport Scotland <i>(STPR)</i> , Network Rail, ScotRail, Tactran <i>(RTS)</i> , SEStran <i>(RTS)</i>	<div>First Phase - 100% delivered</div> <div>Second Phase - 0% delivered</div>	<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.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing		Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered			Evidence and Progress
				1st 12 years	2nd 8 years			High	Med	Low	
Rail service enhancement between Aberdeen and the Central Belt	Proposal 1	<ul style="list-style-type: none"> Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses, communities and tourism. Better connectivity to regional hubs. Improve strategic network efficiency and connectivity within the TAYplan region. Improve reliability and operational efficiency of the transport network within Dundee. 	<p>First Phase</p> <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. <p>Second Phase</p> <ul style="list-style-type: none"> Upgrade single track to double track at Usan, including a new bridge over Montrose Basin. 	First Phase	Second Phase	Transport Scotland	Transport Scotland (STPR), Network Rail, Scotrail, Tactran (RTS), SEStran (RTS)	0% delivered			<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 calls introduced at Broughty Ferry, Invergowrie and Gleneagles with December 2011 rail timetable. Action highlighted in Scotland's Infrastructure Investment Plan (December 2011). Transport Scotland has commissioned Network Rail to deliver an initial feasibility study on ways to reduce journey times and improve service provision on the Aberdeen to Central Belt route. The study which is expected to be completed by the end of 2013, will develop a 'menu' of options to deliver in Control Period 5 (2014 – 2019) and 6 (2020 – 2024).






Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
<p>Improving rail infrastructure and connectivity regionally and nationally</p> <p>(See also STPR Projects</p> <ul style="list-style-type: none"> 17: Highland Mainline and 23: Aberdeen to Central Belt) 	Proposal 1	<ul style="list-style-type: none"> Promote more sustainable and integrated travel options and opportunities for regional and national travel. Supports STPR Projects 17 and 23 improving rail services between Inverness and Perth and Aberdeen and the Central Belt. Reducing the region's carbon footprint, enhancing climate change adaptation/ mitigation. Opportunities for environmental quality and enhanced connectivity for businesses, communities and tourism. Better connectivity to regional hubs and with Central Belt. Enhanced rail connectivity for local stations. 	<p>To be delivered through-</p> <ul style="list-style-type: none"> STPR Project 17: Highland Main Line enhancements (Transport Scotland). Tay Estuary Rail Study (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). Enhanced Gleneagles station and improved access ('access for all' improvements to the station and a new 'access road' from the A823) (Tactran, Perth & Kinross Council & Transport Scotland). 	 	Transport Scotland (STPR Projects 17 & 23), Tactran, Dundee City Council, Perth & Kinross Council, Angus Council	<p>Transport Scotland <i>(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)</i></p>	<p>Progress business case for potential relocating of Invergowrie station to Dundee West - 90% delivered</p> <p>Enhance Gleneagles station and improve access - 45% delivered</p>	<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. Business case to be progressed (Tactran). Gleneagles Station Enhancements, identified as part of TERS, have been taken forward by a Steering Group consisting of Tactran, Perth & Kinross Council, Transport Scotland, First ScotRail and Network Rail. Work has commenced on site to provide a link road and expanded car park, bus/ rail interchange, Access for All lifts, improved customer information and station building enhancements, to be completed by May 2014.






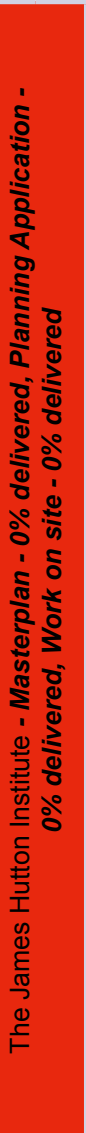
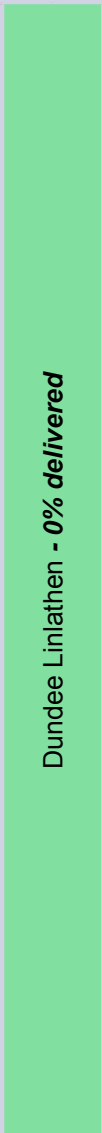
Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low 	Evidence and Progress
East Coast corridor between Aberdeen and Newcastle <i>(Action relates to page 8 in Proposed Plan)</i>	Policy 4	<ul style="list-style-type: none"> Offers opportunities to develop knowledge economy links based on the expertise associated with the energy and offshore industries and the Universities of Aberdeen, Dundee, St. Andrews, Edinburgh and Newcastle. Supports strong and sustainable economic growth and tourism for the TAYplan region. 	Ongoing		Not identified	TAYplan SDPA (for the TAYplan area) working with those identified in NPF2 Action Programme	 20% delivered	Examples of where this has progressed: <ul style="list-style-type: none"> Through promotion of tourism. Renewable energy and low carbon technology. Knowledge economy and the Universities. Rail connectivity at Dundee Port – feasibility study has been completed by Tactran. Dundee's Digital Media Park. Dundee Waterfront. St. Andrews University/Science Park. TAYplan are continuing to work with the area's Universities to consider future research to inform the Strategic Development Plan.






Strategic Development Plan (SDP) Actions

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress	
<i>*(map reference number)</i>				<div><div></div>1st 12 years</div> <div><div></div>2nd 8 years</div>			<div><div></div>High</div> <div><div></div>Med</div> <div><div></div>Low</div>		
Geographically Specific									
DUNDEE CORE AREA Strategic Development Areas: 6* Dundee Centre and Port <i>(Mixed uses including business, commercial, leisure, retail, residential and port related uses)</i>	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none">Supports strong and sustainable economic growth for the TAYplan region.Ensuring an effective long term supply of suitably located land for Economic Development including that identified in the National Tourism Development Framework.	Dundee Centre and Port <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.	JHI, Dundee Centre and Port, Dundee Western Gateway (Housing)	Dundee Centre and Port, Dundee Western Gateway (Employment), Dundee Linlathen	Dundee City Council, Developers and TAYplan Key Stakeholders	Dundee City Council <i>(LDP)</i> , Developers, Tactran <i>(RTS)</i> , Scottish Enterprise, SEPA	Dundee Centre and Port - Masterplan (now in place for the Waterfront) - 40% delivered Planning Application approved - 30% delivered Work started on site - 40% delivered	Dundee Waterfront <ul style="list-style-type: none">Identified within the Dundee Local Plan Review 2005. Substantial progress has been made across 5 development zones.Central Waterfront - infrastructure works progressing, due to complete 2017. Key projects 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,Riverside - park and ride project being progressed (refer to page 8).

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible	Priority of Actions/ % Delivered	Evidence and Progress
*(map reference number)				<div><div></div>1st 12 years</div> <div><div></div>2nd 8 years</div>		(plans and strategies to be delivered through)/ and other delivery bodies	<div>High</div> <div>Med</div> <div>Low</div>	
Geographically Specific								
	Policy 1, 2, 4 and Proposal 1			JHI, Dundee Centre and Port, Dundee Western Gateway (Housing)	Dundee Centre and Port, Dundee Western Gateway (Employment), Dundee Linlathen	Dundee City Council, Developers and TAYplan Key Stakeholders	Dundee City Council (LDP), Developers, Tactran (RTS), Scottish Enterprise, SEPA	<div></div> <div>Dundee Centre and Port</div> <ul style="list-style-type: none">A section of the Port of Dundee was identified by Scottish Government as an Enterprise Zone in 2012, specifically to assist in the attraction of renewable industries to Dundee. Also improved road access completed Winter 2012.Consent has been granted (19.11.2012) for an application (Application Reference 2/00558/PPPM) for planning permission in principle for development of the site for mixed manufacturing (Renewable Energy) and other primarily classes 4, 5 and 6 and port activities.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
7* Dundee Western Gateway (750+ homes and 50ha of employment land)	Policy 1, 2, 4 and Proposal 1	(as above)	Dundee Western Gateway <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. 	Dundee Centre and Port, Dundee Western Gateway (Housing) Dundee Centre and Port, Dundee Western Gateway (Employment)	Dundee City Council, Developers and TAYplan Key Stakeholders	(as above)	Dundee Western Gateway - 20% delivered	Dundee Western Gateway <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.)

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)	Evidence and Progress
*(map reference number)				 1st 12 years  2nd 8 years			High  Med  Low 	
8* The James Hutton Institute (JHI) at Invergowrie (5 to 10ha of employment land for food/agricultural research)	Policy 1, 2, 4 and Proposal 1	(as above)	JHI <ul style="list-style-type: none"> No phasing in place. 	JHI	Dundee City Council, Developers and TAYplan Key Stakeholders	JHI: Developers, Local Authorities, Perth & Kinross Council (LDP)	 The James Hutton Institute - Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered	JHI <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.
9* Dundee Linlathen (40ha of employment land)			Dundee Linlathen <ul style="list-style-type: none"> The latter 8 years. 			Dundee City Council (LDP), Perth & Kinross Council (LDP-JHI), Developers, Tactran (RTS), Scottish Enterprise		
				Dundee Linlathen			 Dundee Linlathen - 0% delivered	Dundee Linlathen <ul style="list-style-type: none"> Allocated within the Dundee Local Plan Review 2005 for single user opportunity and general business development.

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
*(map reference number)				 			  	
PERTH CORE AREA Strategic Development Areas: 10* West/North West Perth (4,000+ homes and 50ha of employment land)	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Supports strong and sustainable economic growth for the TAYplan region. Ensuring an effective long term supply of suitably located land for Economic Development including that identified in the National Tourism Development Framework. 	West/ North West Perth <ul style="list-style-type: none"> Site identification and phasing will be set out in 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 (CTLR) project. (Phase 1, see p22). 	Oudenarde West/North West Perth	Perth & Kinross Council, Developers and TAYplan Key Stakeholders	Perth & Kinross Council (LDP) , Developers, Tactran (RTS), Transport Scotland (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network)	West/ North West Perth - Masterplan - 0% delivered, Planning Application - 0% delivered Work on site - 0% delivered Oudenarde - Masterplan - 100% delivered, Planning Application - 100% delivered (approved), Work on site - 10% delivered	West/North West Perth <ul style="list-style-type: none"> Sites are within Proposed LDP (Adoption expected early 2014). Planning application for A9/ A85 improvements approved Summer 2012. Funding for A9/A85 improvements and 1st phase of CTLR (across the Almond River) in Councils capital programme. Site for new secondary school identified and funding secured. Work on a masterplan for Berthapark site has commenced. Strategic Development Framework will commence after Reporter's decision on the LDP.
11* Oudenarde (1,200+ homes and 34ha of employment land)			Oudenarde <ul style="list-style-type: none"> 1st phase: affordable housing development. 2nd phase: business development area. 			(as above)		Oudenarde <ul style="list-style-type: none"> Site included in LDP Proposed Plan. Approved Masterplan and affordable housing element has commenced - 107 affordable units constructed as of August 2013. Outline planning consent for business development area. New funding package agreed by Council for new school (Summer 2013).






Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
<p>*(map reference number)</p> <p>ANGUS COUNCIL Strategic Development Areas:</p> <p>12* Forfar Regional Agricultural Service Centre <i>(Employment land for agricultural services)</i></p> <p>13* Montrose Port <i>(Employment land for port related land uses)</i></p>	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Further develop the agricultural sector. Supports strong and sustainable economic growth for the TAYplan region. Ensuring an effective long term supply of suitably located land for Economic Development including that identified in the National Tourism Development Framework. 	<p>Forfar Regional Agricultural Service Centre</p> <ul style="list-style-type: none"> Feasibility and thereafter any new site(s) to be identified through LDP. <p>Montrose Port</p> <ul style="list-style-type: none"> Work to be developed through LDP. 	<div> <div>1st</div> <div>2nd</div> </div> <div>12 years 8 years</div>	Angus Council, Developers and TAYplan Key Stakeholders	<p>Angus Council (LDP), Developers</p> <p><i>(as above)</i></p>	<div> <div>High</div> <div>Med</div> <div>Low</div> </div> <div> <div>Forfar Regional Agricultural Service Centre - 50% delivered</div> <div>Montrose Port - Masterplan (Approved by Angus Council) - 100% delivered</div> <div>Planning application for Road alignment - 0% delivered</div> <div>Work started onsite - 0% delivered</div> </div>	<p>Forfar Regional Agricultural Service Centre</p> <ul style="list-style-type: none"> Investigate further feasibility of the agricultural service sector. <p>Montrose Port</p> <ul style="list-style-type: none"> The area of the port is already identified and safeguarded by the Angus Local Plan Review. Consultancy study completed, draft development Masterplan undertaken and planning guidance established to assist the regeneration.




Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div> <div>1st</div> <div>2nd</div> </div> <div> <div>12 years</div> <div>8 years</div> </div>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions/ % Delivered <div> <div>High</div> <div>Med</div> <div>Low</div> </div> <div> <div></div> <div></div> <div></div> </div>	Evidence and Progress
14* Orchardbank, Forfar (25ha of employment land)	Policy 1, 2, 4 and Proposal 1	(as above)	Orchardbank, Forfar <ul style="list-style-type: none"> Future phasing requirements are around take up. 	<div> <div></div> <div></div> </div>	Angus Council, Developers and TAYplan Key Stakeholders	(as above)	Orchardbank, Forfar - 100 % of land delivered by Development Plan to allow it to come forward for development. Angus Council has invested to secure delivery of necessary infrastructure.	Orchardbank, Forfar <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.










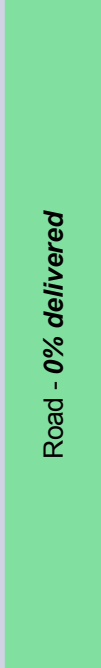
Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing 1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
<p>*(map reference number)</p> <p>FIFE COUNCIL Strategic Development Areas:</p> <p>15* Cupar North (1,400 homes, 10ha of employment land and bulky goods retail)</p> <p>16* St. Andrews West and Science Park (1,090 homes, 10ha of employment land and 10ha for a science park)</p>	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Supports strong and sustainable economic growth for the TAYplan region. Ensuring an effective long term supply of suitably located land for Economic Development including that identified in the National Tourism Development Framework. Planning for an effective supply of land for housing. 	<p>Cupar North</p> <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. <p>St. Andrews West</p> <ul style="list-style-type: none"> Masterplan to be prepared for Fife Council approval. Implement advance planting and landscaping. 		Fife Council, Developers and TAYplan Key Stakeholders	<p>Fife Council (LDP and LTS), Developers</p> <p>(as above)</p>	<p>Cupar North - 0% delivered</p> <p>St. Andrews West and Science Park - 0% delivered</p>	<ul style="list-style-type: none"> Principle, scale and general location of development within the Adopted St. Andrews and East Fife Local Plan. Detailed allocation of both sites progressing through the Adopted St. Andrews and East Fife Local Plan. Development Frameworks have been prepared by Fife Council - published in the Adopted Local Plan. Developers are expected to prepare Strategic Development Frameworks for Fife Council approval. For Cupar SDA, a proposal of application notice for the Gilliesfaulds area was registered by Fife Council in July 2013 and saw transport assessment work and community consultation undertaken before the end of 2013. Fife Council is continuing to work with the development group to secure an agreed masterplan.








Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
<p>*(map reference number)</p> <p>Regional park and ride facilities:</p> <p>17* St. Andrews</p> <p>18* Perth: A90 (East of Perth)</p> <p>19* Perth: A9 (North of Perth)</p>	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Improve accessibility, business, leisure and tourism connectivity and transport integration (Project 17*). Reduce the requirement of motorists having to travel into the city centre for parking. Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Encouraging modal shift, integration and accessibility. Reduce air pollution in Perth City Centre and St. Andrews. 	<p>St. Andrews To be delivered through the St. Andrews West Strategic Land Allocation (2006-2026).</p> <p>Perth To be delivered through Perth & Kinross LDP and LTS and RTS (Tactran).</p> <ul style="list-style-type: none"> Project 18*: A90 Perth East - identified in Regional Park & Ride Strategy as first priority for phased expansion of Park & Ride around Perth. Project 19*: A9 North of Perth – will be considered through LDP 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. 	<div> <div>1st</div> <div>2nd</div> </div> <div>12 years 8 years</div>	<div>St. Andrews</div> <div>Perth</div>	<p>Fife Council (LDP), Perth & Kinross Council (LDP), Developers, Tactran (RTS), SEStran (St. Andrews) (RTS)</p>	<div>St. Andrews - 0% delivered</div> <div>Perth: A90 - 20% delivered</div> <div>Perth: A9 - 0% delivered</div>	<p>St. Andrews Proposal to build a new car park, part of St. Andrews Western expansion. Developer funded.</p> <p>Perth</p> <ul style="list-style-type: none"> These projects (18 and 19*) are included within Tactran's RTS Delivery Plan 2008-2023. One site identified. A90 Perth East site identified in Proposed Local Development Plan. Initial funding approved and land acquisition in progress. A9 Perth North expected to be included within masterplan for Berthapark development.






Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
<p>20*</p> <p>A9/A94 link and associated links, including <i>(Western Edge Link Road (WELR) and Cross Tay Link Road (CTLR))</i></p> <p>*(map reference number)</p>	Policies 1, 4, 5 and 8	<ul style="list-style-type: none"> Enhance accessibility around Perth. Infrastructure requirement for future development of Perth. Improve air quality in Perth. Improving connectivity within TAYplan. 	<p>The following phasing will be the subject of more detailed consideration through the Perth & Kinross LDP.</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 LDP 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 LDP strategy for the Perth area. Provision of works will improve connectivity. 	<div> <div>1st</div> <div>2nd</div> </div> <div>12 years 8 years</div>	Perth & Kinross Council and Developers	<p>Perth & Kinross Council <i>(LTS & LDP)</i>, <i>Tactran (RTS)</i>, Developers, Transport Scotland <i>(Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network)</i></p>	<div>High Med Low</div> <div> <div></div> <div></div> <div></div> </div> <p>A9/ A85 Crieff Road Improvements (WELR) Phase 1 - 10% delivered</p>	<ul style="list-style-type: none"> The A9/A94 project is included within Tactran's RTS Delivery Plan 2008-2023. 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 currently at DMRB Stage 2. Work on a masterplan for Berthapark site has commenced.











Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
21* Upgrading of Dundee rail station <i>*(map reference number)</i>	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> Contribute to the transformation of Dundee City Centre and substantially improve the perception and provide a suitable gateway for visitors arriving in the City. Comprehensive redevelopment of building and concourse facilities as part of the overall Central Waterfront Development. Enhancing tourism appeal and opportunities. Supports strong and sustainable economic growth for the TAYplan region. Linking with bus services will assist sustainability in travel. Develop an integrated transport hub at Dundee Station to facilitate transfer between transport modes. 	First Phase <ul style="list-style-type: none"> Part of Central Waterfront road realignment and bridge replacement. Second Phase <ul style="list-style-type: none"> Replacement building and concourse. 	 1st 12 years  2nd 8 years	Developers and Network Rail	Dundee City Council <i>(LTS & LDP)</i> , Network Rail, Dundee Central Waterfront Partnership Board, Tactran <i>(RTS)</i>	 High  Med  Low First Phase - 50% delivered Second Phase - 40% delivered	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. Being progressed through the Central Waterfront Development Masterplan. A funding package including £8.6m from Dundee City Council, £2m from European Regional Development Grant and £1m from the Scottish Government will be put together to create the new station building, which will also incorporate a hotel. Planning permission 12/00770/FULL granted by the City Council on 21 January 2013, with an expected completion date of Winter 2015. Demolition work has begun.

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
<i>*(map reference number)</i> 22* Upgrading of Perth rail and bus stations and associated links to city centre	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> Upgrade of Perth's rail and bus stations and enhance links to the city. Enhancing tourism appeal and opportunities. 	To be determined in light of Perth Interchanges Study.	1st 2nd 12 years 8 years	Perth & Kinross Council, Tactran	Perth & Kinross Council (<i>LTS</i>), Network Rail, Tactran (<i>RTS</i>)	Perth Interchanges Study - 100% delivered	<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.




Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
23* Undertake a transport appraisal for the Bridge of Earn area	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> Link to Inverness -Perth/ Edinburgh HML Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. 	<ul style="list-style-type: none"> Linked to development at Oudenarde. ASTAG appraisal will consider all options for improving the transport system which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes. 		Developers, Tactran, Perth & Kinross Council	Perth & Kinross Council (<i>LTS</i>), Fife Council (<i>LTS</i>), Developers, Network Rail, Tactran (<i>RTS</i>), Sestran (<i>RTS</i>), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)	0% delivered 	<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 supported by STPR.
24* Improved road/ rail connectivity including inter- modal regional rail freight facilities at Montrose <i>(Action relates to the Proposed inter- modal regional rail freight facilities, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> Improved road and rail connectivity of Montrose Port. Enhanced opportunities to move freight by rail. Greater integration and sustainability in freight transport. Reducing the region's carbon footprint enhancing climate change adaptation/mitigation. Help to promote the regeneration of South Montrose, increasing the amount of development. Improve transport infrastructure in support of strategic development. 	Feasibility is being investigated as part of regeneration of South Montrose Consultancy Study		Angus Council	Angus Council (<i>LTS and LDP</i>), Montrose Port Authority, Network Rail, Tactran (<i>RTS</i>)	Rail - 0% delivered  Road - 0% delivered 	<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.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
25* Improved road/ rail connectivity including inter- modal regional rail freight facilities at Dundee <i>(Action relates to the Proposed inter- modal regional rail freight facilities, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> Improved road and rail connectivity of Dundee Port. Enhanced opportunities to move freight by rail. Greater integration and sustainability in freight transport. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Improve transport infrastructure in support of strategic development. 	<ul style="list-style-type: none"> Dundee Port road access improvements scheduled for completion in Summer 2012. 		Tactran and Dundee City Council	Dundee City Council <i>(LTS and LDP)</i> , Forth Ports, Network Rail, Tactran <i>(RTS)</i>	<div>Rail - 0% delivered</div> <div>Road - 95% delivered</div>	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. Feasibility study demonstrating potential for rail connection into Port undertaken by Tactran. The road link feasibility study is now complete. Road access improvements at the Port of Dundee have been completed. The rail connection into the Port is subject of a study.
26* Undertake a transport appraisal for the Newburgh area	Proposal 1	<ul style="list-style-type: none"> Link to Inverness – Perth/ Edinburgh Highland Main Line. Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. 	<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. 		Not identified	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.)	<div>0% delivered</div>	<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 supported by STPR.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
27* Undertake a transport appraisal for the Wormit area	Proposal 1	<ul style="list-style-type: none"> Link to East Coast mainline. Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. The delivery of this project will need to recognise the strategic/ national importance of reducing journey times between Aberdeen and the Central Belt by train (STPR Projects 6 and 23) Delivering the Scottish Government's objectives including other/related STPR projects (6 and 23). 	<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. 		Not identified	Fife Council (<i>LTS and LDP</i>), Network Rail, Developers, SEStran (<i>RTS</i>), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)	0% delivered	<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 supported by 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.
28* Cupar Relief Road <i>(Action relates to the Proposed road upgrade or route management, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> Required for future development at Cupar proposed through the Strategic Development Area and to relieve existing traffic issues and reduce air pollution in the town centre. 	To be delivered through the Cupar North Strategic Development Area (2006-26) by the developers.		Developers	Fife Council (<i>LTS and LDP</i>), Developers	0% delivered	<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.








Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
29* St. Andrews West Link road	Proposal 1	<ul style="list-style-type: none"> Required for future development at St. Andrews proposed through Strategic Development Area and to relieve traffic issues in the town centre. 	To be delivered through the St. Andrews West Strategic Development Area (2006-26) by the developers.		Developers	Fife Council (LDP), Developers	0% delivered 	<ul style="list-style-type: none"> Strategic Development Area development to fund and construct link road.
30* Growth in services at Dundee Airport	Policy 1 and Proposal 1	<ul style="list-style-type: none"> Support the development of enhanced facilities at Dundee Airport. Better connectivity to UK/ European hubs. Improve connectivity and marketability of the area as a location for strategic inward and indigenous investment and tourism. 	Continued growth and development throughout plan period.	 	Not identified	HIAL, Tactran (RTS), Dundee City Council <i>(LTS and LDP)</i> , Air Operators	0% delivered 	<ul style="list-style-type: none"> Support identified in Tactran's RTS. Increased destinations, flight options, frequency, passengers and freight is currently being investigated. In the current economic climate, maintenance of current flights and destinations and maximising their use is essential before growth can be achieved. Transport Scotland scoping study to investigate development opportunities for Dundee City Airport is nearing completion.








Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div> <div></div> 1st 12 years <div></div> 2nd 8 years </div>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions/ % Delivered <div> <div>High</div> <div>Med</div> <div>Low</div> </div>	Evidence and Progress
31* Improved road/ rail connectivity including inter- modal regional rail freight facilities at Perth Harbour	Proposal 1	<ul style="list-style-type: none"> Improved road and rail connectivity of Perth Harbour. Enhanced opportunities to move freight by rail. Greater integration and sustainability in freight transport. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Improve transport infrastructure in support of strategic development. Perth is identified as a Strategic Transport Node in NPF2. 	<ul style="list-style-type: none"> To be determined. Road link feasibility study has been completed. 	<div> <div></div> <div></div> </div>	Perth and Kinross Council and Tactran	Perth & Kinross Council (<i>LTS and LDP</i>), Network Rail, Tactran (<i>RTS</i>), SEPA	<div> <div></div> <div></div> <div></div> </div> Completion of road link feasibility study - 100% delivered	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023.


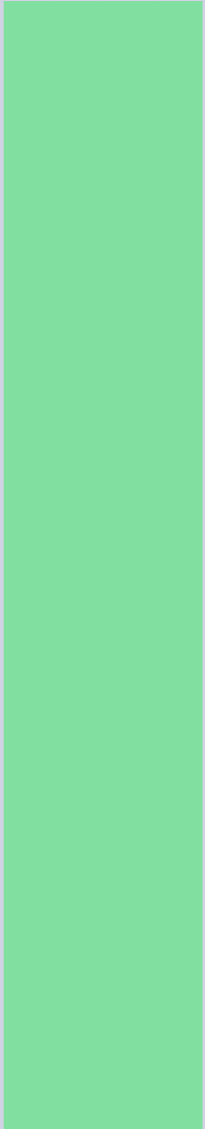
Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing 1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
Non Geographically Specific								
Green belt boundaries	Policies 1, 2 and 3	<ul style="list-style-type: none"> Define boundaries through Perth & Kinross Local Development Plan (LDP) and St. Andrews and East Fife Local Plan. 	No physical development required.		N/A	Perth & Kinross Council (<i>LDP</i>), Fife Council (<i>LP</i>)	100% delivered	<ul style="list-style-type: none"> Perth's green belt boundary is defined in the LDP. St. Andrews green belt was established through the St. Andrews & East Fife Local Plan (adopted 2012).
Facilitating climate change shared practice development planning group	All policies and proposals	<ul style="list-style-type: none"> Share ideas, approaches and best practice across the 4 local planning authorities to assist production of future Development Plans. 	Outcomes of group: <ul style="list-style-type: none"> Commitment to produce and maintain a strategic flood risk map for TAYplan with partners. Shared learning and knowledge to assist in production of future Development Plans. 	In working towards 2nd Strategic Development Plan	N/A	TAYplan SDPA, Angus Council, Dundee City Council, Fife Council, Perth & Kinross Council, SEPA and SNH	Commitment to produce and maintain a strategic flood risk map for TAYplan with partners. - 0% delivered	<ul style="list-style-type: none"> TAYplan worked with Adaptation Scotland to deliver two workshops to enhance planners understanding of climate change adaptation. TAYplan & partners commissioned a study with Abertay, Dundee and St Andrews universities to help inform policy formulation for the next Strategic Development Plan for the TAYplan area.

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing 1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
*(map reference number)								
Prepare a short and focused strategic green network strategy to inform the next Strategic Development Plan	Policy 2 and 3	<ul style="list-style-type: none"> Supports strong, sustainable growth for the TAYplan region. Expands opportunities for communities and businesses by promoting environmental quality and good connectivity. Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation to climate change. Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management planning process. Supports biodiversity improvements. Promotes development which helps to improve health, regenerate communities and enables disadvantaged community's access opportunities. Conserves and enhances the regions heritage. Meeting Scottish Government climate change actions to develop forestry. Promotes more sustainable patterns of travel, transport & land use. 	To be undertaken to inform the 2nd Strategic Development Plan. Work commenced in late 2012/2013.		SNH, Forestry Commission, TAYplan	TAYplan SDPA, Angus Council, Dundee City Council, Fife Council, Perth & Kinross Council, SNH, Forestry Commission, Scottish Enterprise, SEPA, Architecture and Design Scotland, Tactran, SEStran, SUSTRANS, SEPA	Prepare a short and focussed green network strategy to inform the next SDP - 100% delivered	<ul style="list-style-type: none"> Scoping of green network strategy programmed commenced in 2012 and document prepared during 2013 as part of the Place Shaping Topic Paper. SNH delivered workshop to Local Authorities in June 2013.







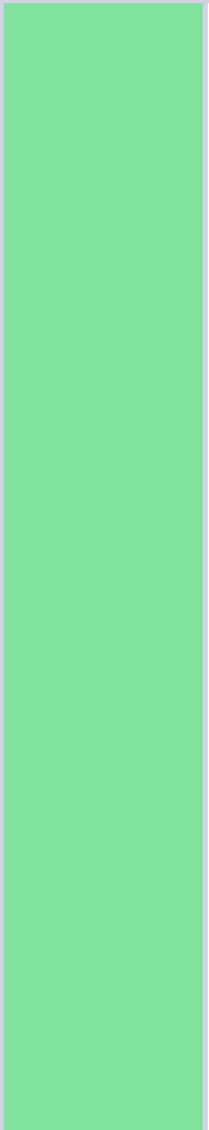
Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
<p>*(map reference number)</p> <p>Monitor the effective housing land supply by Housing Market Area</p> <p>(See Appendix 1 - page 55)</p>	Policy 5	<ul style="list-style-type: none"> Support strong sustainable growth for TAYplan region. Plan for an effective supply of land for housing. Assisting in meeting requirements of Scottish Planning Policy. 	<ul style="list-style-type: none"> Monitored through Local Authorities Annual Housing Land Audits and across TAYplan area updated through Action Programme Reviews. 	<div> <div>1st 12 years</div> <div>2nd 8 years</div> </div>	N/A	<p>TAYplan, Perth & Kinross Council, Fife Council, Angus Council and Dundee City Council</p>	<div>Ongoing Process</div>	<ul style="list-style-type: none"> Informed by the HNDA Housing Needs and Demand Assessment (HNDA) which was submitted to the Centre for Housing Market Analysis (CHMA) in September 2013 and was declared robust and credible by the Scottish Government's Centre for Housing Market Analysis in early 2014.








Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
Strategic Environmental Assessment (SEA)	All policies and proposals	<ul style="list-style-type: none"> Monitoring of Environmental Report to meet legislative requirements. 	<ul style="list-style-type: none"> Ongoing throughout the preparation of the 1st and subsequent SDP's. Monitoring report to be prepared by PKC, as the responsible authority, following approval of TAYplan Proposed Plan. 		N/A	Perth & Kinross Council (as the 'responsible authority'), TAYplan SDPA (<i>SDP</i>)	 5% delivered	<ul style="list-style-type: none"> Monitoring Report will be published in April 2014, alongside TAYplan Main Issues Report. Perth & Kinross Council published TAYplan's Post Adoption Statement in January 2013. Environmental Report will be published alongside the Main Issues Report in April 2014.









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

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div> <div></div> 1st 12 years <div></div> 2nd 8 years </div>	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low <div> <div></div> <div></div> <div></div> </div>	Evidence and Progress
Estuary in relation to disturbance of birds; - coastal development: coastal flooding and predicted sea level rise; - River Tay and Loch Leven catchments; and, - erosion of landscape quality through piecemeal development. (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.	(as above)	(as above)	(as above)		(as above)	(as above)		(as above)

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
<p><i>*(map reference number)</i></p> <p>(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.</p> <p>(4) Ensure compliance with statutory duties of the historic environment.</p>	(as above)	(as above)	(as above)	<div> <div>1st</div> <div>2nd</div> </div> <div> <div>12 years</div> <div>8 years</div> </div>	(as above)	(as above)	<div> <div>High</div> <div>Med</div> <div>Low</div> </div>	(as above)









Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
Actions arising from the Appropriate Assessment (Habitats Regulations Appraisal (HRA)):	All policies/proposal screened in from Habitats Regulations Appraisal	<ul style="list-style-type: none"> Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation to climate change. Supports strong, sustainable growth for the TAYplan region. Supports biodiversity improvements. Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management and planning process. Meets legislative requirements for HRA of development plans to ensure no adverse effect on the integrity of a Natura site. 	<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. 		N/A	<p>Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP)</p> <p>The HRA was undertaken for the Local Development Plan and a record of these processes was published in November 2012, with an Addendum then produced in January 2013 to take account of the outcome of the Council meeting on 23 January relating to the Council's response to the outstanding representations to the Proposed LDP.</p>		<ul style="list-style-type: none"> Evidence of progress will develop through the progression of LDPs. Perth & Kinross Council's HRA was published in November 2012, with an Addendum then produced in January 2013 to take account of the outcome of PKCs response to the representations to the Proposed LDP. Dundee City Council Finalised HRA submitted to Scottish Ministers along with the notice of intention to adopted the Proposed LDP as modified in November 2013. Fife Council's initial screening, for the HRA was part of an interim consultation period during late 2013, which will be followed by the drafting of the full HRA during 2014. Angus Council's HRA will be prepared and published alongside their Proposed Plan.

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






Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
Delivering sustainable communities through leadership	All policies and proposals	<ul style="list-style-type: none"> Promoting high quality design and taking forward an integrated approach to developing cultural and community facilities as part of TAYplan's place-shaping framework. Culture is intrinsic to character and quality of place, making a strong contribution to choice of location, growth and regeneration. 	To be determined.		N/A	TAYplan SDPA (SDP), Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP) , Scottish Government (<i>NPF3, Action Programme & National Tourism Development Framework</i>), TAYplan Key Stakeholders, Developers	<p>Through continued partnership working - 20% delivered</p> <p>Through TAYplan monitoring work - 10% delivered</p>	<ul style="list-style-type: none"> TAYplan's Proposed Plan achieved the RTP1 award (Silver Jubilee Cup) recognises leadership and sustainable communities (February 2012).
Establishing provision of education, health and other social facilities to meet the need arising from development	Policies 2, 5 and 8	<ul style="list-style-type: none"> Supports strong, sustainable growth for the TAYplan region. Promotes development which helps to improve health, regenerate communities and enables disadvantaged communities access opportunities. 	Specific to the development area in question.	 	Developer Contributions	Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP) , Developers, TAYplan Key Stakeholders, NHS Fife and NHS Tayside	<p>Monitor progress for SDP2/ creating and developing partnership working relationships with developers - 10% delivered</p>	<ul style="list-style-type: none"> Creating and developing partnership working relationships with developers.








Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered	Evidence and Progress
<i>*(map reference number)</i>				<div>1st</div> <div>2nd</div> <div>12 years</div> <div>8 years</div>			<div>High</div> <div>Med</div> <div>Low</div> <div></div> <div></div> <div></div>	
Telecommunications: implementing high speed broadband across the region	Policies 1 and 4	<ul style="list-style-type: none"> Meets the needs of a growing population and high-level targets for job creation. Regional economic importance. Improved telecommunications, enhancing opportunities for working from home and reduced need to travel. 	<ul style="list-style-type: none"> World-class digital infrastructure by 2020. Step Change programme will deliver an interim milestone. 		Private Sector	Scottish Government, Telecommunication Industry, Local Authorities (<i>LDP</i>), Scottish Enterprise, Scottish Water	<div>Across the region</div> <div>Dundee - 20% delivered PKC - 20% delivered</div>	<ul style="list-style-type: none"> The Scottish Government award the £264 million Step Change - Rest of Scotland contract to BT on 9 July 2013. Initial work has been carried out in Dundee and the high speed internet connection.

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*)			Evidence and Progress
<i>*(map reference number)</i>				<div><div></div>1st 12 years</div> <div><div></div>2nd 8 years</div>			<div>High</div> <div>Med</div> <div>Low</div>			
(as above)	(as above)	(as above)	<ul style="list-style-type: none">Anticipated coverage of premises connected to enabled next generation infrastructure following the completion of the Step Change programme is: Dundee – 98.7%; Perth and Kinross – 90.0%; Angus 93.5%; Fife – 98.4%.		(as above)	(as above)	(as above)			was implemented in 2012, this roll out is on-going. <ul style="list-style-type: none">The Step Change programme led by the Scottish Government in partnership with PKC and contracted to BT Group would provide speeds of over 2Mbps to all premises in Perth and Kinross by 2017 and would provide Next Generation Broadband access (24Mbps service or more) to 70% of premises in Perth & Kinross by 2015 and 90% by 2017 including in all settlements of more than 1,000 people. In addition, specific activities would make Perth City one of the most digitally connected cities in Scotland and the UK by increasing ultrafast broadband to 100% of premises, improving wireless coverage and developing free public hotspots.









Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
Plan for new or improved infrastructure capable of supporting a low/ zero carbon economy and zero waste	Policy 2 and 6	<ul style="list-style-type: none"> Stimulating the development and commercial application of housing related green technologies. Ensuring cross-sector linkage. Facilitates the implementation of the National Waste Management Plan including waste management targets. 	Ongoing	 	Private Sector	Perth & Kinross Council (<i>LDP</i>), Fife Council (<i>LDP</i>), Angus Council (<i>LDP</i>) and Dundee City Council (<i>LDP</i>), Private Sector, SEPA, Scottish Government Energy Directorate, TAYplan SDPA (<i>SDP</i>), SEPA	Undertake research and present in SDP2 - 0% delivered	<ul style="list-style-type: none"> Scotland's Zero Waste Plan has created a framework for the investment, policy changes and implementation requirements necessary to deliver a zero waste Scotland over the next 10 years.
Rail enhancement between Edinburgh – Perth	Proposal 1	<ul style="list-style-type: none"> Improved business, leisure and tourism connectivity. Increase service frequency. Reduce journey times. Promotes strong, sustainable growth for the benefit of the TAYplan region. 	<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. 		Transport Scotland	Transport Scotland (<i>STPR</i>), Network Rail (<i>RUS</i>)	0% delivered	<ul style="list-style-type: none"> Included within the Network Rail Scotland 2nd generation (RUS) option 7.4.2. (1st generation). Work is still progressing and the current programme indicates this should be completed by 31st March 2014. Perth-Inverkeithing - The Strategic Transport Projects Review of 2009 appraised a new dual-track rail line between Perth and Inverkeithing.








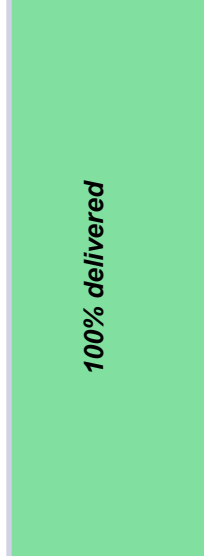

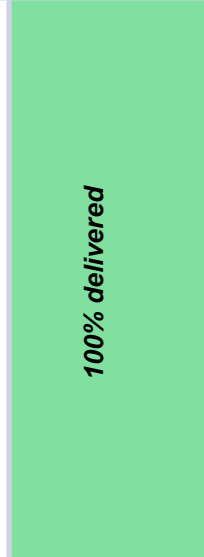
Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div> <div></div> <div></div> </div> 1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*) High Med Low <div> <div></div> <div></div> <div></div> </div>	Evidence and Progress
(as above)	(as above)	(as above)	(as above)		(as above)	(as above)		A number of high level benefits were noted, thus the proposal being taken through the sifting process and into detailed appraisal. The detailed appraisal confirmed that these benefits, whilst significant, would not outweigh the high cost of constructing such a link. The review also found that there were significant technical and environmental considerations associated with the development. Related modelling work identified that there would only be a very limited transfer from road to rail as a result of the construction of a new rail line, in the order of around 1 per cent of the traffic on the M90.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
(as above)	(as above)	(as above)	(as above)		(as above)	(as above)		<ul style="list-style-type: none"> Transport Scotland lodged a proposal as part of NPF3 which involved a dual track railway line between Inverkeithing and Perth. The proposal has not been included within the NPF3 Main Issues Report. Scottish Government officials continue to assist Transport Scotland with the latter's development of the proposal. The Scottish Government has no current plans to re-establish the rail link between Perth and Inverkeithing.
Delivering and Monitoring of Water and Waste Water Infrastructure.	Policy 1, 2, 4, 5, 6 and Proposal 1	<ul style="list-style-type: none"> Enhances opportunities for communities and businesses by promoting environmental quality and good connectivity. Supports the delivery of a sufficient supply of new homes in places where people want to live. Assists in reducing TAYplan's carbon footprint and facilitates. 	Delivered through the Scottish Water investment programme.		Scottish Water and Private Sector	Scottish Water, Developers, SEPA	0% delivered	<ul style="list-style-type: none"> There has been a total of 13 growth projects located within North Fife, Angus and Perth and Kinross. Scottish Water will continue to work with Local Authorities and Developers in facilitating the spatial strategies.




Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
Deliver improvements to water and drainage infrastructure to meet strategic development needs	Policy 1, 2, 4, 5, 6 and Proposal 1	<ul style="list-style-type: none"> Enhances opportunities for communities and businesses by promoting environmental quality and good connectivity. Supports the delivery of a sufficient supply of new homes in places where people want to live. Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management and planning process. Assists in reducing TAYplan's carbon footprint and facilitates adaptation/mitigation to climate change. Promotes river basin planning objectives. 	No new treatment or water plants are anticipated to be required to deliver spatial strategy.	 	Scottish Water and Private Sector	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	<div>0% delivered</div>	<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

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div> <div>1st</div> <div>2nd</div> <div>12 years</div> <div>8 years</div> </div>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions/ % Delivered <div>High Med Low</div>	Evidence and Progress
(as above)	(as above)	(as above)	(as above)	<div>(as above)</div> <div>(as above)</div>	(as above)	(as above)	<div>(as above)</div>	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.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
Monitoring the retail hierarchy	Policy 7	<ul style="list-style-type: none"> Supporting strong and sustainable economic growth for the TAYplan region. 	This will be done through research studies or part of monitoring reports.	 	N/A	TAYplan SDPA, Dundee City Council, Perth & Kinross Council, Angus Council and Fife Council	 100% delivered	<ul style="list-style-type: none"> Consultancy study on retail and town/ city centres commissioned during 2013 which has informed the Main Issues Report, for the next TAYplan.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered High Med Low   	Evidence and Progress
Monitor the population size, composition and distribution of the TAYplan area	All policies and proposals and vision and objectives	<ul style="list-style-type: none"> Support strong sustainable growth for TAYplan region. Strengthening the critical mass of Dundee. Strengthening the role of Perth and other identified (Policy 1) principal settlements. 	Monitored every two years	 	N/A	TAYplan	 100% delivered	<ul style="list-style-type: none"> Undertaken through the Monitoring Report and General Register Office for Scotland projections.
Establishment of the TAYplan-wide Housing Market Partnership	Policy 5	<ul style="list-style-type: none"> A mechanism to ensure that the TAYplan-wide Housing Need and Demand Assessment is carried out in accordance with the requirements of guidance and within an open and transparent partnership of public, private and voluntary sector organisations 	<ul style="list-style-type: none"> Initiation during Spring 2012, Operation from Spring 2012 (dependent on new 'streamlined' Scottish Government guidance for HNDA) 		Local Authorities	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).	 100% delivered	<ul style="list-style-type: none"> Operational, established in 2012 with core partners of four local authorities and TAYplan. Wider partnership made up of extended Housing Market Partnerships of each council.

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing		Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions/ % Delivered High Med Low	Evidence and Progress
				1st 12 years	2nd 8 years				
<p>*(map reference number)</p> <p>Actions for LDPs:</p> <ol style="list-style-type: none"> 1. Define the undeveloped coastline in more detail through LDPs; 2. Undertake Flood Risk Assessment as part of LDPs; 3. Prepare Strategic Development Frameworks, as required; 4. Further detail will be required through LDPs as specific proposals develop, to establish whether there will be any impact on the strategic transport network. 	All policies and proposals	<ul style="list-style-type: none"> Promoting high quality design and taking forward an integrated approach to developing cultural facilities as part of TAYplan's place-shaping framework. Supports strong, sustainable growth for the TAYplan region. Expands opportunities for communities and businesses by promoting environmental quality and good connectivity. Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation to climate change. Promotes more sustainable patterns of travel, transport and land use. Conserves and enhances the regions heritage. 	<p>As Local Development Plans and proposals develop.</p> <p>Localised assessments through LDPs.</p>			N/A	<p>Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP), TAYplan Key Stakeholders, SEPA</p>		<ul style="list-style-type: none"> Evidence of progress will develop through the progression of LDPs. <p>Perth & Kinross Council:</p> <ol style="list-style-type: none"> 3. LDP Action Programme contains all sites allocated within Proposed Plan and stipulates which ones will require a development framework to be prepared and the timescale for each. 4. Transport Scotland provided advice through LDP process as to what sites/proposals/actions/policies are likely to have an impact on their networks and they have been consulted on any schemes which will have an impact e.g. A85/A9 planning application and CTRLR proposal.

Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing		Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions/ % Delivered	Evidence and Progress
				1st 12 years	2nd 8 years			High Med Low   	
<p>5. Transport Scotland are working in partnership with NESTRANS and Aberdeenshire Council and the appointed consultants will be considering an 'Access to Laurencekirk' study. The work aims to establish development requirements associated with the A90 Laurencekirk junction and identify a preferred option at Laurencekirk on the A90.</p> <p>Transport Scotland should be consulted on any development which may affect this junction, including developments at Montrose.</p>	(as above)	(as above)	(as above)			(as above)	(as above)		<p>5. Above relevant to this point also.</p> <p>Dundee City Council:</p> <ol style="list-style-type: none"> Limited, if any undeveloped coastline in Dundee. Supplementary Planning Guidance to be prepared. <p>Angus Council:</p> <ol style="list-style-type: none"> Work being undertaken that would establish a methodology and consistency on this. Currently in discussion with SEPA with regard to their requirements. <p>Fife Council:</p> <ol style="list-style-type: none"> This will be defined through the Local Development Plan. This will be undertaken alongside the Local Development Plan.

Delivery and Monitoring

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

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

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

Appendix 1: Progress on Delivery of SDP Average Annual Build Rates (2012 – 2019) by Housing Market Area

These figures represent a snapshot of progress on delivering average annual build rates from Approved TAYplan (2012) at Housing Market Area level, for the 2012-19 period. This appendix has been updated taking account of published Housing Land Audits with a base date of April 2013. 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 2014 or later.

	A	B	C
Housing Market Area (HMA)	Housing Land Requirement based on aggregated 2012-2019 average annual housing market area built rates*	Programmed house completions (2012-19)**	Column A - Column B***
North Angus HMA	560	339 (39 + 300)	-221
West Angus HMA	630	607 (64 + 543)	-23
East Angus HMA	560	506 (31 + 475)	-54
South Angus HMA	560	239 (14 + 225)	-321
Dundee City	4,270	3,459 (147 + 3,312)	-811
Eastern HMA ****	840	667 (53 + 614)	-173
Strathearn HMA	910	888 (54 + 834)	-22
Highland Perthshire HMA	560	432 (39 + 393)	-128
Perth HMA	3,570	2,511 (188 + 2,323)	-1,059
Kinross HMA	490	598 (42 + 556)	108
Cupar and West Fife HMA	770	506 (4 + 502)	-264
St. Andrews and East Fife HMA	1,470	1,371 (94 + 1,277)	-99

Notes:

***Column A:** Multiplies the average annual figures in SDP Policy 5 / Proposal 2 by 7 to indicate the minimum housing land requirement to support delivery of the average annual build rates in Approved TAYplan (2012) for the seven year period 2012-19. 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:** Comprises the total of actual completions in 2012/13 and notional programming over the 2013/19 period. These figures are derived from the 2013 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.

*****Column C:** Column A minus Column B. This figure represents the difference between the 7 year average annual build rates in Approved TAYplan (2012) (Column A) over the 2012-19 period and notional delivery of house completions (Column B) derived from 2013 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 SDP average annual build rates.

******Eastern HMA** is referred to as 'Strathmore and the Glens HMA' in the Perth & Kinross Proposed Local Development Plan.

Abbreviations and Acronyms

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
 SEPA – Scottish Environment Protection Agency
 SEStran - South East of Scotland Transport Partnership
 SHETL - Scottish Hydro Electric Transmission Ltd
 SNH – Scottish Natural Heritage
 TACTRAN - Tayside and Central Scotland Transport Partnership

Terms

HMA - Housing Market Area
 LDP – Local Development Plan
 LP – Local Plan
 LTS – Local Transport Strategy
 NPF2 – National Planning Framework
 NRIP - National Renewables Infrastructure Plan
 MIR – Main Issues Report
 RTS – Regional Transport Strategy
 RUS – Route Utilisation Strategy

STAG – Scottish Transport Appraisal Guidance
 STPR - Strategic Transport Projects Review
 TERS – Tay Estuary Rail Study
 WELR – Western Edge Link Road

Priority of Actions (*)

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

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