



# Regional Transport Strategy 2015 – 2021 Delivery Plan Equality Impact Assessment 2019 Update

April 2019



# Equality Impact Assessment – Tactran RTS Refresh

## Summary

Equality Impact Assessments (EqIA) are an important tool for building equality into the development of policies and practices, and in particular to ensure that a policy, project or scheme does not discriminate against people with protected characteristics as identified in the Equalities Act 2010.

The Regional Transport Strategy Refresh (RTS) 2015 - 2036 was approved by the Minister for Transport and Islands in July 2015. It sets out a vision and objectives over a 20 year horizon for meeting the transport needs of people and businesses across Angus, Dundee, Perth and Kinross and Stirling. The RTS is based upon the following objectives:

- **Economy:** To ensure transport helps to deliver regional prosperity
- **Accessibility, Equity and Social Inclusion:** To improve accessibility for all, particularly for those suffering from social exclusion
- **Environment:** To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement
- **Health and Well-Being:** To promote the health and well-being of communities
- **Safety & Security:** To improve the real and perceived safety and security of the transport network
- **Integration:** To improve integration, both within transport and between transport and other policy areas

The RTS is supported by a Delivery Plan which was adopted in 2016. The purpose of the Regional Transport Strategy (RTS) Delivery Plan 2016-2021 is to set out the projects which support the fulfilment of the RTS objectives and policies. The RTS Delivery Plan is a framework for determining associated capital and revenue programmes and priorities which may be implemented by the Partnership, its partner Councils, Scottish Government, Transport Scotland and other relevant delivery agencies. The RTS Delivery Plan will be updated at regular intervals.

A 2015 RTS Equalities Impact Assessment was undertaken to inform the RTS Refresh 2015-2036. The 2015 EqIA reflected that the RTS is a high-level document and is put into effect by an RTS Delivery Plan which was approved by the Partnership in 2016.

This 'RTS Equality Impact Assessment 2019 Update' builds on the 2015 EqIA undertaken to inform RTS Refresh and seeks to highlight:

- the potential equality impacts for the different delivery plan themes
- Tactran's role in ensuring equality impacts are considered when projects are being brought forward

## Background

[The Equality Act 2010 \(Statutory Duties\) \(Scotland\) Regulations 2011](#) imposed specific duties on Scottish public authorities including RTPs. The Equality and Human Rights Commission (EHRC) has produced [guidance](#) on how listed public authorities can meet their requirements under the Equalities Act 2010 and the [Equality Act 2010 \(Specific Duties\) \(Scotland\) Regulations 2012](#).

The public sector equality duty covers the following protected characteristics: - **age; disability; gender; gender reassignment; pregnancy and maternity; race; religion or belief; and sexual orientation**. The public sector duty also covers marriage and civil partnerships with regard to eliminating unlawful discrimination in employment.

The Equality Act 2010 defines three General Equality Duties which are to :-

- **eliminate unlawful discrimination, harassment and victimisation and other prohibited conduct**
- **advance equality of opportunity between people who share a relevant protected characteristic and those who do not**
- **foster good relations between people who share a protected characteristic and those who do not**

To comply with the General Duties a public authority must have due regard to all three of the above needs. Advancing equality of opportunity involves, in particular, having due regard to :-

- **removing or minimising disadvantage suffered by people due to their protected characteristics**
- **taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people**
- **encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low**

The Act also sets out that:-

- meeting different needs includes (among other things) taking steps to take account of disabled peoples disabilities
- fostering good relations means tackling prejudice and promoting understanding between people of different groups
- meeting the general equality duty may involve treating some people more favourably than others

## RTS 2015-2036 Equality Impact Assessment

Transport affects all sectors: the general public, communities and businesses. Potentially everyone who makes any form of journey can benefit from the RTS.

The [RTS 2015-2036 Equality Impact Assessment](#), considered for each of the protected characteristics:

- evidence from research and statistics
- evidence from consultation
- impact of policy

This information informed the RTS Refresh.

In general the EqIA reflected:

- that the strategy is a high-level document which is put into effect by an RTS Delivery Plan
- that the following objectives contained within the strategy seek to ensure that equality duties are considered and acted upon appropriately:
  - **Accessibility, Equity and Social Inclusion:** To improve accessibility for all, particularly for those suffering from social exclusion
  - **Safety & Security:** To improve the real and perceived safety and security of the transport network

### Information published since 2015 EqIA

Since the 2015 RTS EqIA, a number of pieces of work have been published which help inform and highlight the potential equality considerations that transport interventions may need to consider when they are being brought forward. These include:

- Equality and Human Rights Commission 'Assessing impacts and the public Sector Equality Duty' July 2016
- Transport Scotland 'Going Further: Scotland's Accessible Travel Framework' 2016
- Scottish Government 'A Connected Scotland: Tackling Social Isolation and Loneliness and building stronger social connections' 2018

- Office of Road and Rail 'Improving Assisted Travel – A consultation on changes to guidance for train and station operators on Disabled People's Protection Policy' 2018
- Scottish Government 'Fairer Scotland Duty: Interim Guidance' 2018
- Scottish Youth Parliament 'All Aboard: Young people's views and experiences of public transport in Scotland' January 2019
- Scottish Government 'Child Rights and Wellbeing Impact Assessment: Guidance', February 2019
- Scottish Government 'Supporting disabled children, young people and their families: consultation analysis' April 2019

### **Equality impacts moving from strategy to delivery**

As we develop and consider actions that take forward the objectives identified in the RTS, it is right and proper that we ensure that the equality impacts highlighted in the EqIA that informed the strategy are considered and addressed in greater detail.

The RTS Delivery plan presents 147 interventions under ten delivery themes:

- Strategic Connectivity
- Health and Transport
- Active Travel
- Travel Planning
- Buses and community transport solutions
- Park & Ride
- Rail
- Freight
- Travel Information
- Climate Change

Table 1 below summarises the potential considerations identified in the 2015 RTS EqIA, as well as issues highlighted in the work undertaken since 2015, and the Delivery Plan programmes where those issues may need to be considered. NB This is not intended to imply that only the identified potential impacts are considered, merely that AT LEAST these issues should be considered.

Table 1

<b>Potential equality considerations for the RTS Delivery Plan’s detailed programmes</b>		
<b>Protected Characteristic</b>	<b>Summary of Potential Impacts Identified in 2015 EqIA</b>	<b>Delivery themes where these issues may need to be considered</b>
age	<ul style="list-style-type: none"> <li>• young people (up to the age of 15) are restricted in locations they can access, subject to:               <ul style="list-style-type: none"> <li>○ lifts</li> <li>○ availability of public transport and cost, ability to walk or cycle to destinations</li> </ul> </li> <li>• Cost of public transport (many child concessions cease to apply after the age of 15)</li> <li>• Access to essential services and social network may be reduced if elderly people lose the ability to drive, and public transport options are limited</li> <li>• barriers include physically inaccessible transport vehicles, the pedestrian environment, safety concerns, and attitudes of transport staff.</li> <li>• age-related deafness and visual impairment associated with increasing incidence of diabetes 40 and use of IT, particularly the wearing of earphones at home.</li> <li>• Noise induced tinnitus is also increasing among young people.</li> </ul>	<ul style="list-style-type: none"> <li>• Strategic Connectivity</li> <li>• Health and Transport</li> <li>• Active Travel</li> <li>• Travel Planning</li> <li>• Buses and community transport solutions</li> <li>• Rail</li> <li>• Travel Information</li> </ul>
disability	<ul style="list-style-type: none"> <li>• Using alternative modes of transport requires overcoming barriers in relation to journey planning, physical access and facilities and the approach of transport staff. There are issues about whether all aspects of a journey are accessible, more information relating to physical accessibility and the assistance from transport staff;</li> <li>• disabled people with sensory impairments, including people with visual and hearing impairments, are heavily reliant on using public transport in helping them achieve social integration. Barriers to transport use encompass issues relating to physical access, information and communication, attitudes of transport staff, confidence and cost;</li> <li>• disabled people with mental health support needs are reliant on public transport for</li> </ul>	<ul style="list-style-type: none"> <li>• Strategic Connectivity</li> <li>• Health and Transport</li> <li>• Active Travel</li> <li>• Travel Planning</li> <li>• Buses and community transport solutions</li> <li>• Park &amp; Ride</li> <li>• Rail</li> <li>• Travel Information</li> </ul>

<b>Potential equality considerations for the RTS Delivery Plan's detailed programmes</b>		
<b>Protected Characteristic</b>	<b>Summary of Potential Impacts Identified in 2015 EqIA</b>	<b>Delivery themes where these issues may need to be considered</b>
	<p>making journeys. Key difficulties experienced by people in this group in relation to travel are confidence issues and affordability. Routine and planning are important in people's confidence to travel, also choice of mode, having a travel companion, and the attitudes of transport staff;</p> <ul style="list-style-type: none"> <li>• disabled people with learning disabilities typically use several transport modes including: community transport, public transport, private car and taxis/private hire vehicles. Key enablers for travel are travel training; accessible transport information; a safe street environment and space on public transport; and, positive interactions with transport staff and other transport users.</li> <li>• Cost of travel is a major issue as disabled people are less likely to receive additional Benefits and this is likely to worsen with current Benefit changes.</li> <li>• The effects of disability can be compounded</li> <li>• deaf people require visual aids in simple written English, timetables that are easy to understand, displays at bus stops and clear destination displays on buses and suggested that bus companies should issue drivers with maps of bus routes to allow deaf passengers to show where they wish to alight</li> <li>• The need to publish material in Easy Read for people with learning disabilities and provide transcriptions to BSL, etc.</li> <li>• The potential for hate crimes to impact on this group has also been identified.</li> </ul>	
gender	<ul style="list-style-type: none"> <li>• women have more limited access to cars than men</li> <li>• considerably fewer women than men have driving licences</li> <li>• women travel less in relation to their employment, and are more likely to work close to home and therefore to walk to work</li> <li>• women are more likely than men to travel by public transport, as car passengers and on foot</li> <li>• women's trips are more likely to relate to caring and family responsibilities, while men are</li> </ul>	<ul style="list-style-type: none"> <li>• Strategic Connectivity</li> <li>• Active Travel</li> <li>• Travel Planning</li> <li>• Buses and community transport solutions</li> <li>• Park &amp; Ride</li> <li>• Rail</li> </ul>

<b>Potential equality considerations for the RTS Delivery Plan's detailed programmes</b>		
<b>Protected Characteristic</b>	<b>Summary of Potential Impacts Identified in 2015 EqIA</b>	<b>Delivery themes where these issues may need to be considered</b>
	<p>more likely to travel for business and leisure</p> <ul style="list-style-type: none"> <li>• women make more trips to and from education (including escorting children) and more shopping trips</li> <li>• women make more journeys using public transport with children or otherwise 'encumbered'</li> <li>• women's journeys are more likely to involve a range of different forms of transport, whereas men's journeys often involve only cars</li> <li>• personal safety is an issue, especially after dark and there is a need for CCTV on buses and trains</li> </ul>	<ul style="list-style-type: none"> <li>• Travel Information</li> </ul>
gender reassignment	<p>There is no information about the particular needs or experiences of gender reassigned groups in relation to transport.</p> <p>Consultation responses suggested that such groups may temporarily experience difficulties similar to those for disabled people.</p> <p>The potential for hate crimes to impact on this group has also been identified.</p>	<ul style="list-style-type: none"> <li>• Strategic Connectivity</li> <li>• Health and Transport</li> <li>• Active Travel</li> <li>• Travel Planning</li> <li>• Buses and community transport solutions</li> <li>• Park &amp; Ride</li> <li>• Rail</li> <li>• Travel Information</li> </ul>
pregnancy and maternity	<p>There is no information about the particular needs or experiences of pregnancy and maternity groups in relation to transport.</p> <p>Consultation responses suggested that such groups may temporarily experience difficulties similar to those for disabled people.</p>	<ul style="list-style-type: none"> <li>• Strategic Connectivity</li> <li>• Health and Transport</li> <li>• Active Travel</li> <li>• Travel Planning</li> <li>• Buses and community transport solutions</li> <li>• Park &amp; Ride</li> </ul>

<b>Potential equality considerations for the RTS Delivery Plan's detailed programmes</b>		
<b>Protected Characteristic</b>	<b>Summary of Potential Impacts Identified in 2015 EqIA</b>	<b>Delivery themes where these issues may need to be considered</b>
		<ul style="list-style-type: none"> <li>• Rail</li> <li>• Travel Information</li> </ul>
race	<p>There are approximately 16,000 Black and Ethnic (BME) people in the region making up just over 3% of the population. There is little information on the use of transport for BME people beyond the data available for the general population. Language may be a barrier to accessing travel and transport information and use of public transport.</p> <p>Consultation responses suggested that language issues relating to transport could helpfully be addressed through inclusion of transport information in English language classes.</p> <p>The potential for hate crimes to impact on this group has also been identified.</p>	<ul style="list-style-type: none"> <li>• Buses and community transport solutions</li> <li>• Rail</li> <li>• Park and ride</li> <li>• Travel Information</li> <li>• Travel planning</li> </ul>
religion or belief	<p>There is no information about the particular needs or experiences of religion/belief groups in relation to transport.</p> <p>Consultation responses identified no particular needs or experiences of religion/belief groups in relation to transport.</p> <p>The potential for hate crimes to impact on this group has also been identified.</p>	<ul style="list-style-type: none"> <li>• Rail</li> <li>• Buses and community transport solutions</li> <li>• Park and ride</li> <li>• Active travel</li> </ul>
sexual orientation	<p>Consultation responses suggested that safety is an issue, especially after dark and there is a need for CCTV on buses and trains.</p> <p>The potential for hate crimes to impact on this group has also been identified.</p>	<ul style="list-style-type: none"> <li>• Buses and community transport solutions</li> <li>• Park and ride</li> <li>• Rail</li> </ul>

The RTS Delivery Plan 2016-201 identifies potential activities that may be implemented by the Partnership, its partner Councils, Scottish Government, Transport Scotland and other relevant delivery agencies. Accordingly Tactran's role in ensuring equality duties are met will vary depending on whether we are:

- **Leading:** assess and undertake an EqlA on proposal as required
- **Funding:** assess and undertake an EqlA on programme; or require EqlA as condition of project funding as required
- **Supporting:**
  - encourage regional partner agency to assess and consider the need for an EqlA
  - ensure Tactran input includes equalities input
- **Commenting:**
  - encourage lead national agency to assess and consider the need for an EqlA
  - ensure impact in Tactran region references equalities input

Table 2 below accordingly highlights the anticipated role of Tactran for each of the projects identified within the approved Delivery Plan.

Table 2

1.Strategic Connectivity	Projects	Lead	Tactran Role
<b>Rail links and services</b>	<a href="#">SC1.1</a> Electrification of strategic rail network	Transport Scotland	Commenting
	<a href="#">SC1.2</a> Edinburgh Glasgow Improvement Programme (EGIP)	Transport Scotland	Commenting
	<a href="#">SC1.3</a> Rail Enhancement on the Highland Main	Transport Scotland	Commenting
	<a href="#">SC1.4</a> Rail enhancement between Aberdeen and Central Belt	Transport Scotland	Commenting
<b>Strategic roads</b>	<a href="#">SC6.1</a> A9 upgrading from Perth to Inverness	Transport Scotland	Commenting
	<a href="#">SC6.2</a> A9 Upgrading from Dunblane to Perth	Transport Scotland / Tay Cities	Supporting
	<a href="#">SC6.3</a> A90 upgrade through or around Dundee	Transport Scotland / Tay Cities	Supporting
	<a href="#">SC6.4</a> Dundee West Land Use & Transport Integration	Dundee CC	Supporting
	<a href="#">SC7.1</a> Shaping Perth's Transport Future - Phase 1 Crieff Road improvements	Perth & Kinross	Supporting
	<a href="#">SC7.2</a> Shaping Perth's Transport Future - Phase 2 Cross Tay Link Road (CTLR)	Perth & Kinross / Tay Cities	Supporting
	<a href="#">SC7.3</a> Shaping Perth's Transport Future - Phase 3 Berthapark Link	Perth & Kinross	Supporting
	<a href="#">SC7.4</a> Shaping Perth's Transport Future – Transport Plan including Active Travel	Perth & Kinross	Supporting
	<a href="#">SC7.5</a> Stirling City Area Transport Plan: M9/A811 New Junction	Stirling Council	Supporting
	<a href="#">SC7.6</a> Stirling City Area Transport Plan: Kildean to Bridge of Allan Corridor – Phases 1 and 2	Stirling Council	Supporting
	<a href="#">SC7.7</a> Stirling City Area Transport Plan: Viewforth Link Road and public realm improvements to adjacent City Centre streets	Stirling Council	Commenting
	<a href="#">SC7.8</a> Stirling City Area Transport Plan: Durieshill and South Stirling Gateway Transport Improvements.	Stirling Council	Supporting
<a href="#">New:</a> A91 junction and widening improvements, Stirling	Stirling Council	Supporting	
<b>Ports</b>	<a href="#">SC10.1</a> Inter-modal Regional Rail Freight Facilities at Dundee	Dundee CC	Supporting
	<a href="#">SC10.2</a> Inter-modal Regional Rail Freight Facilities at Montrose	Angus Council / Tay Cities	Supporting
	<a href="#">SC10.3</a> Inter-modal Regional Rail Freight Facilities at Perth	Perth & Kinross	Supporting
<b>Air services</b>	<a href="#">SC11.1</a> Promote services, routes and facilities at Dundee Airport	HIAL / Tay Cities	Supporting
<b>2. Health and Transport</b>	<b>Projects</b>	<b>Lead</b>	<b>Tactran Role</b>
<b>Promoting active</b>	<a href="#">HT.1.1</a> Promote active travel as a healthy means of transport, leisure and means of access to	NHS / Councils / NPAs /	Funding

2. Health and Transport	Projects	Lead	Tactran Role
<b>travel</b>	services and opportunities	Tactran	
	<a href="#">HT1.2</a> Expand the role of active prescriptions and social prescribing	NHS	Commenting
	<a href="#">HT2.1</a> Support delivery of road safety education	Fire & Rescue	Funding
	<a href="#">HT2.2</a> Continue programme of Accident Investigation and Prevention (AIP) and road safety measures and ensure road safety considered in new developments through road safety audit procedures	Councils	Commenting
<b>Transport and public health</b>	<a href="#">HT3.1</a> Review traffic management at air quality hot spots within AQMAs	DCC & PKCC	Supporting
	<a href="#">HT3.2</a> Develop and implement Green Procurement Strategies for Council fleet and public service vehicles	Councils	Supporting
	<a href="#">HT3.3</a> Improve Councils' vehicle fuel consumption efficiency by better management of fleet activities	Councils	Supporting
	<a href="#">HT3.4</a> DCC will introduce ECOstars environmental fleet recognition for cars, lorries, buses, coaches and possibly taxis	Dundee CC	Supporting
	<a href="#">HT3.5</a> DCC in consultation with the Taxi Liaison Group will explore means of reducing emissions from taxis and private car hire vehicles in AQMA	Dundee CC	Supporting
	<a href="#">HT3.6</a> DCC will explore the feasibility of a Low Emission Zone for the central area of the city	Dundee CC	Supporting
	<a href="#">HT3.7</a> Transport Scotland will work with key partners to investigate the use of hydrogen as a transport fuel	Transport Scotland	Commenting
	<a href="#">HT3.8</a> Transport Scotland will continue to engage with partners on the role less carbon intensive fuels such as LPG, CNG and biofuels can play in the transition to a near zero emission road transport sector by 2050	Transport Scotland	Commenting
	<a href="#">HT3.9</a> Transport Scotland will review the impacts of trunk roads on AQMAs at Dundee, Perth and Crieff and implement mitigation where trunk roads are the primary contributor to air pollutants by 2020	Transport Scotland	Supporting
	<a href="#">HT3.10</a> Design, develop and implement a two-level modelling system on regional and local scales to provide evidence for appraising and identifying potential transport and planning solutions to local air quality issues	SEPA	Commenting
	<a href="#">HT3.11</a> Undertake detailed modelling of TAYplan area cities and associated adjoining spaces, covering areas associated with highest levels of poor air quality	SEPA	Commenting
	<a href="#">HT3.12</a> Transport Scotland, in further consultation with partner organisations, ensure the NLEF	Scottish Government	Commenting

2. Health and Transport			
	Projects	Lead	Tactran Role
	criteria, tests, and processes are developed, agreed, and finalised		
<b>Access to healthcare</b>	<a href="#">HT7.1</a> Scottish Government to provide an annual update on evaluation of the national Transportation Noise Action Plan (TNAP)	Scottish Government	Commenting
	<a href="#">HT7.2</a> Work in Partnership to integrate NHS appointment process with Travel Options	NHS	Supporting
	<a href="#">HT9.1</a> Improve efficiency and co- ordination of transport and healthcare service delivery	NHS	Supporting
	<a href="#">HT10.1</a> Increase travel to healthcare facilities by active and sustainable modes	NHS	Funding
	<a href="#">HT10.2</a> Improve active and sustainable travel infrastructure to healthcare facilities	NHS	Funding
<b>NHS staff travel</b>	<a href="#">HT11.1</a> Work to eliminate unnecessary commuting or business journeys by NHS staff	NHS	Supporting
	<a href="#">HT12.1</a> Ensure that all NHS staff travel is undertaken by active or sustainable modes, where appropriate	NHS	Supporting
	<a href="#">HT12.2</a> Improve provision of active and sustainable travel infrastructure for staff arriving by these modes	NHS	Supporting
3. Active Travel			
	Projects	Lead	Tactran Role
<b>Strategic integration</b>	<a href="#">AT1.1</a> Each local authority to develop an Active Travel Strategy	Councils	Supporting
<b>High quality infrastructure</b>	<a href="#">AT2.1</a> Continue to develop and maintain community links	Councils	Funding
	<a href="#">AT3.1</a> Enhance active travel networks, taking account of priorities in the TAYplan Green Network Strategy	AC/PKC/DCC	Funding
	<a href="#">AT3.2</a> Enhance active travel networks, taking account of priorities in the Central Scotland Green Network Strategy	Stirling Council	Funding
	<a href="#">AT3.3</a> NWCN Long Distance Route: Crook of Devon to Kinross	Perth & Kinross	Supporting
	<a href="#">AT3.4</a> NWCN Long Distance Route: Cross-Scotland Pilgrim Way - Iona to St Andrews	Perth & Kinross / Stirling	Supporting
	<a href="#">AT3.5</a> NWCN Long Distance Route: Angus Coastal Path	Angus	Supporting
	<a href="#">AT3.6</a> NWCN Long Distance Route: Pitlochry - Ballater	Perth & Kinross	Supporting
	<a href="#">AT3.7</a> NWCN Long Distance Route: Stirling to Drymen	Stirling	Supporting
	<a href="#">AT3.8</a> NWCN Cycleway: NCN 76 - Manor Powis Roundabout	Stirling	Supporting
	<a href="#">AT3.9</a> NWCN Cycleway: NCN 765 Stirling to Callander	Stirling / LLTNPA	Supporting
	<a href="#">AT3.10</a> NWCN Cycleway: Dundee Green Circular - alternative to Docks	Dundee CC	Supporting
<a href="#">AT3.11</a> NWCN Cycleway: NCN 775 Almondbank to Lochearnhead	Perth & Kinross	Supporting	

3. Active Travel	Projects	Lead	Tactran Role
	<a href="#">AT3.12</a> Aspirational NCN 777 Cycling Route: Bridge of Earn to Newburgh	Perth & Kinross / Fife	Supporting
	<a href="#">AT3.13</a> Aspirational NCN 755 Cycling Route: Drymen to Strathblane	Stirling	Supporting
	<a href="#">AT3.14</a> Aspirational NCN 765 Cycling Route: Keir Roundabout to Bridge of Allan	Stirling	Supporting
	<a href="#">AT3.15</a> Regional Walking and Cycling Route: Montrose - Dunkeld (via Brechin, Forfar, Kirriemuir, Alyth, Blairgowrie)	Angus / Perth & Kinross	Supporting
	<a href="#">AT3.16</a> Regional Walking and Cycling Route: Arbroath - Brechin	Angus	Supporting
	<a href="#">AT3.17</a> Regional Walking and Cycling Route: Dundee - Forfar	AC/DCC	Supporting
	<a href="#">AT3.18</a> Regional Walking and Cycling Route: Dundee - Kirriemuir	AC/DCC	Supporting
	<a href="#">AT3.19</a> Regional Walking and Cycling Route: Dundee - Blairgowrie (via Coupar Angus)	AC/DCC/PKC	Supporting
	<a href="#">AT3.20</a> Regional Walking and Cycling Route: Perth - Blairgowrie	Perth & Kinross	Supporting
	<a href="#">AT3.21</a> Regional Walking and Cycling Route: Perth - Crieff (via Auchterarder)	Perth & Kinross	Supporting
	<a href="#">AT3.22</a> Regional Walking and Cycling Route: Stirling – Denny - Larbert	Stirling	Supporting
	<a href="#">New</a> Great Trossachs Path: Callander to Inversnaid	Great Trossachs Forest	Supporting
	<a href="#">New</a> Promote Cycle Hire Schemes	Councils/Private	Supporting
	<a href="#">New</a> Support safer routes to school and other educational establishments	Councils	Supporting
	<a href="#">New</a> Support active travel audits	Councils/Tactran	Leading
<b>Making better use of the transport system</b>	<a href="#">AT7.1</a> Evaluate Pilot Cycle Hub at Stirling Station 2013-5 for potential wider roll-out at other railway stations	Transport Scotland	Supporting
<b>Influencing travel behaviour</b>	<a href="#">AT9.1</a> Deliver Mutual Respect Campaign, Give Everyone Cycle Space, aimed at drivers, within the Tactran area	Cycling Scotland	Funding
	<a href="#">AT9.2</a> Continue the promotion and development of cycle projects such as Bikeability Scotland training	Cycling Scotland	Funding
4. Travel Planning	Projects	Lead	Tactran Role
<b>Travel Plan Guidance and Support</b>	<a href="#">TP1.1</a> Develop Rail Station Travel Plans within the Tactran area	ScotRail	Supporting
	<a href="#">TP2.1</a> Tactran and Constituent Councils to develop and implement sustainable staff travel plans	Tactran / Councils	Leading
	<a href="#">TP3.1</a> Support and encourage development of Travel Plans with employers within the Tactran region	Tactran / Councils	Leading

4. Travel Planning		Projects	Lead	Tactran Role
	<a href="#">TP4.1</a>	Work to increase uptake and implementation of School Travel Plans	Councils	Supporting
	<a href="#">TP6.1</a>	Seek production and implementation of effective Travel Plans in new developments	Planning authorities	Commenting
<b>Use of Awareness Campaigns</b>	<a href="#">TP7.1</a>	Continue to undertake Awareness Campaigns to promote sustainable travel choices	Tactran / Councils / Transport Scotland	Leading
	<a href="#">TP7.2</a>	Encourage all employers across all sectors to become Cycle Friendly	Cycling Scotland	Funding
<b>Promote Regional Liftshare and Car Clubs</b>	<a href="#">TP8.1</a>	Promote and support lift sharing schemes at a regional and local level	Tactran / Councils	Leading
	<a href="#">TP9.1</a>	Support for the establishment and promotion of Car Clubs in the region	Councils	Supporting
5. Buses & community transport		Projects	Lead	Tactran Role
<b>Network Coverage</b>	<a href="#">B1.1</a>	Engage with public passenger transport service providers to ensure the delivery of high quality, reliable and efficient public transport services	Operators / Councils	Commenting
	<a href="#">B2.1</a>	Determine the public transport service requirements over and above the commercial network through consultation, monitoring and review	Operators / Councils	Supporting
	<a href="#">B2.2</a>	Secure public transport services considered necessary to meet requirements which would otherwise not be met by commercial public transport services	Operators / Councils	Supporting
	<a href="#">B4.1</a>	Ensure Development Plans take due cognisance of the capacity of the road network and opportunities for both existing and future public transport provision	Councils	Commenting
<b>Infrastructure and Vehicles</b>	<a href="#">B6.1</a>	Create a new transport interchange in the heart of Perth City that links directly with trails and cycleways	Perth & Kinross	Supporting
	<a href="#">B7.1</a>	Provide and maintain bus infrastructure, such as bus stops, bus shelters and associated infrastructure, including CCTV, lighting, buildouts, laybys, raised kerbs, etc. and ensure it meets the needs of the elderly, disabled and other encumbered passengers	Councils	Commenting
	<a href="#">B12.1</a>	Introduce measures to encourage uptake of low emission vehicles	Transport Scotland /Operators/Councils	Supporting
	<a href="#">B13.1</a>	Encouragement will be given to meeting the needs of the elderly, disabled and other encumbered passengers through the provision of accessible taxi, CT and DRT services	Councils	Supporting

<b>Network Performance</b>	<a href="#">B15.1</a>	Assist with development of a successful multi-operator and multi-modal travel ticket	Transport Scotland /Operators/Councils	Supporting
	<a href="#">B17.1</a>	Dundee and Angus Bus Punctuality Improvement Partnership (BPIP)	Angus /DCC/Operators	Supporting
	<a href="#">B19.1</a>	Lobby Scottish Government to include non-registered CT services in free bus travel scheme	Tactran	Leading
	<a href="#">B21.1</a>	Evaluate the Bus Investment Fund (BIF) to learn from supported projects and inform decisions on options for future support for local projects to improve public transport	Transport Scotland	Supporting
<b>6. Park &amp; Ride</b>	<b>Projects</b>	<b>Lead</b>	<b>Tactran Role</b>	
<b>Promote New Bus and Rail Based Park &amp; Ride</b>	<a href="#">PR2.1</a>	Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee South of Tay Road Bridge	Transport Scotland / Tactran / DCC Fife Council	Supporting
	<a href="#">PR2.2</a>	Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee West	TS / DCC / Tactran	Supporting
	<a href="#">PR2.3</a>	Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee East	Transport Scotland / Tactran	Supporting
	<a href="#">PR2.4</a>	Strategic Park and Ride/ Park and Choose facilities serving Dundee at Dundee North	Transport Scotland / Tactran	Supporting
	<a href="#">PR2.5</a>	Regional park and ride facilities serving Perth at Perth East	Perth & Kinross	Supporting
	<a href="#">PR2.6</a>	Regional park and ride facilities serving Perth at Perth North	Perth & Kinross	Supporting
	<a href="#">PR2.7</a>	Regional Park & Ride facility- South of Stirling	Stirling Council	Supporting
	<a href="#">PR3.1</a>	Strategic Park & Ride facility at Bannockburn, Stirling	Stirling Council	Supporting
	<a href="#">PR4.1</a>	A90 Forfar multi-modal Interchange	Angus Council	Supporting
	<a href="#">PR4.2</a>	A90 Brechin multi-modal Interchange	Angus Council	Supporting
<a href="#">New</a>	Regional Park & Ride facility – North-east Stirling	Stirling Council	Supporting	
<b>Enhance Existing Bus and Rail Based Park &amp; Ride Provision</b>	<a href="#">PR7.1</a>	Bike & Go facilities at Perth and Dundee rail stations and Cyclepoint at Stirling rail Station	ScotRail	Supporting
	<a href="#">PR7.2</a>	Additional cycling spaces at Dunblane and Bridge of Allan rail stations	ScotRail	Commenting
	<a href="#">PR7.3</a>	Improved waiting facilities at Dunblane and Bridge of Allan rail stations	ScotRail	Commenting
<b>7. Rail</b>	<b>Projects</b>	<b>Lead</b>	<b>Tactran Role</b>	
	<a href="#">R1.1</a>	Tay Estuary Rail Service from Arbroath to Glasgow	Transport Scotland / Scotrail / Tactran	Supporting
	<a href="#">R2.1</a>	Rail enhancement between Edinburgh and Perth	Transport Scotland / Network Rail	Supporting

	<a href="#">R3.1</a>	Perth depot stabling and servicing	Network Rail	Supporting
	<a href="#">R5.1</a>	Significant improvements to Dundee railway station	Dundee CC	Supporting
	<a href="#">R5.2</a>	Significant improvements to Perth's rail and bus stations and associated links to the city centre	ScotRail / Perth & Kinross	Supporting
	<a href="#">R5.3</a>	Stirling Rail Station Enhancement	Scotrail / Stirling Council / Network Rail	Supporting
	<a href="#">R5.4</a>	Relocation of Invergowrie Station to Dundee West	Tactran	Leading
	<a href="#">R5.5</a>	New Rail Station at Bridge of Earn	PKC / Fife Council / Tactran / Sestran	Leading
	<a href="#">New</a>	Investigate whether a relocated Bridge of Allan Station support LTS objectives	Stirling Council	Leading
	<a href="#">R6.1</a>	Close Cornton Level Crossings and replace with bridge	Network Rail	Commenting
	<a href="#">R12.1</a>	Support development of Highland Main Line CRP	ScotRail	Supporting
	<a href="#">R12.2</a>	Support Development of West Highland CRP	ScotRail	Supporting
	<a href="#">R12.3</a>	Support Development of Strathallan CRP	ScotRail	Supporting
<b>8. Freight</b>	<b>Projects</b>		<b>Lead</b>	<b>Tactran Role</b>
	<a href="#">F2.1</a>	Implementation of Freight Consolidation Centres at Dundee and Perth	Tactran	Leading
	<a href="#">F2.2</a>	Tactran Freight Quality Partnership to continue to consider the environmental impact of freight transport and bring forward appropriate measures for improving local air quality	Tactran	Supporting
	<a href="#">F5.1</a>	Improve road connections to Montrose Port	Montrose PA / Angus Council	Supporting
	<a href="#">F5.2</a>	Improved Road Links to Perth Harbour	Perth & Kinross	Supporting
	<a href="#">F6.1</a>	Highland Spring Rail Access at Blackford	Highland Spring	Supporting
<b>9. Travel Information</b>	<b>Projects</b>		<b>Lead</b>	<b>Tactran Role</b>
<b>Informing Travel Choices and Awareness</b>	<a href="#">T11.1</a>	Continue to develop and promote regional travel information through dedicated websites	Tactran / Councils / Traveline Scotland	Leading
	<a href="#">T12.1</a>	Ensure the availability of comprehensive and accurate roadside bus information	Councils	Supporting
	<a href="#">T12.2</a>	Produce and provide bus service, area or corridor timetable booklets that include all supported and commercial bus services	Councils / Operators	Supporting
<b>Facilitating Modal Shift/Sustainability</b>	<a href="#">T15.1</a>	Upgrade and enhancement of VMS car parking navigation signage in Dundee	Dundee CC	Supporting
	<a href="#">T15.2</a>	Upgrade and enhancement of VMS car parking navigation signage in Perth	Perth & Kinross	Supporting

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<b>Making Efficient Use of the Transport Network</b>	<a href="#">T17.1</a>	Real Time Information - Stirling Council	Sestrans / Stirling Council	Supporting
	<a href="#">T17.2</a>	Real Time Information - Perth & Kinross Council	Perth & Kinross	Supporting
	<a href="#">T17.3</a>	Intelligent Transport Systems on Trunk Road Network	Transport Scotland	Supporting
	<a href="#">T17.4</a>	Intelligent Transport Systems, Dundee	Dundee CC	Supporting
	<a href="#">T18.1</a>	Improved Regional Travel Information for Road Freight Industry	Tactran	Supporting
<b>10. Climate Change</b>	<b>Projects</b>		<b>Lead</b>	<b>Tactran Role</b>
<b>Low Carbon Vehicles and Infrastructure</b>	<a href="#">CC1.1</a>	Promote the uptake and use of cleaner and/or alternative fuels where possible for transport	SctGvt / Transport Scotland / EST	Supporting
	<a href="#">CC1.2</a>	Use of electric and alternative fuel vehicles in public sector fleets	Councils / NPAs / NHS	Supporting
	<a href="#">CC1.3</a>	Work with the Scottish Government and other partners to develop a network of publically available electric vehicles charging points across Tactran region	SctGvt / Transport Scotland	Supporting
	<a href="#">CC1.4</a>	Dundee eMission	Dundee CC	Supporting
	<a href="#">CC1.5</a>	Dundee Ultra Low Emission Taxi Scheme	Dundee CC	Supporting
	<a href="#">CC1.6</a>	Support shared use of plug- in vehicles through Car Clubs in the region	SctGvt / Councils	Supporting
	<a href="#">New</a>	Support Low Carbon Transport & Travel Hubs	Councils	Supporting
<b>Eco-driving</b>	<a href="#">CC2.1</a>	Eco-driver training	Tactran/Councils	Funding

This document can be translated on request or can be made available in large print, audio or Braille.

If you need assistance please contact Tactran on 01738 475775

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