

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**14 JUNE 2022****DIRECTOR'S REPORT**

The report asks the Partnership to note updates on the Bus Alliances and ScotRail's emergency timetable and to note a response to consultation on Public Sector Equalities Duty. The Partnership is also asked to consider the form and location of the remaining Board meetings during 2022.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes updates on the Bus Alliances and ScotRail's emergency timetable;
- (ii) notes the Spaces for People monitoring report as shown in Appendix A;
- (iii) notes the response to Scottish Government consultation on Public Sector Equalities Duty as approved by the Executive Committee in April 2022, as shown in Appendix B; and
- (iv) agrees that Tactran Partnership Board meetings continue to be hybrid during 2022 providing for on-line virtual and in-person at Perth.

2 DISCUSSION**Bus Alliances Update**

- 2.1 The Tayside Bus Alliance was awarded funding support from the Transport Scotland Bus Partnership Fund of £497,000 to undertake a STAG appraisal of 20 bus priority corridors, and an additional £90,000 for the provision of a Project Manager. Consultants Systra have been procured to undertake the appraisal and a Project Manager has been appointed.
- 2.2 A modification request was approved by Transport Scotland on the 27 April 2022, to reflect an integrated approach to task scheduling, as a response to Transport Scotland proportionate appraisal advice. The modification amends the completion date of the STAG appraisal work from March 2023 to January 2023.
- 2.3 The Tayside Bus Alliance has established a series of activity specific groups, being: Project Planning Meeting (PPM), Match In Kind Group (MIK), Consultation and Communications Group (Coms). In each instance the group provide expertise on specific areas of the appraisal and alliance development, providing input and reviewing progress. The groups also provide a statement of activity to the full Tayside Bus Alliance meetings.

- 2.4 The Match in Kind group is also reaching across projects to identify experiences and best practices in other locations as may support our own match in kind activities, and the future development of services, including the Bus Service Improvement Partnership (BSIP) concept. Review and position papers supporting this activity have been circulated amongst group members and are reported on to the full alliance meeting in the group reporting sections.
- 2.5 Progress to date has been maintained on-time and includes the delivery of an inception report, the completion of a Case for Change update, currently under review by the PPM; and the commencement of consultation activities.
- 2.6 The Tayside Bus Alliance has also developed a series of further relationships to support the project, including the development of a regional group of Alliance and BPF projects project managers; with the aim of sharing experiences and responses to common questions in the delivery of the BPF projects.
- 2.7 The award to Forth Valley Bus Alliance by Transport Scotland was £500,000 to undertake the STAG appraisal of 5 corridors included in the bid and to focus on evidence of how the proposals on these corridors will encourage modal shift and reduce emissions.
- 2.8 Following a procurement process the Forth Valley Bus Alliance has appointed Atkins to undertake the STAG appraisal. Forth Valley Bus Alliance have also been successful in securing additional funding from Transport Scotland for project management and a project manager is now in place.
- 2.9 Work has begun to obtain further data from the operators/ local authorities for the successful bid. A project plan has also been developed in keeping with the timelines set out by Transport Scotland. Project governance arrangements have also been discussed in more detail and is ongoing at present. In addition, a stakeholder plan has also been created to ensure that feedback from all the key stakeholders that are present in the Forth Valley Bus Alliance area is captured.

ScotRail Emergency Timetable

- 2.10 ScotRail has introduced an emergency temporary timetable that commenced on Monday 23 May 2022.
- 2.11 Prior to introducing the emergency timetable, ScotRail had been relying on drivers working overtime or on their rest days to run a normal timetable. The pandemic meant that training new drivers was significantly delayed and without COVID and its impact on training, ScotRail would have trained around an extra 130 drivers.

- 2.12 Following an announcement by the drivers' union ASLEF that it will ballot for industrial action regarding pay, a significant number of drivers have been declining to make themselves available for overtime or rest day working. This has resulted in significant disruption and ScotRail was aware how much this disruption had been affecting rail passengers and therefore introduced an emergency temporary timetable in the belief that it will provide greater certainty and reliability for those travelling.
- 2.13 ScotRail normally run 2,152 train services/weekday throughout Scotland and the emergency timetable has reduced this to 1,456 train services/weekday. This has resulted in lower frequency of services and first trains of the day starting later and the final train of the day finishing earlier on many of the routes on the Scottish rail network.
- 2.14 The links below provide the ScotRail emergency temporary timetables for weekdays and Saturdays on routes in the Tactran region:
- [Central Scotland \(Mon – Fri\)](#)
 - [Central Scotland \(Sat\)](#)
 - [Glasgow & Edinburgh – Aberdeen \(Mon – Fri\)](#)
 - [Glasgow & Edinburgh – Aberdeen \(Sat\)](#)
 - [Glasgow & Edinburgh – Inverness \(Mon – Fri\)](#)
 - [Glasgow & Edinburgh – Inverness \(Sat\)](#)
 - [West Highlands \(Mon – Fri\)](#)
 - [West Highlands \(Sat\)](#)
 - [Edinburgh – Fife, Perth & Dundee \(Mon – Fri\)](#)
 - [Edinburgh – Fife, Perth & Dundee \(Sat\)](#)
- 2.15 ScotRail aimed to introduce an emergency timetable that prioritises services that meet the needs of most customers and key workers. The pattern of first and last trains on each route was carefully developed in partnership with NHS and other stakeholders during the COVID 19 pandemic to ensure rail was a viable transport mode for as many key workers as possible, including those who worked shifts. Night-time leisure was closed at this time, so this is the main business sector impacted by the emergency timetable. However, ScotRail have been able to operate a small number of additional services on Friday evenings.
- 2.16 The vast majority of ScotRail customers travel during the day and the emergency timetable will continue to meet the travel needs of most of these customers as almost all stations continue to receive at least an hourly service, with many in the central belt having a half hourly service. ScotRail note that they are providing plenty of capacity to carry everyone who wants to travel by rail at the times services are operating during the emergency timetable.

- 2.17 On Mondays to Thursdays there are still significant numbers of people travelling at peak times. Pre-pandemic the proportion of peak to off peak travel was around 50:50 over the course of a week. It is currently 40% to 60%. Those who use rail for travelling to work tend to have less discretion as to when they can travel so ScotRail is protecting these journey opportunities as much as possible. ScotRail estimate that no more than 20% of existing customers will have to reconsider the times they travel by rail and no more than 10% will not have suitable alternatives.
- 2.18 At the time of writing the emergency temporary timetables for Sundays are not yet available. All parties are continuing to try to resolve the dispute.

Spaces for People Monitoring

- 2.19 Tactran was awarded funding in July 2020 from Sustrans' Spaces for People initiative to monitor the impact of the Covid-19 Pandemic. Systra were appointed to manage the survey companies and design, collate and report on surveys undertaken. The monitoring has had three main purposes:
- to assist in assessing the impact of Spaces for People infrastructure implemented by Tactran's constituent Councils;
 - assessing trends in our towns/cities; and
 - undertaking behaviour and attitude monitoring.
- 2.20 Monitoring surveys were undertaken over 4 periods October/November 2020, February/March 2021, May 2021 and September 2021 and attitudinal surveys were undertaken in approximately 12 monthly 'waves'.
- 2.21 A comprehensive interim report was provided to the Partnership at its meeting on 14 September 2021. The report provided the survey analysis and findings for the monitoring surveys up to May 2021 and the first 10 waves of the attitudinal surveys. The Partnership agreed to receive a further report on Spaces for People monitoring following completion and analysis of the surveys (Report RTP/21/24 refers).
- 2.22 Appendix A provides an updated report of the Spaces for People monitoring, which the Partnership is asked to note.
- 2.23 In addition, the monthly 'wave' attitudinal surveys reports are available on the [Active Travel page](#) of the Tactran Website. Reports on the Spaces for People survey monitoring for each constituent Council area and a combined Wave 1 to 12 Attitudinal Survey report will be available in the Members area of the [website](#).

Public Sector Equality Duty (PSED)

Background

- 2.24 The Scottish Government published consultation on [Public Sector Equality Duty in Scotland](#) on 13 December 2021, with responses to be submitted by 11 April 2022.
- 2.25 At its meeting of 15 March 2021, the Partnership delegated authority to the Executive Committee to consider and approve a response to Scottish Government's consultation on Public Sector Equality Duty in Scotland (Report RTP/22/10 refers).

Context

- 2.26 The Public Sector Equality Duty (PSED) in Scotland is a duty on public bodies, and those carrying out public functions, which was created by section 149 of the Equality Act 2010 (the Act) and came into force in April 2011. It was developed in order to consolidate specific duties in respect of race, gender and disability that were all previously contained in separate Acts and extended it to other relevant protected characteristics. The PSED obliges public authorities, and those carrying out certain public functions, to have due regard, when exercising their functions, to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2.27 Although the subject matter of the Act is largely reserved to the UK Parliament, Scottish Ministers have the power (under section 153 of the Act) to supplement the PSED by placing specific duties on certain Scottish public authorities. Scottish Ministers used these powers to make the Scottish Specific Duties (SSD) in 2012.
- 2.28 The SSDs are intended to provide a supporting framework to enable certain public authorities to better perform their PSED, through enhanced data collection and evaluation, and greater transparency and accountability. In this way, the specific duties help authorities to better perform their duty to have 'due regard' to the 3 needs of the PSED, and to mainstream equality in their everyday work.
- 2.29 Tactran's most recent Mainstreaming the Equality Duty Report and Employee Information and Equality Outcomes Report were approved by the Executive Committee in April 2021 (report RTP/21/10 refers).

Scope of the Review of the Operation of the PSED

- 2.30 Scottish Ministers have committed to reviewing the operation of the PSED in Scotland, which in effect means reviewing:
- The effectiveness of the SSDs, for which Scottish Ministers have legislative competence; and
 - The implementation environment for the PSED in Scotland, in recognition of the fact that regulations alone do not deliver equality, but that factors such as leadership and capacity are critical.

Purpose of the consultation

- 2.31 Scottish Ministers are committed to reviewing the effectiveness of the PSED in Scotland. After months of research and engagement to identify issues within the SSDs, it became clear that more could be done to improve the regime.
- 2.32 Drawing on research so far, the consultation set out a series of detailed proposals both for legislative changes to the SSDs and changes to the wider implementation environment. Due to the technical nature of the SSDs regime and the purpose and effect of the regulations, the consultation was mainly targeted to the Scottish public sector and equality advocacy groups.
- 2.33 The Executive Committee approved the response shown in Appendix B (RTP/22/11 refers) which the Partnership Board is now asked to note.

Partnership Board Meetings during 2022

- 2.34 Prior to the Covid pandemic, Tactran Partnership Board meetings were held in person and rotated on a quarterly basis, with one meeting per year held in each of the constituent Council areas. Since the beginning of the pandemic all meetings have been held virtually via Microsoft Teams, with online access made available to the public, until this first meeting on the new Tactran Partnership Board, which is a hybrid of virtual and in-person meeting in Perth.
- 2.35 Two further meetings are to be held during 2022 in September and December, and it is proposed that these meetings continue to be a hybrid of virtual and in-person at Perth.

3 CONSULTATIONS

- 3.1 Elements of the report have been the subject of consultation with partner Councils, other RTPs, Transport Scotland and other partners/stakeholders, as appropriate.

4 RESOURCE IMPLICATIONS

- 4.1 This report has no direct or additional financial or other resource implications.

5 EQUALITIES IMPLICATIONS

- 5.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

Mark Speed
Director

For further information email markspeed@tactran.gov.uk or tel. 07919 698611

NOTE

Papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report:

Report to Executive Committee RTP/21/10, Public Sector Equalities Duties Reporting 2021, 14 April 2021

Report to Partnership RTP/21/24, Spaces for People Monitoring, 14 September 2021

Report to Partnership RTP/22/10, Consultations, 15 March 2022

Report to Executive Committee RTP/22/11, Public Sector Equalities Duty in Scotland Consultation, 29 March 2022

Spaces for People Monitoring Summary Report – Final May 2021

1. Introduction

1.1 Tactran was awarded funding in July 2020 from Sustrans' Spaces for People initiative to monitor the impact of the Covid-19 Pandemic. Systra were appointed to manage the survey companies and design, collate and report on surveys undertaken. The monitoring has had three main purposes:

- to assist in assessing the impact of Spaces for People infrastructure implemented by Tactran's constituent Councils;
- assessing trends in our towns/cities; and
- undertaking behaviour and attitude monitoring.

1.2 Monitoring surveys were undertaken over 4 periods October/November 2020, February/March 2021, May 2021 and September 2021 and attitudinal surveys were undertaken in monthly 'waves'.

1.3 The covid-19 travel guidelines in place during the duration of the monitoring is provided in Annex 1.

2. Impact of Spaces for People infrastructure

Angus

2.1 Spaces for People measures monitored were:

- 20mph speed restrictions – Arbroath town centre, Forfar town centre, Edzell

20mph Arbroath Town Centre

2.2 20mph speed restrictions were introduced during September 2020. Three locations were surveyed: West Port (Site 1), Millgate (Site 2) and Commerce Street (Site 3) with each location surveyed for a 1 week period in October 2020; March 2021; May 2021 and September 2021. Note all sites are one-way streets. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Mar-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	1851	18.6	1571	19.2	1923	18.3	1947	18.3
Site 2 Eastbound	1309	17.0	1062	18.3	1370	17.5	1381	17.2
Site 3 Westbound	3688	17.9	3284	18.0	4484	17.0	4069	17.4

2.3 In addition to speed surveys, pedestrian and classified vehicle counts were undertaken over a 3-day period (Thu, Fri, Sat) in October 2020; March 2021; May 2021 and September 2021. The tables below provide the daily average over the 3-day period.

Location	Oct-20	Feb-21	May-21	Sep-21
	Peds	Peds	Peds	Peds
Site 1 - North Kerbside	697	403	628	819
Site 1 - South Kerbside	644	512	629	685
Site 2 - North Kerbside	525	489	536	629
Site 2 - South Kerbside	612	452	564	674
Site 3 - North Kerbside	247	232	285	307
Site 3 - South Kerbside	196	147	209	250

Location	Oct-20		Mar-21		May-21		Sep-21	
	All Vehicles	Cycles	All Vehicles	Cycles	All Vehicles	Cycles	All Vehicles	Cycles
Site 1 Eastbound	2041	22	1803	42	2008	21	2101	31
Site 2 Eastbound	1478	30	1232	38	1458	20	1509	25
Site 3 Westbound	3271	10	3178	27	3350	13	4286	21

2.4 The mean traffic flows show that Arbroath town centre traffic was at its lowest in March 2021 when Scotland remained in full lockdown. The average speeds range between 17.0 and 19.2mph, with the highest speeds at site 1 West Port. The decrease in vehicular traffic in March 2021 coincides with an increase in cycling.

20mph Forfar Town Centre

2.5 20mph speed restrictions were introduced during September 2020. One location was surveyed: Castle Street north of Myre Road (Site 1), surveyed for a 1 week period in October 2020; March 2021; May 2021 and September 2021. Note site is on one-way street. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Southbound	3359	14.5	3203	17.2	4406	16.3	3777	16.0

2.6 In addition to speed surveys, pedestrian and classified vehicle counts were undertaken over a 3-day period (Thu, Fri, Sat) in October 2020; March 2021; May 2021 and September 2021. The table below provides the daily average over the 3-day period.

Location	Oct-20	Feb-21	May-21	Sep-21
	Peds	Peds	Peds	Peds
Site 1 - East Kerbside	1525	742	1566	1641
Site 1 - West Kerbside	1476	963	1409	1575

Location	Oct-20		Mar-21		May-21		Sep-21	
	All Vehicles	Cycles	All Vehicles	Cycles	All Vehicles	Cycles	All Vehicles	Cycles
Site 1 Southbound	4135	23	3702	30	4810	19	4401	22

2.7 The mean traffic flows show that Forfar town centre traffic was at its lowest in March 2021 when Scotland remained in full lockdown. Traffic volumes are at their highest in May 2021. The average speeds range between 14.5mph and 17.2mph. The decrease in vehicular traffic in March 2021 coincides with a slight increase in cycling.

20mph Edzell

2.8 20mph speed restrictions were introduced during September 2020. One location was surveyed: B966 High Street at Primary School (Site 1), surveyed for a 1 week period in October 2020; February 2021; May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Northbound	839	29.3	623	29.9	845	28.2	934	26.9
Site 1 Southbound	909	25.7	658	26.6	899	25.3	1021	23.7

2.9 The mean traffic flows show that Edzell traffic was at its lowest in February 2021 when Scotland was in full lockdown. Traffic volumes in May 2021 are comparable with October 2020, with a slight increase in September 2021. The average speeds range between 23.7mph and 29.9mph.

Dundee

2.10 Spaces for People measures monitored were:

- 20mph Speed restrictions - Perth Road, Fintry, Douglas and Broughty Ferry
- Road closure – The Esplanade, Broughty Ferry
- Pedestrianisation of Union Street

20mph Perth Road

2.11 20mph speed restrictions were introduced during July 2020. Three locations were surveyed: Step Row (Site 1) Art School (Site 2) and Nethergate (Site 3)

with each location surveyed for a 1 week period in October 2020; February 2021; May 2021 and September 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	2649	17.6	2340	18.4	3242	17.2	3369	17.4
Site 1 Westbound	2450	17.8	2123	18.7	2508	16.7	3051	17.1
Site 2 Eastbound	1728	24.3	1388	24.8	1908	24.9	2097	24.0
Site 2 Westbound	1999	24.6	1629	25.3	2269	25.4	2448	24.5
Site 3 Eastbound	2290	17.8	1754	20.6	2590	17.9	2562	18.1
Site 3 Westbound	2409	16.8	1827	20.0	2751	18.0	2696	18.2

2.12 In addition to speed surveys, pedestrian and classified vehicle counts were undertaken over a 3-day period (Thu, Fri, Sat) in October 2020; February 2021; May 2021 and September 2021. The tables below provides the daily average over the 3-day period.

Location	Oct-20	Feb-21	May-21	Sep-21
	Peds	Peds	Peds	Peds
Site 1 - North Kerbside	1579	1255	1339	1448
Site 1 - South Kerbside	2651	2346	2264	2500
Site 2 - North Kerbside	1728	1084	1279	1362
Site 2 - South Kerbside	1166	797	944	1262
Site 3 - North Kerbside	2425	1581	2168	2563
Site 3 - South Kerbside	2827	824	1662	2550

Location	Oct-20		Feb-21		May-21		Sep-21	
	All Vehicles	Cycles	All Vehicles	Cycles	All Vehicles	Cycles	All Vehicles	Cycles
Site 1 Eastbound	2835	56	2360	65	3012	48	3046	40
Site 1 Westbound	2489	61	2100	66	2770	50	2769	47
Site 2 Eastbound	1801	67	1458	79	2082	61	1993	62
Site 2 Westbound	1989	62	1657	79	2184	60	2326	59
Site 3 Eastbound	2379	91	1885	97	2868	68	2724	66
Site 3 Westbound	2502	91	1972	102	2851	79	2735	78

2.13 The mean traffic flows show that Perth Road traffic was at its lowest in February 2021 when Scotland was in full lockdown. The average speeds range between 16.7mph and 25.4mph, with the highest speeds at site 2 Art School. The

decrease in vehicular traffic in February 2021 coincides with a slight increase in cycling.

20mph Fintry

- 2.14 20mph speed restrictions were introduced during July 2020. Two locations were surveyed: Findowrie Street at Finchapel Place (Site 1), Fintry Road at Fintry Gardens (Site 2), with each location surveyed for a 1 week period in October 2020; February 2021; May 2021 and September 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	1010	19.7	947	22.1	1153	21.2	1034	21.3
Site 1 Westbound	1091	20.6	995	23.0	1254	21.2	1087	21.6
Site 2 Eastbound	1144	19.6	1088	26.6	1155	25.3	1228	25.9
Site 2 Westbound	1469	20.2	1293	26.4	1472	26.0	1530	27.1

- 2.15 The mean traffic flows show that Fintry traffic was at its lowest in February 2021 when Scotland was in full lockdown. The average speeds range between 19.6mph and 27.1mph, with the highest speeds at Site 2 Fintry Road.

20mph Douglas

- 2.16 20mph speed restrictions were introduced during July 2020. Two locations were surveyed: Balunie Drive east of Ballindean Road (Site 1), Ballindean Road east of Ballindean Place (Site 2), with each location surveyed for a 1 week period in October 2020; February 2021; May 2021 and September 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	1772	24.6	1606	24.7	2528	24.8	2985	25.4
Site 1 Westbound	1927	26.5	1778	26.2	2991	25.8	2547	24.6
Site 2 Eastbound	2837	24.1	2764	26.4	3232	24.1	3063	24.4
Site 2 Westbound	2569	22.9	2466	23.6	3077	23.0	2836	24.2

- 2.17 The mean traffic flows show that Douglas traffic was at its lowest in February 2021 when Scotland was in full lockdown. The average speeds range between 22.9mph and 26.4mph.

20mph Broughty Ferry

2.18 20mph speed restrictions were introduced during July 2020. Two locations were surveyed: Brook Street west of St Vincent Street (Site 1), King Street east of Union Street (Site 2), with each location surveyed for a 1 week period in October 2020; February 2021, May 2021 and September 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	2138	16.2	1951	17.7	2457	16.4	2335	16.9
Site 1 Westbound	901	17.3	740	19.1	1080	18.3	912	15.7
Site 2 Eastbound	827	17.3	636	18.5	976	17.2	1092	16.6
Site 2 Westbound	2262	18.9	2054	19.8	2723	18.9	2754	18.0

2.19 The mean traffic flows show that Broughty Ferry traffic was at its lowest in February 2021 when Scotland was in full lockdown. The average speeds range between 16.2mph and 19.8mph, with the highest speeds at Site 2, King Street.

The Esplanade – Road Closure

2.20 A road closure was introduced at the eastern end of The Esplanade between June 2020 and end of October 2020 and again between January 2021 and April 2021 meaning that it was no longer a through route during these periods. One location to the west of the road closure was surveyed for a 1 week period in October 2020; February 2021; May 2021 and September 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20 (Road closed)		Feb-21 (Road closed)		May-21 (Road open)		Sep-21 (Road open)	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	225	17.0	254	17.8	398	18.8	561	19.3
Site 1 Westbound	176	16.7	198	17.6	232	18.5	316	20.0

2.21 The mean daily traffic flows at The Esplanade are low throughout the closure periods, ranging between 176 and 254 vehicles in either direction. This increases to between 232 and 398 vehicles when road was re-opened and surveyed in May 2021 and further increases in September 2021. The average speeds range between remains between 16.7mph and 20.0mph.

Union Street – Pedestrianisation

2.22 Union Street in Dundee city centre was closed to general traffic between 11:00 and 16:00 and pedestrianised from July 2020. Pedestrian and classified vehicle

count surveys were undertaken over a 3-day period (Thu, Fri, Sat) in October 2020; February 2021, May 2021 and September 2021. The tables below provides the daily average over the 3-day period.

Union Street	Oct-20	Feb-21	May-21	Sep-21
	Peds	Peds	Peds	Peds
East Kerbside	2827	824	1666	2530
West Kerbside	1673	1254	2269	3795

Union Street	Oct-20			Feb-21		
	Cars	Goods Vehs	Cycles	Cars	Goods Vehs	Cycles
Southbound (No.)	7	3	23	6	4	34
Southbound (%)	20.4%	9.1%	70.4%	13.7%	8.4%	77.1%
Northbound (No.)	20	14	27	20	9	44
Northbound (%)	32.1%	23.3%	44.6%	27.1%	11.9%	60.1%

Union Street	May-21			Sep-21		
	Cars	Goods Vehs	Cycles	Cars	Goods Vehs	Cycles
Southbound (No.)	2	1	23	4	3	19
Southbound (%)	7.7%	3.8%	88.5%	16.5%	11.4%	72.2%
Northbound (No.)	6	4	26	11	9	23
Northbound (%)	15.7%	12.0%	71.3%	26.2%	21.5%	52.3%

2.23 Compared with pedestrian activity, the average daily flow shows very few vehicles travelling on Union Street, with more cycles than vehicles recorded.

Perth & Kinross

2.24 Spaces for People measures monitored were:

- 20mph speed restriction at Tay Street, Perth

Tay Street, Perth

2.25 20mph speed restrictions were introduced during June 2020. Speed surveys were undertaken at 2 locations on Tay Street: Between South Street and High Street (Site 1) and South of Canal Street (Site 2) with each location surveyed for a 1 week period in November 2020; February 2021; May 2021 and September 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Nov-20		Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Northbound	2502	22.5	2115	22.6	2855	22.0	2912	21.7
Site 1 Southbound	2907	20.9	2406	20.5	2994	20.8	3207	21.6
Site 2 Northbound	2421	23.8	2428	23.9	2959	23.5	3209	21.8
Site 2 Southbound	4057	24.5	4116	24.5	4838	24.2	5586	24.6

2.26 In addition to speed surveys, classified vehicle counts and pedestrian counts were undertaken at 4 sites on Tay Street: North of High Street (Site 1); North of South Street (Site 2); South of South Street (Site 3); North of Marshall Place (Site 4). The tables below give vehicular traffic recorded and pedestrian/cycle recorded over the period 06:00 – 22:00.

Location	Nov-20			Feb-21		
	Cars	LGV/HGV	All	Cars	LGV/HGV	All
Site 1 - Northbound	1236	343	1613	1088	372	1467
Site 1 - Southbound	2755	692	3487	2267	674	2975
Site 2 - Northbound	1944	526	2598	1603	493	2170
Site 2 - Southbound	2149	586	2749	1847	564	2419
Site 3 - Northbound	2109	585	2711	1789	633	2433
Site 3 - Southbound	5372	1391	6854	4388	1244	5693
Site 4 - Northbound	2219	610	2846	1830	630	2471
Site 4 - Southbound	3616	990	4631	3206	942	4158

Location	May-21			Sep-21		
	Cars	LGV/HGV	All	Cars	LGV/HGV	All
Site 1 - Northbound	1380	437	1829	1463	380	1876
Site 1 - Southbound	3039	808	3884	3087	694	3849
Site 2 - Northbound	2154	657	2890	2170	542	2827
Site 2 - Southbound	2415	655	3081	2537	566	3140
Site 3 - Northbound	2320	729	3066	2527	637	3210
Site 3 - Southbound	5748	1570	7410	6086	1424	7660
Site 4 - Northbound	2397	748	3165	2624	658	3325
Site 4 - Southbound	4005	1185	5217	4166	1022	5257

Location	Nov-20		Feb-21		May-21		Sep-21	
	Peds	Cycles	Peds	Cycles	Peds	Cycles	Peds	Cycles
Site 1 - East Kerbside	728	96	1219	125	827	100	982	200
Site 1 - West Kerbside	300	2	242	8	224	5	493	7
Site 2 - East Kerbside	566	91	1017	104	662	65	850	162
Site 2 - West Kerbside	304	5	339	14	419	6	599	15
Site 3 - East Kerbside	458	87	825	104	544	63	662	150
Site 4 - East Kerbside	275	62	487	69	411	46	716	37
Site 4 - West Kerbside	537	14	663	17	581	9	425	100

* Site 3 - West Kerbside omitted from survey due to proximity with Court House

2.27 The mean traffic flows show that Tay Street traffic was at its lowest in February 2021 when Scotland was in full lockdown, with the highest traffic volumes recorded in September 2021. The average speeds at the 2 sites recorded a range between 20.5mph and 24.6mph. The decrease in vehicular traffic in February 2021 coincides with a slight increase in pedestrians and cyclists. The number of LGV/HGVs recorded at the 4 sites remain similar in November 2020 and February 2021, with an increase in May 2021 showing slightly higher numbers than in September 2021.

Stirling

2.28 All Spaces for People measures were implemented at end of May-June 2021. Therefore, the first three phases of surveys reported in this report were undertaken before Spaces for People measures were installed in the Stirling Council area.

2.29 Surveys were undertaken at the following locations:

- 7 sites in Stirling – Murray Place at McDonalds; Upper Craigs; Millenium Way; Murray Place at Ian Gallacher Jewellers; Causewayhead Road; Forrest Road and Argyll Avenue.
- 3 sites in Dunblane – High Street, B8033 Perth Road, B8033 Stirling Road
- 1 or 2 sites in each of the following – Bridge of Allan; Aberfoyle; Fallin; Plain; Callander; Kilearn; Gargunnoch

Stirling

2.30 Seven locations were surveyed: Murray Place at McDonalds (Site 1), Upper Craigs (Site 2), Millennium Way (Site 3), Murray Place at Ian Gallacher Jewellers (Site 4), Causewayhead Road (Site 5), Forrest Road (Site 6) and Argyll Avenue (Site 7) with Sites 1 and 2 surveyed for a 1 week period in October 2020; February 2021; May 2021 and September 2021 and Sites 3, 4 and 5 in February 2021; May 2021 and September 2021. Sites 6 and 7 were

surveyed in September 2021 only. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Oct-20		Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Northbound	310	10.0	295	10.8	538	10.5	424	10.4
Site 1 Southbound	897	11.1	879	12.6	1419	11.4	1445	11.9
Site 2 Eastbound	551	12.1	392	13.7	673	12.4	568	12.7
Site 2 Westbound	538	10.9	397	12.5	703	11.8	568	11.5
Site 3 Northbound			4533	43.4	5627	40.3	7499	40.1
Site 3 Southbound			3655	43.0	7374	37.9	5876	40.2
Site 4 Southbound			614	10.1	1009	9.8	1071	10
Site 5 Southbound			4311	25.7	7867	23.8	6360	21.3
Site 5 Northbound			4173	26.5	6181	27.8	6146	22.8
Site 6 Northbound							160	18.3
Site 6 Southbound							30	14.3
Site 7 Eastbound							226	16.3
Site 7 Westbound							158	19.6

2.31 In addition to speed surveys, pedestrian counts were undertaken over a 3-day period (Thu, Fri, Sat) in October 2020; March 2021; May 2021 and September 2021 at Sites 1, 2 and 4. The table below provides the daily average over the 3-day period.

Location	Oct-20	Feb-21	May-21	Sep-21
	Peds	Peds	Peds	Peds
Site 1 - East Kerbside	5424	2726	6318	7843
Site 1 - West Kerbside	2622	1822	3073	3833
Site 2 - East Kerbside	3623	1794	3196	4417
Site 2 - West Kerbside	1147	860	1513	1804
Site 4 - West Kerbside	2975	2274	2966	3577
Site 4 - East Kerbside	2574	1708	2822	4829

2.32 The mean traffic flows show that traffic at five Stirling sites was at its lowest in February 2021 when Scotland was in full lockdown, with a significant increase in May and September 2021. The average speeds range at sites 1, 2, 4, 6 and 7 was between 9.8mph and 19.6mph. At site 3 where the speed limit was 40mph the average speed was between 37.9mph and 43.4mph. At site 5 where the speed limit was 30mph average speeds of between 21.3mph and 27.8mph were recorded. The number of pedestrians recorded at the 3 sites was also at its lowest in February 2021 during full lockdown.

Dunblane

- 2.33 Three locations were surveyed: High Street near Gold post box (Site 1), B8033 Perth Rd north of Bridge (Site 2), B8033 Stirling Rd south of Central Scotland jewellery (Site 3), with all locations surveyed for a 1 week period in February 2021 and May 2021. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Northbound	718	13.2	1026	12.9	1035	12.6
Site 2 Northbound	3836	27.4	5619	26.5	5729	24.2
Site 2 Southbound	3366	31.5	4722	29.8	5099	27.0
Site 3 Northbound	3969	33.0	5202	33.2	5354	28.5
Site 3 Southbound	3121	35.1	4185	35.5	4489	29.7

- 2.34 In addition to speed surveys, classified vehicle counts and pedestrian counts were undertaken at the three Dunblane sites. The tables below give vehicular traffic recorded and pedestrian/cycle recorded over the period 06:00 – 22:00.

Location	Feb-21			May-21			Sep-21		
	Cars	LGV/HGV	All	Cars	LGV/HGV	All	Cars	LGV/HGV	All
Site 1 - Northbound	646	112	759	844	122	968	877	116	1006
Site 2 - Northbound	3469	570	4089	4895	631	5559	5259	486	5839
Site 2 - Southbound	3100	489	3631	4298	526	4883	4696	432	5217
Site 3 - Northbound	3596	659	4293	4565	660	5271	4754	642	5470
Site 3 - Southbound	3765	657	4456	4866	667	5585	5064	674	5828

Location	Feb-21		May-21		Sep-21	
	Peds	Cycles	Peds	Cycles	Peds	Cycles
Site 1 – Northbound	712	5	798	19	1073	30
Site 1 - Southbound	681	4	727	8	1002	12
Site 2 - Northbound	222	8	250	44	246	57
Site 2 - Southbound	168	4	201	36	224	61
Site 3 - Northbound	34	5	21	34	13	27
Site 3 - Southbound	30	8	15	30	11	44

- 2.35 The mean traffic flows show that traffic at the three Dunblane sites were significantly higher in May 2021 and September 2021, compared to February

2021 when Scotland was in lockdown. Pedestrian and cycle use remains broadly similar during February 2021, May 2021 and September 2021, with the exception of Site 1 on the High Street. The average speeds at site 1 were around 13mph. At site 2 the average speed was between 24.2mph and 31.5mph. At site 3 where the speed limit changes from 50mph to 30mph average speeds of between 28.5mph and 35.5mph were recorded.

Bridge of Allan, Aberfoyle, Fallin, Plean, Callander, Killearn, Gargunnock

- 2.36 Seven towns/villages with one or two locations in each were surveyed. Bridge of Allan – Henderson Street (Site 1); Aberfoyle – Main Street (Site 2), Fallin – A905 (Site 3), Plean – Main Street (Site 4); Plean – Cadgers Loan (Site 4A); Callander – Main Street (Site 5); Killearn (Site 6); Gargunnock – Manse Brae (Site 7); Gargunnock – Station Road (Site 7A), with all locations surveyed for a 1 week period in February 2021, May 2021 and September 2021, with the exception of Sites 4A and 7A, which were surveyed in September 2021 only. The table below gives the mean traffic flow and speed recorded over 7 days.

Location	Feb-21		May-21		Sep-21	
	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)	Mean Flow (vehs)	Mean Speed (mph)
Site 1 Eastbound	4286	20.0	5664	19.2	6000	18.6
Site 1 Westbound	4702	20.2	6133	19.5	6772	18.1
Site 2 Eastbound	834	19.6	1248	20.1	1423	17.9
Site 2 Westbound	900	20.9	1296	21.9	1490	19.3
Site 3 Eastbound	3184	28.1	4022	28.9	3956	25.7
Site 3 Westbound	3124	28.5	3896	28.8	3860	25.9
Site 4 Northbound	3650	25.1	4624	25.5	4239	23.3
Site 4 Southbound	3761	23.8	4681	24.3	4345	21.9
Site 4A Eastbound					474	29.0
Site 4A Westbound					477	28.6
Site 5 Eastbound	2633	24.1	4396	22.5	4804	20.9
Site 5 Westbound	2357	24.9	4029	22.9	4595	19.2
Site 6 Northbound	1172	24.4	1487	24.8	1698	22.9
Site 6 Southbound	971	27.6	1272	27.1	1396	25.7
Site 7 Eastbound	207	24.4	311	25.6	338	25.7
Site 7 Westbound	101	21.3	126	23.1	139	23.5
Site 7A Northbound					207	18.5
Site 7A Southbound					437	19.1

- 2.37 In addition to speed surveys, classified vehicle counts and pedestrian counts were undertaken at 6 of the 7 towns/villages (i.e. all with the exception of Gargunnock, Sites 7 and 7A). The tables below give vehicular traffic recorded and pedestrian/cycle recorded over the period 06:00 – 22:00.

Location	Feb-21			May-21			Sep-21		
	Cars	LGV/ HGV	All	Cars	LGV/ HGV	All	Cars	LGV/ HGV	All
Site 1 Eastbound	3474	808	4316	4821	883	5760	5376	973	6463
Site 1 Westbound	3902	875	4811	5100	862	6013	6000	933	7054
Site 2 Eastbound	660	230	894	1028	234	1276	1675	336	2124
Site 2 Westbound	662	237	917	1063	273	1369	1703	335	2168
Site 3 Eastbound	2433	848	3315	3217	918	4188	3173	823	4052
Site 3 Westbound	2419	789	3249	3092	924	4090	3104	782	4006
Site 4 Northbound	3261	673	3988	3977	770	4863	3905	652	4645
Site 4 Southbound	3381	660	4095	4159	735	4990	3852	725	4669
Site 4A Eastbound							395	94	496
Site 4A Westbound							423	93	521
Site 5 Eastbound	1717	755	2506	3048	828	3936	4758	802	5628
Site 5 Westbound	1551	684	2270	2846	810	3710	3551	774	4593
Site 6 Northbound	1016	195	1234	1328	223	1575	1579	230	1849
Site 6 Southbound	821	174	1020	1152	189	1368	1273	197	1505

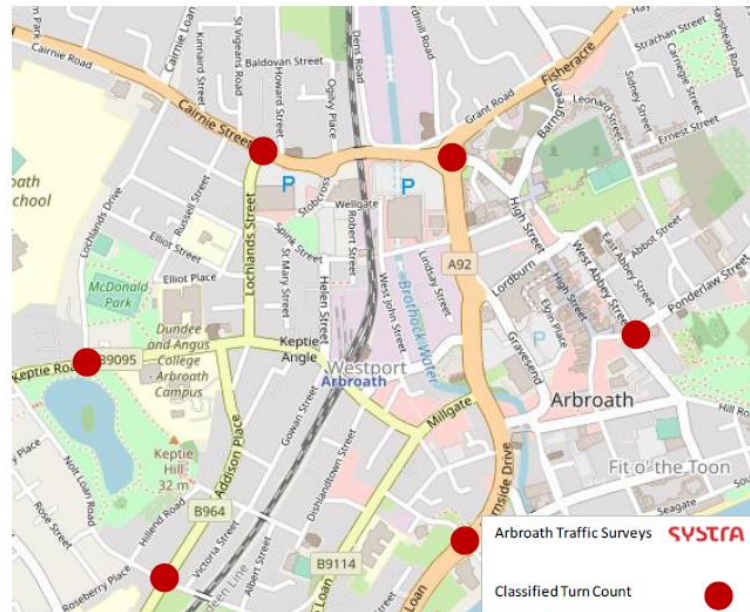
Location	Feb-21		May-21		Sep-21	
	Peds	Cycles	Peds	Cycles	Peds	Cycles
Site 1 Eastbound	886	11	1081	81	1286	125
Site 1 Westbound	877	13	1031	102	1354	142
Site 2 Eastbound	196	5	421	34	338	33
Site 2 Westbound	190	5	368	33	366	32
Site 3 Eastbound	126	6	139	33	132	36
Site 3 Westbound	89	10	93	19	94	45
Site 4 Northbound	385	9	578	28	213	27
Site 4 Southbound	356	7	610	29	193	18
Site 4A Eastbound					44	8
Site 4A Westbound					57	13
Site 5 Eastbound	378	14	653	31	922	40
Site 5 Westbound	378	12	640	33	875	41
Site 6 Northbound	250	6	183	22	313	36
Site 6 Southbound	213	3	167	39	293	36

2.38 The mean traffic flows show that traffic at the 7 towns and villages sites were significantly higher in May 2021 and September 2021, compared to February 2021 when Scotland was in lockdown. Pedestrian and cycle use generally also increases in May and September 2021. The average speeds range at across the 7 sites is between 17.9mph and 29.0mph.

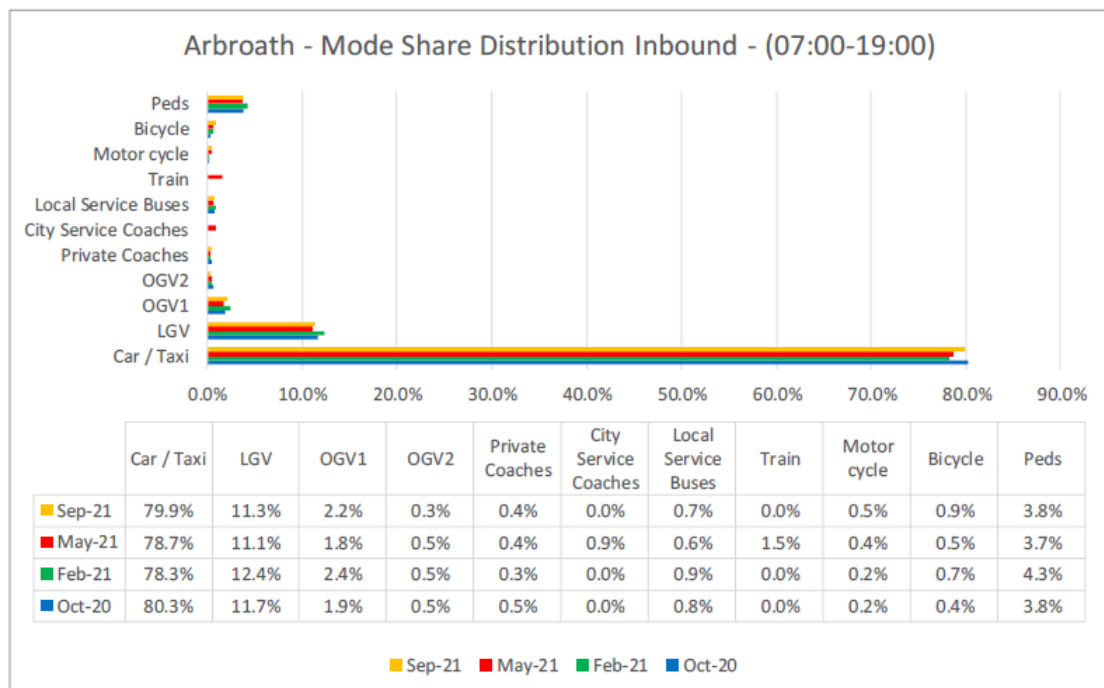
3. Trends in Towns and Cities

Arbroath

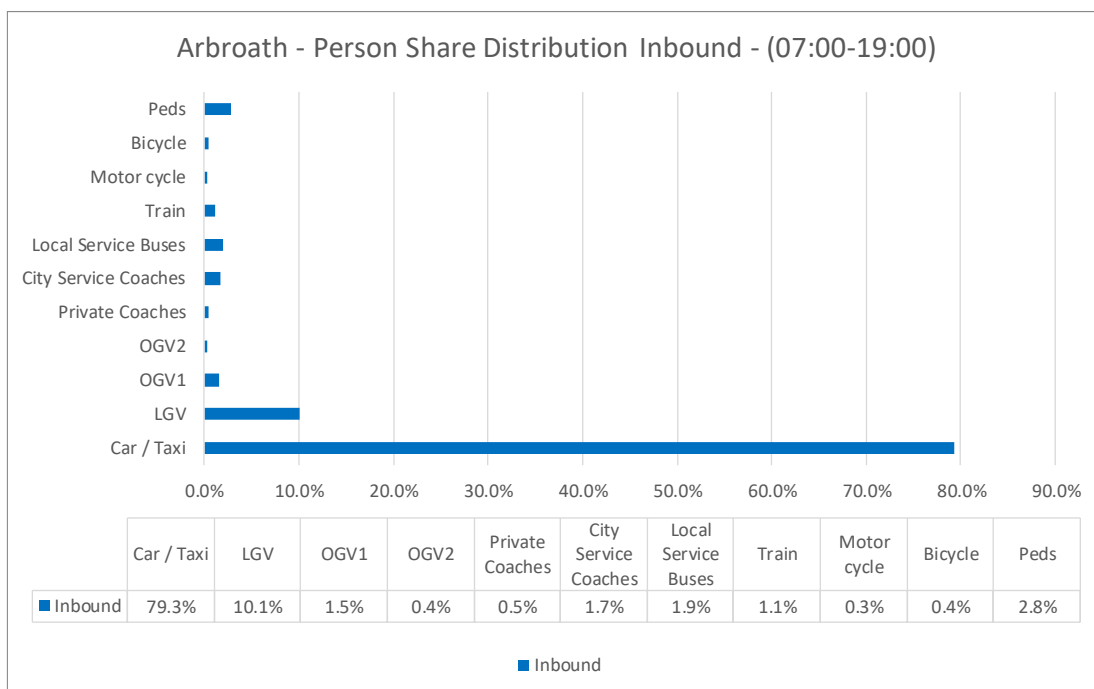
- 3.1 Classified cordon counts were undertaken at 6 sites around Arbroath town centre. These sites were in October 2020, February 2021, May 2021 and September 2021. Vehicle occupancy surveys were also carried out at these locations in May 2021.



- 3.2 The below figures provide the daily mode share figures at these cordon counts inbound towards the town centre over the 12 hour period (07:00 – 19:00).



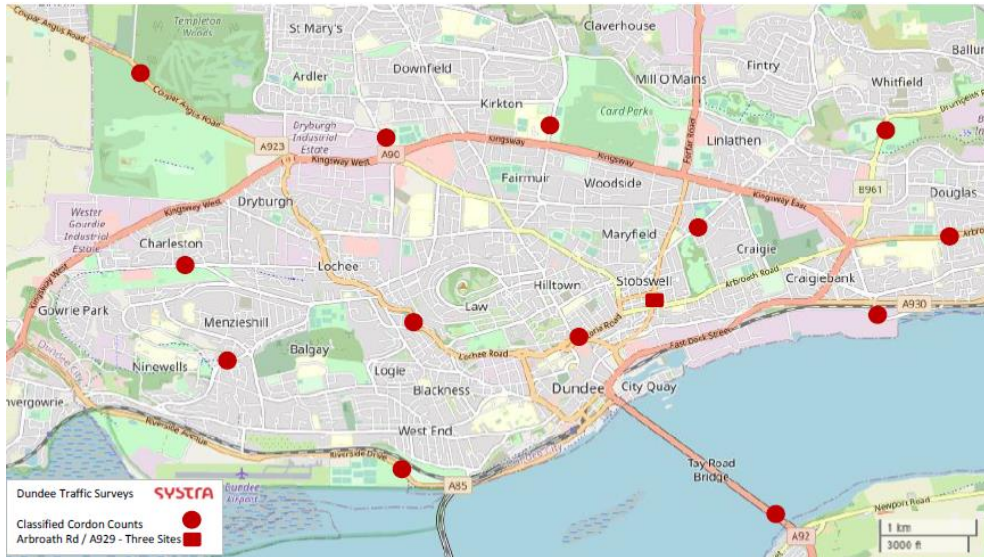
- 3.3 The number of vehicles observed was 20,824 in October 2020, 16,109 in February 2021, 22,380 in May 2021 and 21,370 in September 2021.
- 3.4 The above figure shows that in the 12 hour period, the mode share of vehicles remained relatively consistent over the four survey periods. The results for city service coaches and rail were only included in May 2021 as bus station and rail station surveys were only undertaken at this point.
- 3.5 The proportion of pedestrians remained consistent but was highest in February 2021 when Scotland was under lockdown conditions, whilst the proportion of cyclists was highest in September 2021.



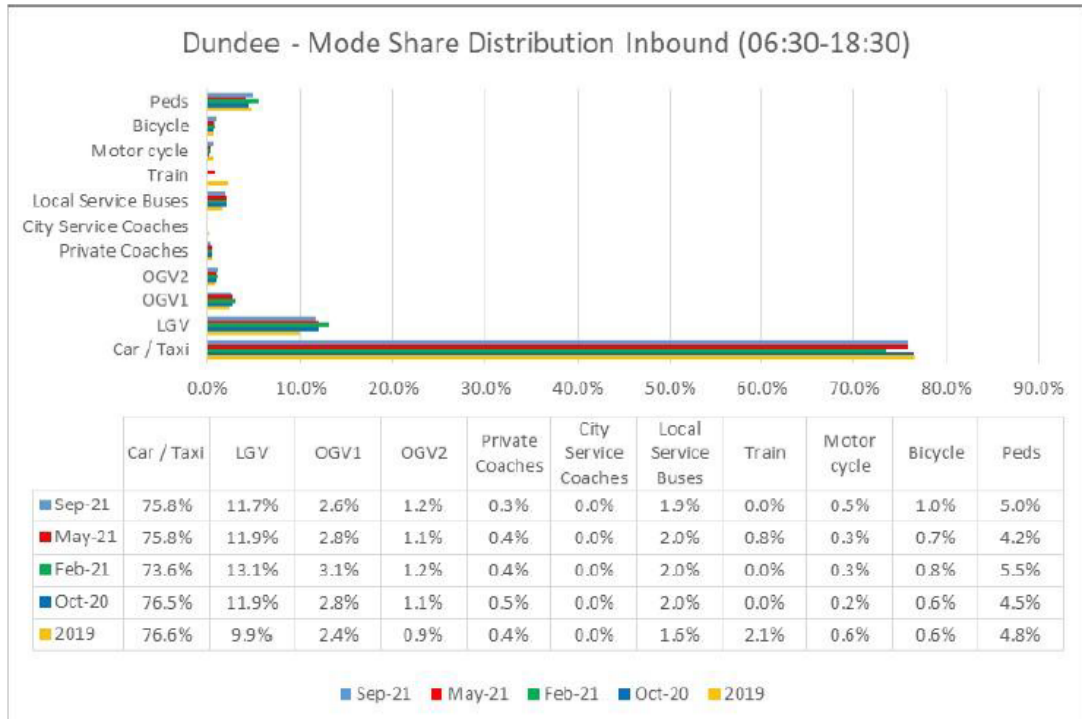
- 3.6 The number of people observed in the survey period was 29,877 in May 2021.
- 3.7 The above figure shows that most people heading into Arbroath did so by car and taxi. Total bus usage was just over 4%, rail just over 1%, bicycle 0.4% and walking almost 3%.

Dundee

- 3.8 Classified cordon counts were undertaken at 14 sites around Dundee city centre. These sites were surveyed during May 2019 and again in October 2020, February 2021, May 2021 and September 2021. Vehicle occupancy surveys were also carried out at these locations in May 2019 and May 2021.



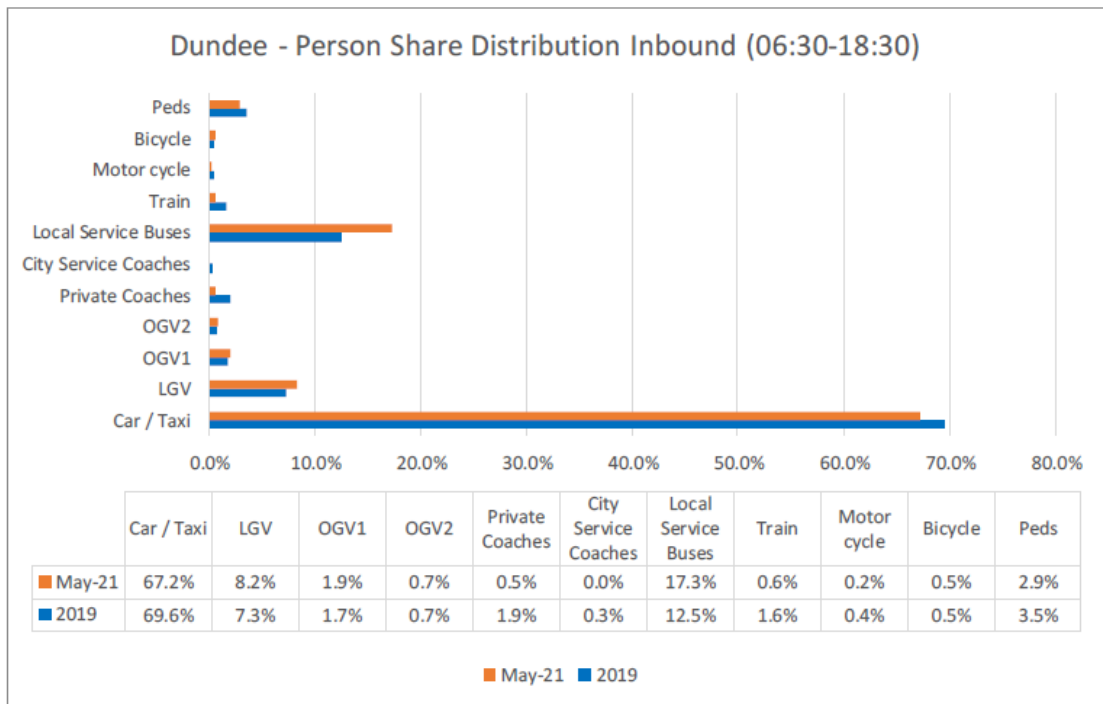
3.9 The below figures provide the daily mode and person share figures at these cordon counts inbound to the city centre, over a 12 hour period (06:30 – 18:30).



3.10 The total vehicle movements recorded in each survey period was 97,033 in May 2019, 87,407 in October 2020, 74,503 in February 2021, 86,874 in May 2021 and 90,303 in September 2021

3.11 The above figure shows that the mode share of vehicles remained relatively consistent over the three survey periods. The proportion of LGVs has increased between 2019 and 2020/21 and was at its highest in February 2021.

3.12 The proportion of pedestrians was very similar across all of the surveys, whilst the proportion of cyclists was also similar across all survey periods, the highest proportion being recorded in September 2021.

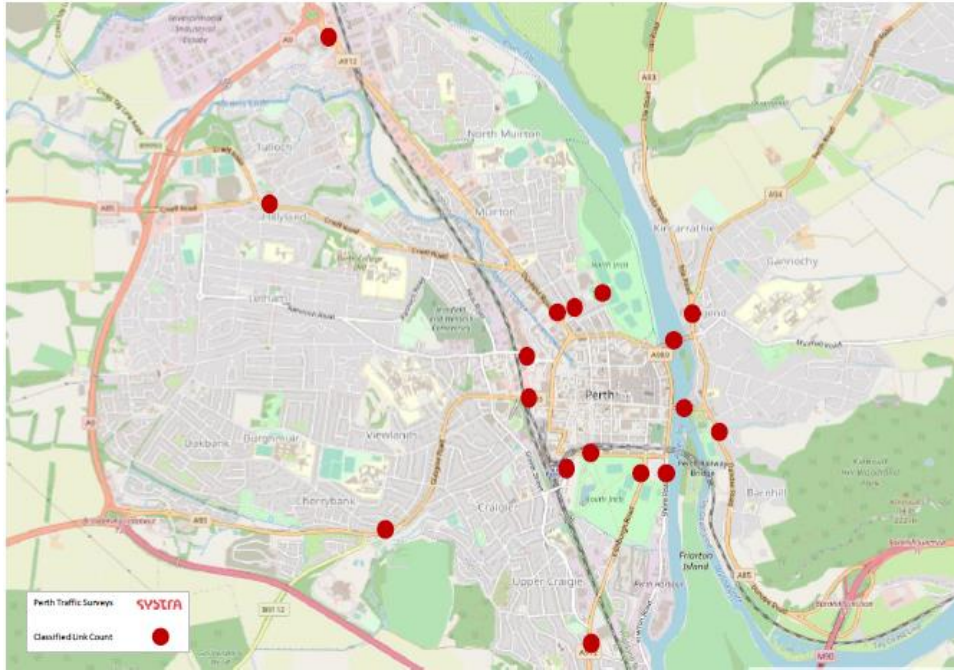


3.13 The total person movements recorded in each survey period was 132,618 in May 2019, and 125,442 in May 2021.

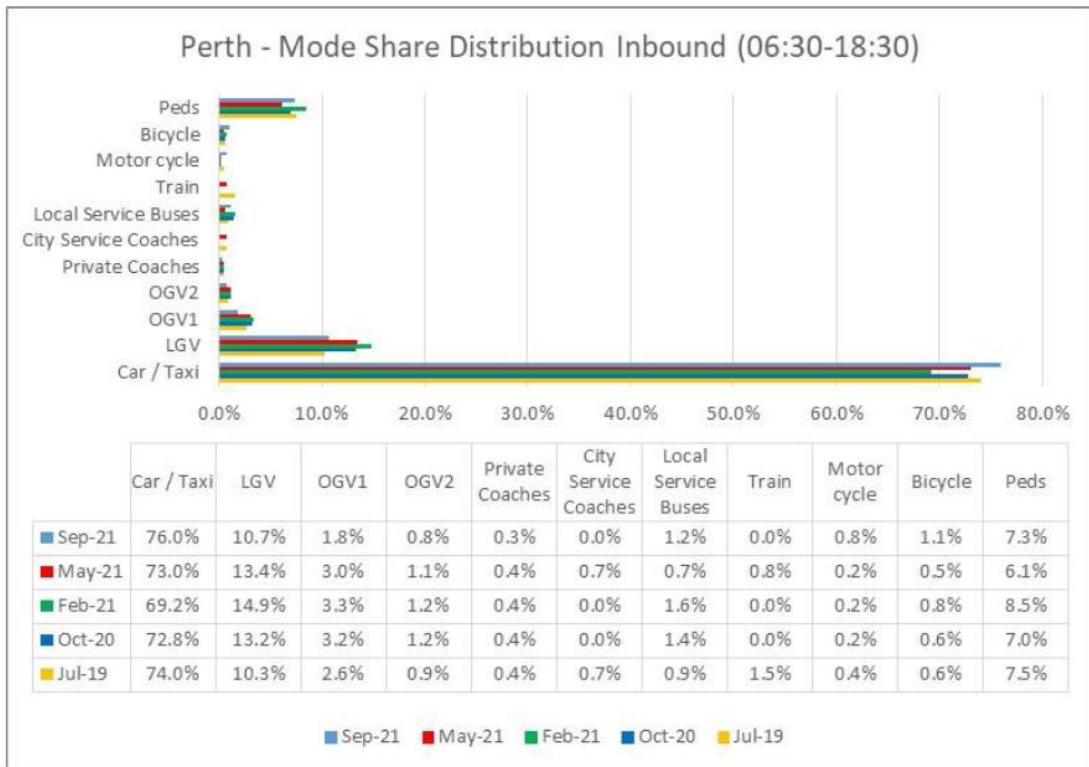
3.14 The above figure shows that across the day, the person mode share inbound remained relatively consistent over the survey periods. The result for rail shows a drop between 2019 and May 2021.

Perth

3.15 Classified cordon counts were undertaken at 17 sites around Perth city centre. These sites were surveyed during July 2019 and again in October 2020, February 2021, May 2021 and September 2021. Vehicle occupancy surveys were also carried out at these locations in 2019 and May 2021.

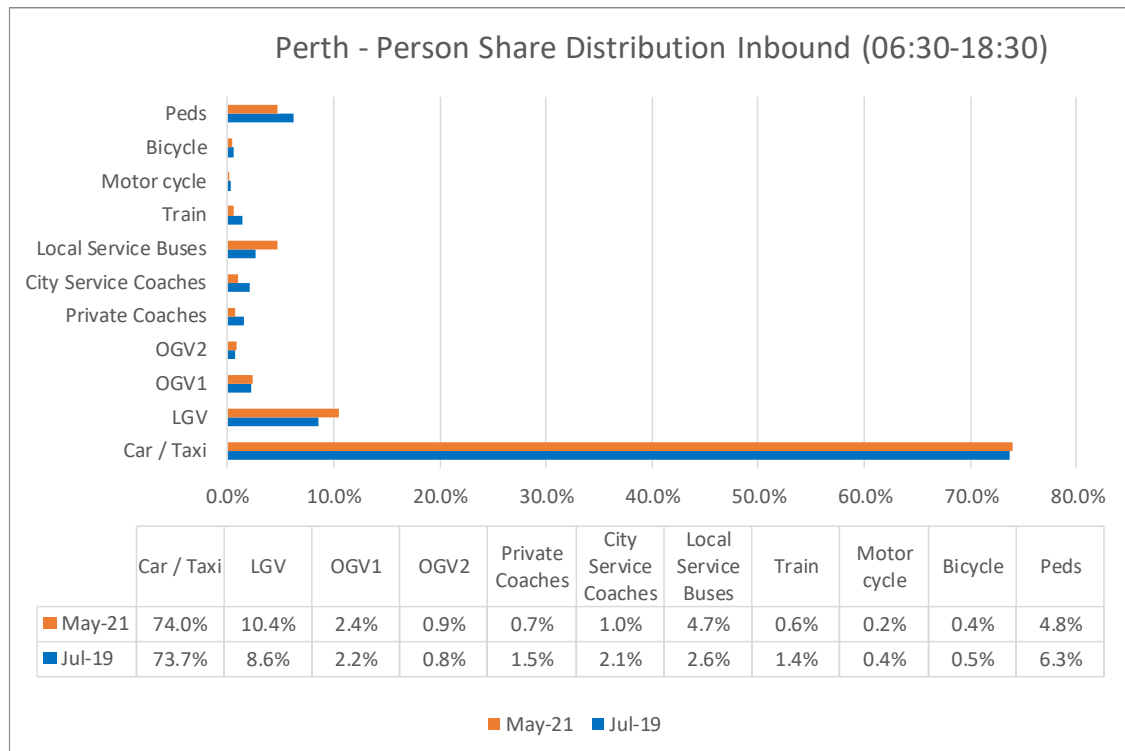


3.16 The below figures provide the daily mode share figures at these cordon counts inbound to the city centre over the 12 hour period (06:30 – 18:30).



3.17 The total vehicles and pedestrians observed was 84,981 in July 2019, 73,250 in October 2020, 62,732 in February 2021, 76,786 in May 2021 and 80,785 in September 2021.

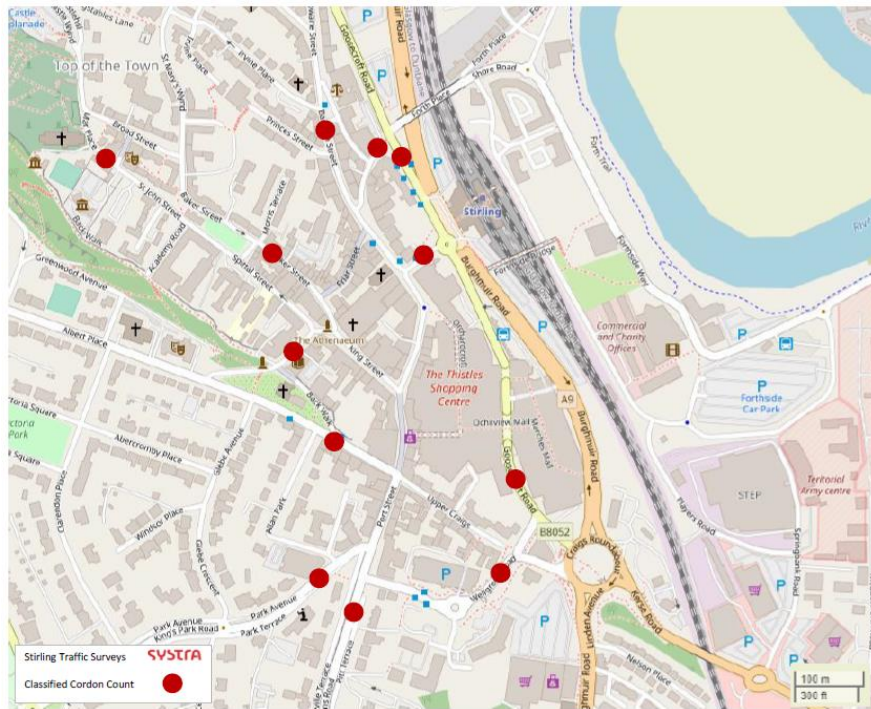
- 3.18 The above figure shows that the mode share of vehicles remained relatively consistent over the three survey periods. It should be noted that the July 2019 surveys were undertaken during school holidays so no school buses were observed at that point. The proportion of LGVs has increased between 2019 and 2020/21, although the proportion observed in September 2021 was consistent with 2019.
- 3.19 The proportion of pedestrians has remained relatively consistent across all of the surveys, whilst the proportion of cyclists was also similar across all survey periods, but with a slight uplift in September 2021.



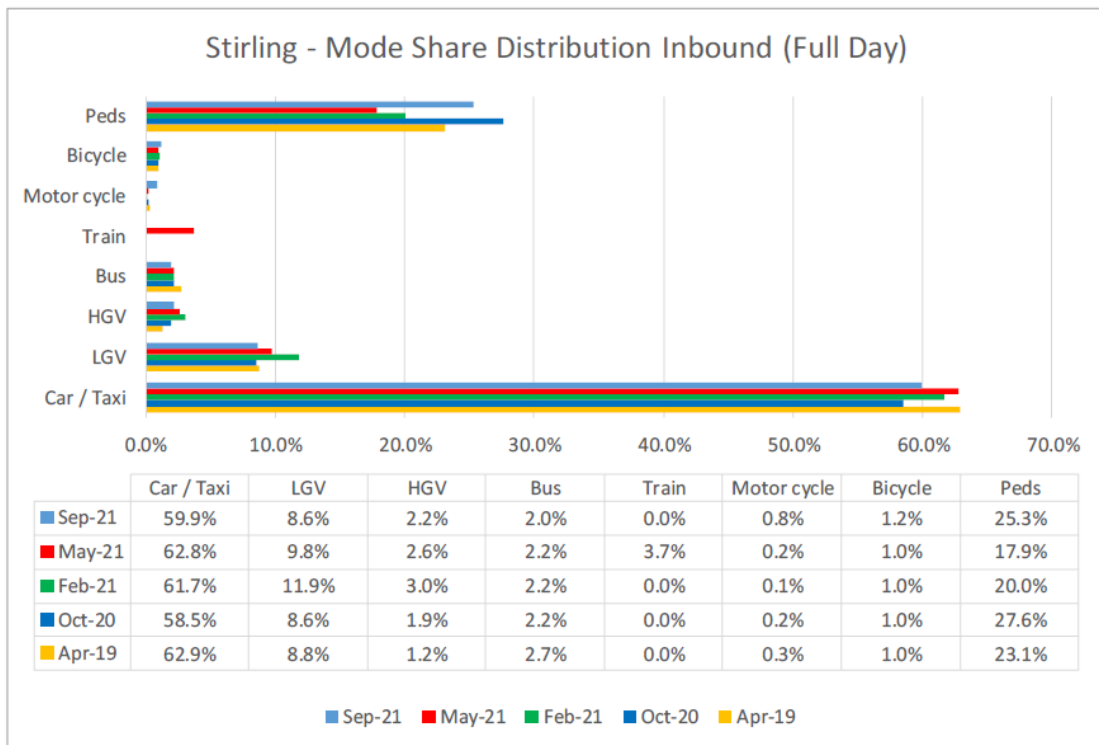
- 3.20 The total people observed was 101,912 in July 2019 and 98,714 in May 2021.
- 3.21 The above figure shows that the person mode share inbound remained relatively consistent over the survey periods. The results for local service buses are influenced by the 2019 surveys being undertaken during the school holidays, and rail shows a drop between 2019 and May 2021.

Stirling

- 3.22 Classified cordon counts were undertaken at 12 sites around Stirling city centre. These sites were surveyed during April 2019 and again in October 2020, February 2021, May 2021 and September 2021. Vehicle occupancy surveys were also carried out at these locations in 2019 and May 2021.



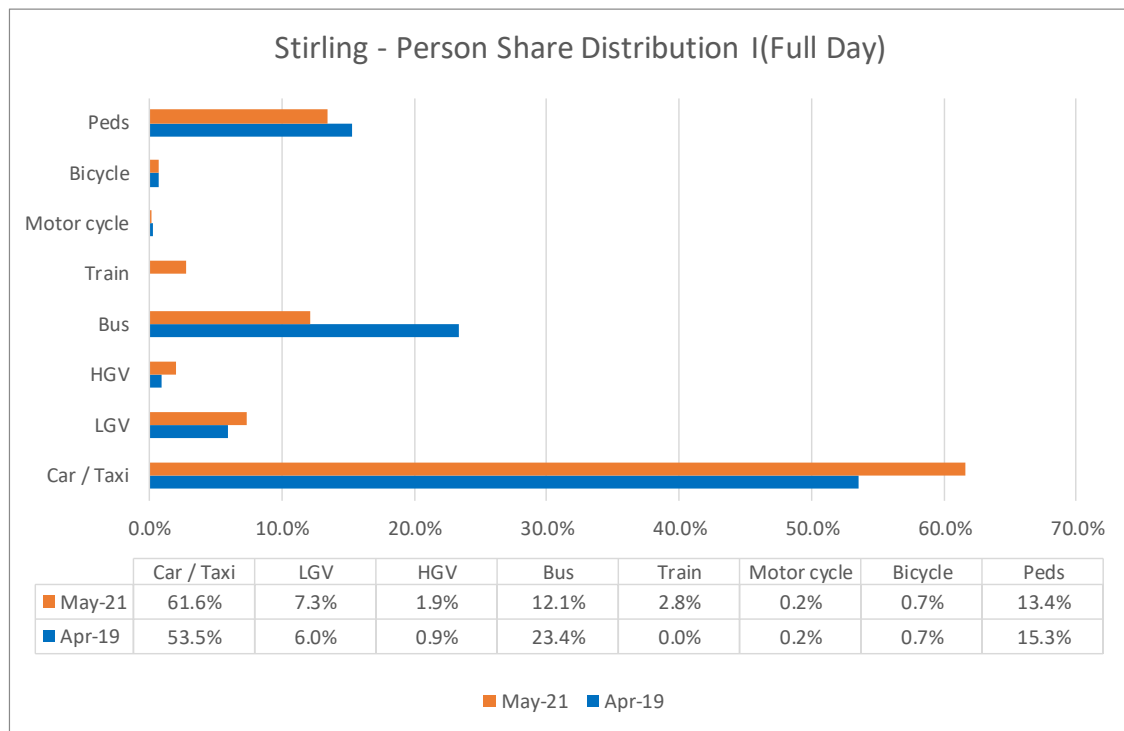
3.23 The below figures provide the daily mode share figures at these cordon counts inbound to the city centre over the 12 hour period (06:30 – 18:30).



3.24 The number of pedestrians and vehicles observed across each of the surveys was 18,102 in April 2019, 16,366 in October 2020, 13,477 in February 2021, 20,019 in May 2021 and 21,108 in September 2021.

3.25 **Error! Reference source not found.** above figure shows that the mode share of vehicles remained relatively consistent over the four survey periods.

3.26 The proportion of pedestrians varied between 18% and 28% across all of the surveys, whilst the proportion of cyclists remained around 1% in all of the surveys.



3.27 The number of people observed in each survey period was 27,292 in April 2019 and 26,648 in May 2021.

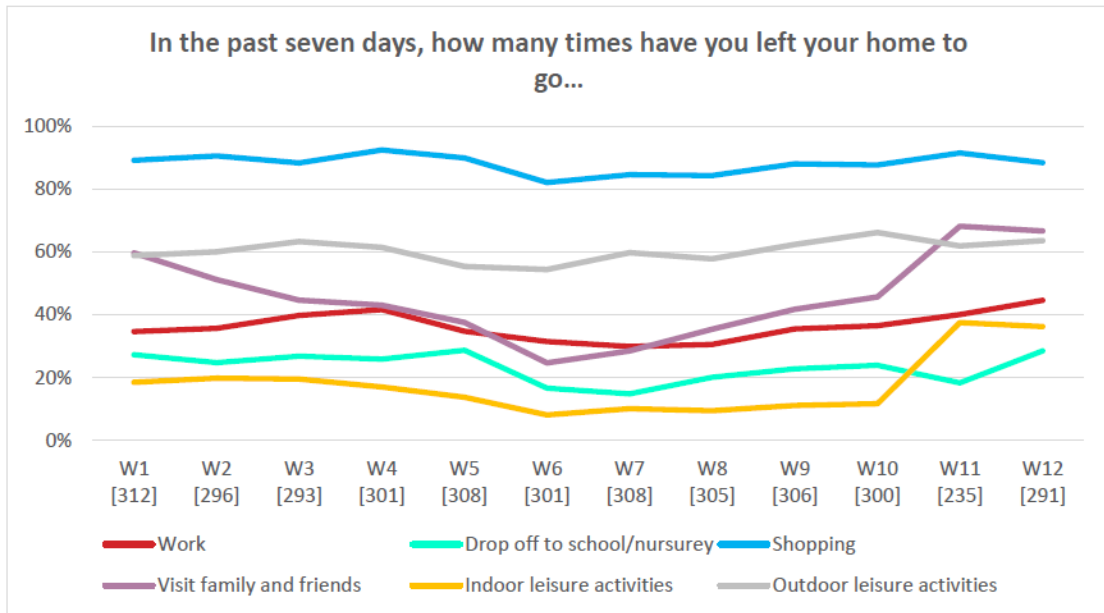
3.28 The above figure shows that across the day, the person mode share of vehicles remained relatively consistent over the survey periods. The biggest differences are seen in car usage, bus usage and walking between April 2019 and May 2021.

4. Attitudinal Surveys

3.29 Twelve attitudinal and behavioural surveys were delivered through an online panel, issued approximately every month between August and September 2021. The sample was made up of respondents from Dundee, Angus, Perth & Kinross and Stirling. The data used has been weighted to ensure the sample is representative of the Tactran region by age and gender.

3.30 Key behavioural findings across the twelve waves are described below:

3.31 In all waves, at least 99% of respondents made at least one trip during the last seven days. The most commonly undertaken journey was for shopping followed by outdoor leisure. However, there was a sharp increase in trips for indoor and visiting family and friends in the last two waves surveyed. The figure below provides information on reason for journeys across all 12 waves.



3.32 Respondents were asked about their main mode of travel for work, shopping and outdoor leisure:

- Work – the most common way of travelling to work was consistently reported as by car or van as a driver or a passenger (65%-81%). While the use of public transport (bus or train) did drop to a low of 4% during Wave 6, which took place following the New Year and the commencement of the stricter Covid-19 protection level in January 2021, and subsequently to a high of 18% during the following wave, use was relatively consistent for the remaining waves (6%-12%).
- Shopping – travelling by car or van as a driver or a passenger was the most common main way of travelling to undertake shopping trips (71%-77%). Around a fifth (18%-24%) consistently undertook this journey by foot or by bike, and less than a tenth (2%-8%) used public transport.
- Outdoor Leisure – For all twelve waves, walking or cycling was the most common main way of travelling to outdoor leisure activities or exercise (55%-70%), while travelling by a car or van as a driver or as a passenger was the second most common main way of travelling across the ten waves (26%-40%). Use of public transport was minimal (0% - 4%)

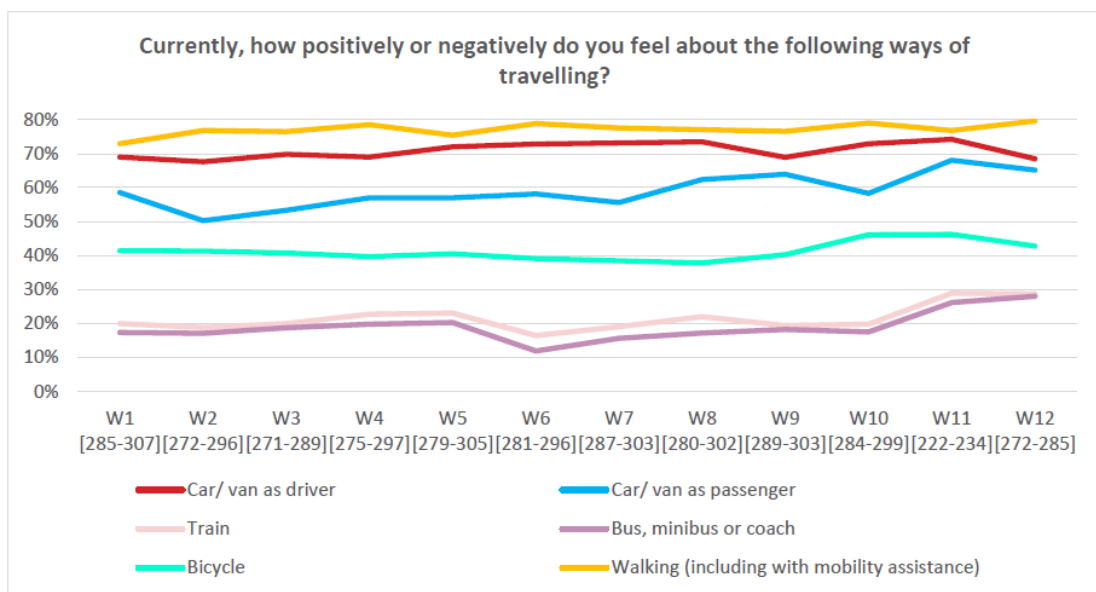
3.33 Respondents were asked if they spent more time walking and cycling since the pandemic began. Across all 12 waves between 38% and 53% noted their walking had increased for leisure/exercise, while between 24% and 35% noted walking had replaced a journey they would normally make another way. The equivalent figures for cycling were between 21% and 31% increased cycling for leisure/exercise and 18% - 24% cycled instead of travelling another way.

3.34 Respondents were asked about their awareness of Spaces for People measures implemented. In summary, 20mph speed restrictions consistently had the highest levels of awareness across the twelve waves, while restrictions

on certain types of vehicles consistently had the lowest levels of awareness. Respondents most commonly reported higher awareness of measures in Dundee across the measures, compared to levels of awareness in Angus, Perth & Kinross and Stirling. This may be due to the compact urban nature of the Dundee City Council area, with people more likely to come across a Spaces for People measure in place.

3.35 Respondents were asked about their positivity towards different modes of travel. The figure below shows that people felt more positively towards walking (73%-80%) compared to any other way of travelling, while respondents consistently felt less positively towards travelling by train (16%-29%) and bus (12%-26%) across the twelve waves. Notably, there was a decrease of 7%-8% in positivity towards public transport during wave 6, most likely to due to the introduction of the Stay at Home protection level and increase in Covid-19 cases. However, there was also an increase of 9%-11% during the latter two waves, where the protection level was 0 or below

3.36 Around seven in ten (68%-74%) felt positively towards travelling by car or van as a driver, while around four in ten (38%-46%) felt this way towards travelling by bicycle.



3.37 The five main reasons given for negativity towards using public transport are:

- Concern over catching coronavirus/other illness
- Concerns over ability to maintain social distancing
- Concerns that social distancing may not be in place
- Travelling by car is easier/more convenient
- Behaviour of other passengers

3.38 Key findings across the twelve waves on the Spaces for People measures include:

20mph speed restrictions

- Awareness increased somewhat over the first three waves (54%-66%), and remained largely consistent over the latter nine waves (61%-72%);
- Respondents reported highest awareness of the measure in Dundee, followed by Angus and Perth & Kinross; Stirling had least awareness, due to measures not being in place until early summer 2021, with awareness picking up at the last wave;
- Around half to two thirds of respondents felt positively towards the 20mph speed restrictions (49%-63%). Less than a quarter of respondents felt negatively towards the measures (13%-22%);
- Around half (47%-53%) of all respondents felt positively towards the introduction of more 20mph restrictions, while around a quarter felt negatively (15%-24%);
- The majority of respondents (54%-62%) reported that 20mph speed restrictions would encourage them to walk or cycle more.

Pavement widening

- Awareness increased across the first four waves (28%-51%), and remained relatively consistent across the latter eight waves (42%-49%);
- Awareness of the measure was fairly even across the region;
- The majority of respondents felt positively (54%-69%), while approximately a sixth felt negatively (8%-18%);
- Approximately half (48%-61%) of all respondents felt positively towards the introduction of (more) pavement widening;
- The majority of respondents (55%-62%) reported that pavement widening would encourage them to walk or cycle more.

Segregated cycle lanes

- Generally, awareness increased over the first seven waves (33%-48%), however decreased slightly across the latter three waves (41%-42%), and then increased in the final two waves (49%-51%).
- The majority of respondents who reported that they were aware of segregated cycle lanes felt positively towards the measure (51%-62%), while around a tenth to a fifth felt negatively (9%-20%), peaking in Wave 12.
- Around half (46%-53%) of all respondents consistently felt positively towards the introduction of (more) segregated cycle lanes, while between 11% and 21% felt negatively;
- Around half of respondents reported that the segregated cycle lanes would encourage them to walk or cycle more (50%-55%).

Restrictions on certain types of vehicles

- Awareness steadily increased over the first four waves (20%-43%) and remained relatively consistent over the latter eight waves (36%-44%).
- Between two and three in five felt positively towards the measure (38%-60%)
- Around four in ten (31%-47%) of all respondents felt positively towards the introduction of (more) restrictions on certain types of vehicles.

Temporary road closures except for buses, pedestrians and cyclists

- While only a third (33%) were aware of the measure in Wave 1, around half were aware in the latter waves (44%-53%);
- Across the waves, respondents most commonly reported that they became aware of the measures by seeing them in place (18%-41%);
- Around four in ten reported feeling positively (33%-49%) towards temporary road closures except for buses, pedestrians and cyclists
- Around a third (31%-41%) of all respondents felt positively towards the introduction of (more) temporary road closures except for buses, pedestrians and cyclists. Around a quarter felt negatively towards more such measures (20%-30%);
- Around half (46%-55%) of respondents across the waves reported that these types of measures would encourage them to walk or cycle more.

Temporary road closures except pedestrians and cyclists

- Awareness generally increased over the first six waves (35%-55%); however slightly decreased over the next four waves (44%-46%). There was a slight increase again in the latest two waves (49%-53%);
- Around half of respondents felt positively towards the measure across the twelve waves (39%-56%);
- Similar proportions felt positively (34%-43%) as felt neither positively nor negatively (33%-41%) towards the introduction of (more) temporary road closures except pedestrians and cyclists;
- Around half of respondents (48%-55%) reported that temporary road closures except pedestrians and cyclists would encourage them to walk or cycle more.

One-way systems for pedestrians

- Awareness increased over the first four waves (36%-52%), and somewhat decreased over the latter six waves (43%-47%);
- Around half of respondents across the twelve waves felt positively (47%-62%) felt positively towards one-way systems for pedestrians, with positive responses falling in the latter waves.

One-way systems for vehicles

- Awareness increased over the first five waves (28%-47%), and remained relatively consistent over the latter seven waves (41%-49%);
- Around half (43%-52%) felt positively, towards) one-way systems for vehicles
- Around four in ten (34%-44%) of all respondents felt positively towards the introduction of (more) one-way systems for vehicles, while a similar proportion felt neither positively nor negatively (36%-48%). Around a fifth (16%-25%) felt negatively.

Parking suspensions

- Awareness of parking suspensions increased over the first six waves (46%-59%) and remained relatively consistent in the latter waves (49%-56%);
- Around half (47%-66%) of respondents who reported being aware of the parking suspensions felt very positively towards them, while less than a quarter reported feeling negatively (8%-23%);

- Around four in ten of all respondents (38%-48%) felt positively towards the introduction of (more) parking suspensions, while slightly fewer (29%-40%) felt neither positively nor negatively.

Dates of surveys and corresponding Covid-19 Guidelines

SURVEY	SURVEY DATES	COVID-19 GUIDELINES
Wave 1 attitudinal survey	19th August - 31st August 2020	<ul style="list-style-type: none"> • Individuals could meet people from up to two households at a time indoors; • Individuals were required to wear a face covering in shops; public transport; on public transport premises (i.e. rail and bus stations); and other indoor public places; • Remote working was the default position for those who could; • Primary and secondary schools reopened in August 2020; • Non-essential shops could open in line with guidance; and • All holiday accommodation could open in line with guidance.
Wave 2 attitudinal survey	24th September - 6th October 2020	<ul style="list-style-type: none"> • Individuals could not make indoor social visits to other households unless they were an extended household; • Pubs, bars and restaurants were required to close at 10pm • Individuals could meet others outside (i.e. garden or public space) in groups of up to 6 people from no more than 2 households; and • Sports and leisure facilities could re-open in line with guidance.
Wave 3 attitudinal survey	19th October and 29th October 2020	<ul style="list-style-type: none"> • All indoor premises could only open between 6am and 6pm with no sale of alcohol; and • Individuals were advised to walk, cycle and drive where possible to save space of public transport.
Speed and vehicles count	October 2020	
Wave 4 attitudinal survey	9th November - 16th November 2020	<p>Angus and Perth & Kinross were in Protection Level 2 from 9th to 12th November 2020</p> <ul style="list-style-type: none"> • Restaurants, cafes, pubs and bars could open indoors for the consumption of food and non-alcoholic drinks. Last entry was 19:00 and all venues had to close by 20:00;
Speed and vehicles count	November 2020	<p>Angus and Perth & Kinross were in protection level 3 from 13th November 2020. Dundee and Stirling were in Protection Level 3 for entirety of the survey period:</p> <ul style="list-style-type: none"> • Restaurants, cafes, pubs and bars could open indoors and outdoors for the consumption of food and non-alcoholic drinks only, with table services; • Individuals were not allowed to travel into or out of Level 3 and 4 local authority areas except for essential reasons; and • Public transport was for essential purposes only.
Wave 5 attitudinal survey	30th November - 8th December 2020	<p>Protection Level 3</p> <ul style="list-style-type: none"> • Protection Level 3 guidance remained the same as during the previous wave.
Wave 6 attitudinal survey	11th January - 18th January 2021	<p>Stay at Home Protection Level</p> <ul style="list-style-type: none"> • Individuals were told to stay at home as much as possible to minimise the risk of spreading Covid-19; • By law, individuals in a level 4 area could only leave their home for essential purposes; • Individuals were encouraged to shop online or use local shops and services where possible, and to avoid all unnecessary travel;

SURVEY	SURVEY DATES	COVID-19 GUIDELINES
		<p>Lockdown restrictions were further strengthened on January 13th 2021</p> <ul style="list-style-type: none"> • Working from home became the default position for businesses and services; • Non-essential click and collect retail services became prohibited; • Businesses providing takeaway food also had to operate on a 'non-entry' basis only; and • Restrictions banning the consumption of alcohol in public places.
Wave 7 attitudinal survey	1st February - 8th February 2021	<p>Stay at Home Protection Level</p> <ul style="list-style-type: none"> • Stay at Home Protection Level guidance remained the same as during the previous wave.
Speed and vehicles count	February 2021	
Wave 8 attitudinal survey	22nd February - 2nd March 2021	<p>Stay at Home Protection Level</p> <ul style="list-style-type: none"> • Stay at Home Protection Level guidance remained the same as during the previous wave.
Wave 9 attitudinal survey	15th March - 23rd March 2021	<p>Stay at Home Protection Level</p> <ul style="list-style-type: none"> • Stay at Home Protection Level guidance remained the same as during the previous wave.
Wave 10 attitudinal survey	5th April and 14th April 2021	<p>Protection Level 4</p> <ul style="list-style-type: none"> • Individuals were told to stay local in their own council area (except for essential reasons like going to work or visiting an extended household); • Individuals could meet in groups of up to 4 people from two households outdoor; • Individuals were told to work from home wherever practicable; • Hospitality venues like cafes, pubs and restaurants; gyms; non-essential shops and stores; holiday accommodation; and all indoor visitor attractions had to remain closed.
Speed and vehicles count	May 2021	<p>Protection Level 3</p> <ul style="list-style-type: none"> • Individuals could meet in groups of up to 6 from 2 households in an indoor public place such as a café, pub or restaurant; • Individuals could meet in groups of up to 6 from 6 households outdoors, in a private garden or a public place like a park or an outdoor area of a café; • Individuals could travel anywhere in Scotland and can stay in holiday accommodation - but you should not stay in someone else's house; and • Individuals were advised to work from home were possible.
Wave 11 attitudinal survey	26 th July and 8 th August 2021	<p>Protection Level 0</p> <ul style="list-style-type: none"> • Individuals could meet friends and family socially in groups of up to eight people from four households in homes, and could stay overnight; • Up to ten people from four households could meet in an indoor public place like a café, pub or restaurant; • Some hospitality setting were required to close at midnight;

SURVEY	SURVEY DATES	COVID-19 GUIDELINES
		<ul style="list-style-type: none"> • Individuals could travel anywhere in Scotland, England, Wales and Northern Ireland; • Individuals could take part in any sport or exercise activity; • Individuals were advised to work from home where possible; • Retail, hospitality, sport and leisure and pubs, restaurants and cafés could open, however nightclubs had to remain closed.
Wave 12 attitudinal survey	6 th September and 7 th September 2021	<p>Beyond protection level 0</p> <ul style="list-style-type: none"> • Encouragement for individuals to get the vaccine when offered continued; • Individuals were told to wear face coverings where required; • Individuals were encouraged to keep distance, and meet outside if possible or with the windows open if inside; • Individuals were encouraged to work from home if possible, or to do a mixture of home and office working; and • Some boarder control remained, relating to international travel.
Speed and vehicles count	<p>October /November 2020</p> <p>February/March 2021</p> <p>May 2021</p> <p>September 2021</p>	

Public Sector Equality Duty (PSED) in Scotland: Consultation Response on Stage 2 of the Review

Creating a More Cohesive Regime and Reducing Perceived Bureaucracy

Q1.1 What are your views on the proposal outlined above in relation to the substance of reporting?

Tactran already regularly reports on how the Partnership meets the Scottish Specific Duties (SSDs).

The partnership supports the consolidation of the reporting cycle. However, rather than reporting every four years, consideration should be given to align the reporting cycle with the five years' election cycle and the respective government term of the Scottish Government. This would also assist RTPs to align PSED reporting with review and renewal of their Regional Transport Strategies.

With regards to the proposal that listed authorities are required to publish a strategic plan that sets out how the listed authority intends to meet all of the SSDs, Tactran would welcome further clarification on what the Scottish Government means by strategic plan. While we appreciate that a separate strategic plan on equalities may be helpful in further raising the profile of equalities and the respective duties, Tactran is of the opinion that the respective duties should be embedded in other strategies and policies to implement meaningful change for the people.

Q1.2 What are your views on the proposal outlined above in relation to the reporting process?

Tactran agrees in principle with the proposal to simplify the reporting regime. Also see above under Q1.1.

Q1.3 What are your views on consolidating the previous sets of amended regulations?

Tactran agrees with the proposal to consolidate previous sets of regulations relating to the SSDs.

Embedding Inclusive Communications

Q2.1 What are your views on our proposal to place a duty on listed authorities to embed inclusive communication proportionately across their work?

Tactran welcomes the proposal to place a duty on listed authorities to embed inclusive communications proportionately when in communication with the public. Receiving communication and information in a format that matches the respective requirements is key in relation to minimise some of the challenges of people with disability.

However, Tactran would welcome further clarification on what the Scottish Government considers to be proportionate in this context. It will be key that the listed authorities are fully aware of the nature of disabilities and the impacts of disabilities on people. Subsequently,

awareness raising, and training will be needed throughout public sector authorities. The proposal is, therefore, likely to require an additional funding commitment to listed authorities to implement the duty. It should be noted that generic accessibility standards do not always best meet the needs of specific groups.

Extending the pay gap reporting to include ethnicity and disability

Q3.1 What are your views on our proposal to require listed authorities to publish ethnicity and disability pay gap information?

Tactran agrees in principle with the proposal to require listed authorities to publish this information. Data on intersecting protected characteristics will be key to ensure the needs of marginalised population segments are adequately identified and considered within Public Services.

Q3.2 Should the reporting threshold for ethnicity and disability pay gap reporting be the same as the current reporting threshold for gender pay reporting (where a listed authority has at least 20 employees)?

Tactran agrees with the proposal to apply the same reporting threshold for ethnicity and disability pay gap reporting as for gender pay reporting.

Q3.3 What are your views on the respective formulas that should be used to calculate listed authorities' gender, ethnicity and disability pay gaps?

Tactran agrees that standardised formulas will support the monitoring of progress to minimise pay gaps.

Assessing and reviewing policies and practices

Q4.1 What are your views on the proposal outlined above?

Tactran welcomes the proposal to “adjust the duty to assess and review policies and practices to emphasise that assessments must be undertaken as early as possible in the policy development process and should aim to test ideas prior to decisions being taken”. The partnership is already implementing this with assessments being carried out at the earliest opportunity to inform the development of Tactran’s strategies and policies. This includes comprehensive option appraisal against set objectives.

Tactran agrees with the importance of involving people with lived experience, or the organisations who represent them. Substantive qualitative evidence is important.

Q4.2 The Scottish Government recognises that improving the regime around assessing and reviewing policies and practices will take more than regulatory change. How else could improvements be made?

Tactran agrees that there is a need to shift the emphasis from the focus on process to highlight the importance of Equality Impact Assessments as a useful, practical tool which helps authorities to create fairer, better, and more inclusive policies and practice.

There is a subsequent need to build institutional knowledge, competence, and capacity on equality considerations across protected characteristics and equalities within the public sector organisations. Training and guidance should be provided.

A standardised template, complemented with comprehensive guidance, would be helpful to support listed authorities to meet their obligations to assess impact effectively and meaningfully. This would be helpful, both in instances of responsive policy and strategic decision making, to ensure consistency in the quality of Equality Impact Assessments across public authorities.

Q4.3 What are your views on the current scope of policies that should be assessed and reviewed under Regulation 5.

The current scope covers all policies and practices. The extent to which policies should be subject to assessment will depend on questions of relevance and proportionality. Tactran agrees that all policies and practices should be assessed. However, we would welcome further guidance on determining the scope of the assessment based on relevance and proportionality. What is expected here?

A new equality outcome setting process

Q5.1 What are your views on our proposal for the Scottish Government to set national equality outcomes, which listed authorities could adopt to meet their own equality outcomes.

Tactran welcomes the proposal for the Scottish Government to take on more of a leadership role in setting national equality outcomes. Equality outcomes should be based on evidence relating to equality groups and communities and should respond to specific issues identified in a particular sector. Subsequently, due consideration needs to be given to specific equalities outcomes at local and regional level.

Tactran supports an approach that is tailored and specific to advance equality of specific equality groups and communities within a listed authority. Rather than remaining too broad and unspecific. The partnership would, therefore, welcome support for listed authorities to implement national equality outcomes in a way that is tailored and targeted to specific needs of local people who access the respective services.

Similarly, Tactran agrees that the proposal also allows for listed authorities to choose not to adopt the national equality outcomes.

Improving duties relating to Scottish Ministers

Q6.1 What are your views on the Scottish Government's proposals to simplify the regulation 6A process?

With Regional Transport Partnerships being effectively public boards, the representation on public boards and ensuring diversity is very important so only changes that will strengthen this should be desired.

The Gender Representation on Public Boards (Scotland) Act 2018 should remain in place.

Regarding Regulation 6A, there is a risk that the protected characteristics of board members could unintentionally be disclosed due to the small numbers of people who sit on such boards.

Q6.2 What are your views on the proposal in relation to regulations 11 and 12.

Tactran has no objections for regulations 11 and 12 to be retained.

Q6.3 In 2019, the First Minister's National Advisory Council on Women and Girls recommended that Scottish Ministers deliver an Annual Statement, followed by a debate, on Gender Policy Coherence to the Scottish Parliament. In our response we would: "Consider the merits of aligning the delivery of a statement and debate with the existing legal duty on Scottish Ministers to publish a report on progress to better perform the PSED under the Equality Act 2010 (Specific Duties)(Scotland) Regulations 2012". What are your views on this?

The delivery of an annual statement, debate, and report on progress would certainly act as an important mechanism and provides an opportunity for parliamentary scrutiny on the progress of the Scottish Government in relation to gender competent policy making. This should consider progress in relation to people who hold intersecting protected characteristics, as well as other marginalised groups.

Procurement

Q7.1 What are your views on our proposal and call for views in relation to procurement?

Tactran has no comment.

Intersectional and disaggregated data analysis

Q8.1 The First Minister's National Advisory Council on Women and Girls called for the Scottish Government to place an additional duty on listed authorities to "gather and use intersectional data, including employment and service-user data, to advance equality between protected groups, including men and women".

(a) What are your views on this?

Tactran supports the proposal to place an additional duty on listed authorities to gather and use intersectional data to advance equality between protected groups. Disaggregated data and intersectional analysis is key in developing policy and practice, and in informing decision making, that actually meets the needs of marginalised groups.

However, we believe that there is a capacity issue and, authorities will need resources, support and time until ready to implement this.

(b) How could listed authorities be supported to meet this requirement?

Listed authorities could be supported to meet this requirement through training on effective and robust qualitative and quantitative data and evidence collection and data

sharing. The Scottish Government should provide guidance and support to improve processes for collecting data.

Robust data gathering will also require adequate and sustainable resources to support listed authorities to carry out this additional duty.

Q8.2 If there was a requirement for your organisation to “gather and use intersectional data, including employment and service-user data, to advance equality between protected groups, including men and women, would you be confident your organisation could comply with it?

If yes, why?

If no, what would you need to ensure you could comply by 2025?

No. Tactran currently does not have the capacity to carry out this proposal properly at the present time.

The partnership would benefit from further guidance on what listed authorities need to consider, including if low numbers risk identification of individuals because of intersectional data analysis. Respective case studies of public sector organisation already successfully implementing this duty would be welcome in addition to templates and training.

Intersectional gender budget analysis

Q9.1 The First Minister’s National Advisory Council on Women and Girls called for the Scottish Government to integrate intersectional gender budget analysis into the Scottish budget process, and to place this on a statutory footing. What are your views on this?

Q9.2 The First Minister’s Advisory Council on Women and Girls called for the Scottish Government to place an additional duty on listed authorities to integrate intersectional gender budget analysis into their budget setting procedures.

(a) What are your views on this?

Tactran considers that the Equalities Impact Assessment process for strategies and projects adequately caters for intersectional gender provision.

(b) How could listed authorities be supported to meet this requirement?

Tactran has no comment.

Q9.3 If an additional duty was placed on your organisation to integrate intersectional gender budget analysis into its budget procedures, would you be confident your organisation could comply with it?

(a) If yes, why?

(b) If no, what would you need to ensure you could comply by 2025?

Tactran has no comment.

Coverage

Q10.1 In your view, are there any Scottish public authorities who are not subject to the PSED or the SSDs that you think should be?

If yes, please give detail on which Scottish public authorities you think should be subject to the PSED and SSDs.

Tactran has no comment.

10.2 EHRC has expressed the view that regulatory bodies, as part of their own compliance with the SSDs, should be encouraged to do more to improve PSED performance within their sector. What are your views on this?

Tactran agrees that regulatory bodies, as part of their own compliance with the Scottish Specific Duties, should be encouraged to do more to improve PSED performance within their sector.

Strengthening leadership and accountability and enhancing capability, capacity and culture

Q11.1 The Scottish Government will consult on the issues in this section further through the mainstreaming strategy. However, if you think any of these matters could be addressed through the PSED review, please give details here.

Tactran welcomes the proposal that further exploration is given to

- *Funding:
Ensuring there is long-term funding for the public and third sectors for equality.*
- *Training:
Ensuring that there is effective equality training.*
- *Improved forums or portals to share best practice:
Improving existing forums to share best practice across the public sector or establishing a new online portal to share consolidated guidance, best practice and publications.*

Tactran has no further comments at this stage.

Guidance

Q12.1 What would you like to see in improved revised guidance for the SSDs.

- *Development of best practice guidance and shared resources for listed authorities on inclusive communication.*
- *Comprehensive and detailed guidance to support listed authorities to assess and review policies and practices, including the provision of a standardised template for completing impact assessments.*
- *Guidance to support listed authorities on disaggregated data collection and intersection analysis. This should include qualitative and quantitative data collection*
- *Case studies and further examples of best practice*

- *Dedicated contact at EHRC who listed authorities can approach for any PSED related queries/ support.*

Positive action

Q13.1 EHRC has expressed the view that listed authorities should report on how they have used positive action under section 158 of the Equality Act 2010, as part of their reporting obligations. What are your views on this?

Tactran has no comment.

Overall reflections

Q14.1 Overall, what are your reflections on the proposals set out by the Scottish Government and the further areas explored?

Tactran has no comment.

Q14.2 Please use this box to provide any further information that you think would be useful, which is not already covered in your response.

Tactran has no comment.