TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

14 JUNE 2022

A NEW REGIONAL TRANSPORT STRATEGY: UPDATE

REPORT BY SENIOR STRATEGY OFFICER

This report updates the Partnership on the development of a new Regional Transport Strategy, the process, work completed to date and the proposed next steps.

1 RECOMMENDATIONS

1.1 That the Partnership:

(i) notes the process and progress to date in developing a new Regional Transport Strategy for the Tactran partners;

(ii) endorses arranging workshop sessions for the new Board to discuss work to date, including the issues, objectives, outcomes and options; and

(iii) approves the arrangement of a special meeting of the Partnership to consider the undertaking of an 'Options Conversation' public engagement exercise.

2 BACKGROUND

2.1 Regional Transport Strategies have statutory status, as provided for in the Transport (Scotland) Act 2005. The Act places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy. The Act requires that Regional Transport Partnerships (RTPs) keep their strategies under review.

2.2 The Partnership meeting of 15 September 2020 approved the preparation of a new Regional Transport Strategy (RTS) (report RTP/20/32 refers).

2.3 The RTS seeks to provide the strategic framework (and associated evidence base) for partners delivery programmes, as well as identifying the processes for taking forward measures which are of a regional significance.

2.4 The process of developing the strategy follows the principals of Transport Scotland's Scottish Transport Appraisal Guidance and the Scottish Executive's Guidance on Regional Transport Strategies, namely:

- Identification of issues, opportunities, constraints and risks
- Setting of objectives
- Identification and appraisal of options

- Decision on options and prioritisation, and consultation on strategy

2.5 Between June and August 2021 public and stakeholder engagement was undertaken to identify the issues that need to be considered when developing the strategy. This work informed the draft Objectives and Outcomes approved by the Partnership Meeting of 14 September 2019 (report RTP/21/26 refers).

2.6 The indicative timescale approved by the Partnership Meeting of 14 December 2021 proposed consultation on the options in the summer of 2022. It is intended that consultation on a draft strategy will occur in the spring/summer of 2023.

3 DISCUSSION

Main Issues

3.1 Between September 2020 and March 2021 the main issues were identified with the Partnership Board, Council officers and other key stakeholders. A Main Issues website and Main Issues document were developed and consulted on during Summer 2021. Responses were also sought on a People and Places impact assessment scoping report. A summary of the responses to the consultation can be found in A New RTS January 2022 Update.

3.2 Table 1 provides a brief summary of the key issues.

Table 1: Summary of Key Issues

Social, economic and environmental priorities	*Problems, issues and constraints in the region*

CLIMATE CHANGE PLAN
• To phase out the need for petrol and diesel cars and vans in Scotland by 2030
• To reduce car kilometres by 20% by 2030
	• Most trips are made by car, not least due to
	  ○ Rural nature of much of the area
	  ○ Few alternatives
	• Low % of trips made by low emission vehicles

CLEAN AIR FOR SCOTLAND • To meet national air quality directives	• Declared AQMA and LEZ areas
NATIONAL PLANNING FRAMEWORK 4 • Net zero emissions • Resilient communities • Wellbeing economy • Better, greener places	• Much of the Region has higher CO2 emissions per head of population compared to the Scottish average • Impact of traffic (severance / noise / air quality / safety) on communities • The resilience of strategic and lifeline routes & services
FAIRER SCOTLAND ACTION PLAN • To live in vibrant, healthy and safe places and communities	• Communities with poor health • Road safety (actual and perception) • Access to health services

Table 1: Summary of Key Issues

Social, economic and environmental priorities	*Problems, issues and constraints in the region*
• To have a sustainable, inclusive economy with equality of outcomes for all • To have a healthy weight and be physically active	• Levels of active travel
FAIRER SCOTLAND ACTION PLAN • A Fairer Scotland for All • To End Child Poverty • Fairer Working Lives • A Thriving Third Age	• Availability and cost of transport to access jobs, education and services • The ability of people with disabilities to use our transport networks
SCOTLAND'S ECONOMIC STRATEGY • To stimulate inclusive economic growth • To create economic opportunity	• Journey time reliability for business • Supporting growth locations & sectors • Availability and cost of travel

Draft Objectives and Outcomes

3.3 Informed by the Main Issues consultation, the Partnership Board adopted the draft objectives and outcomes identified in Table 2 below (report RTP/21/26 refers).

Table 2: Draft RTS Objectives and Primary Outcomes	
Objectives (draft)	Primary Outcomes (draft)
To take climate action	Reduce greenhouse gas emissions
	Modal shift to more sustainable modes of travel
	Reduce car mileage
	Ensure our transport networks are resilient
To improve health and wellbeing	Reduce fatalities and injuries
	Improve air quality
	Improve ability for older people and disadvantaged communities to access healthcare
	Improve ability for the most vulnerable to access social activities
	Increase levels of physical activity
To reduce inequalities	Improve ability for young people, and disadvantaged & rural communities to access jobs, education and services
	Reliable inter and intra-regional journey times

Table 2: Draft RTS Objectives and Primary Outcomes	
Objectives (draft)	Primary Outcomes (draft)
To help deliver sustainable, inclusive economic growth	Improve ability for young and disadvantaged communities to access jobs, education and training

3.4 The Board will note that the objectives are the same as adopted in Scotland's Second National Transport Strategy. Draft primary and secondary outcomes were developed to identify where activity should be focused to support these objectives. The draft secondary objectives are included as Tables 2-5 in Appendix A.

3.5 Following the identification of issues and the adoption of objectives and outcomes, a Strategic Environmental Appraisal (SEA) scoping report (Report RTP/21/32 refers) was submitted to the Scottish Government's SEA Gateway.

Identification of Options

3.6 In the first half of 2022, members and Council officers held a number of workshops to identify the range of measures that could help deliver the RTS draft Objectives and Outcomes. These measures have been grouped under the following themes:

- Improving safety
- Influencing travel choices and behaviour
- Improving access to public transport
- Improving sustainable travel opportunities
- Improving the accessibility & security of our transport networks
- Reducing the need to travel by car through the location of development and services
- Improving strategic connectivity
- Improving network resilience

3.7 Table 6 in Appendix A, provides outlines of the measures that have been identified under these themes.

3.8 The workshop discussions highlighted a number of issues that need to be taken into account in the development of the strategy. Not least that the measures are just the potential building bricks for the strategy, and it will be the scale, timing and packaging of the measures that will be critical in what can be achieved and by when.

Proposed conversation about changing how we travel

3.9 The process for developing a new RTS proposed an options consultation to understand the views of the public and stakeholders of the potential measures. In addition, the consultation would also allow a number of other key issues highlighted during the options workshops to be addressed.

3.10 The scale of change required to achieve the national climate change targets requires significant changes for individuals, businesses and delivery agencies. To be able to achieve this level of change we need to take people and businesses with us. To help achieve this it is proposed that the options consultation helps everyone understand the reasons why the scale of change is proposed, and what change means for everyone. To structure this conversation, it is proposed that the consultation considers the following questions to help understand how we can achieve the targets and what it would mean for people, businesses and the delivery agencies

- Could business as usual enable us to achieve the climate change and child poverty targets?
- Could prioritising active and sustainable travel within existing budgets and with existing resources enable us to achieve the climate change and child poverty targets?
- What is hitting or bettering the interim climate change and child poverty targets by 2030 likely to mean?

3.11 Appendix A includes a draft document upon which the engagement exercise is proposed to be based around. An online web version is in development.

3.12 It is assumed that the new Partnership Board would wish to understand the issues, objectives & outcomes and options in more detail before approving a public engagement exercise. It is therefore proposed that sessions are offered to members for a 'catch up' before a special meeting of the Partnership considers a consultation exercise.

Next steps

3.13 If the Partnership Board approves an engagement exercise to understand what potential measures / approaches mean for people, businesses and the delivery agencies, a consultation will be undertaken in line with a Consultation Strategy included in Appendix B.

3.14 The results of this engagement will be reported to the Partnership meeting in December. During that time officers will undertake appraisal of the options to help the Partnership Board consider their preferred approach at the December Partnership meeting. A draft strategy and accompanying People and Place Impact Assessment Reports will be develop for consultation in Spring/Summer 2023.

4 CONSULTATIONS

4.1 This report has been prepared in consultation with the Local Authority transport officers.

5 RESOURCE IMPLICATIONS

5.1 There are no resource implications of this report. Resources to develop a new RTS are included within existing staffing and the RTS revenue budget.

6 EQUALITIES IMPLICATIONS

6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified. The process of developing a RTS will include the following impact assessments:

- Equality and Human Rights Impact Assessment
- Fairer Scotland Duty Assessment
- Children's Rights Impact Assessment
- Health Inequalities Impact Assessment

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NOTE

The following background 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 the above Report:

Report to Partnership RTP/15/19, Refresh of Regional Transport Strategy, 16 June 2015

Report to Partnership RTP/20/32, A New Regional Transport Strategy for the Tactran Region, 15 September 2020

Report to Partnership RTP/20/45, A New Regional Transport Strategy: Main Issues Report Update, 15 December 2020

Report to Partnership RTP/21/09, A New Regional Transport Strategy: Main Issues Report and Consultation Strategy, 16 March 2021

Report to Partnership RTP/21/15, A New Regional Transport Strategy: Update, 15 June 2021

Report to Partnership RTP/21/26, A New Regional Transport Strategy: Objective Setting, 14 September 2021

Report to Partnership RTP/21/32, A New Regional Transport Strategy: Option Identification 14 December 2021

Report to Partnership RTP/22/09, A New Regional Transport Strategy: Some Big Questions 15 March 2022

Appendix A

A new Regional Transport Strategy 2023-2033

A conversation about changing how we travel

How can the Tactran partners meet climate change targets?

Summer 2022

DRAFT

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1 Introduction

A conversation about changing how we travel

Tactran are preparing a new Regional Transport Strategy for the area covering Angus, Dundee City, Perth & Kinross and Stirling Councils.

National targets relating to Climate Change mean we all need to consider how we change when and how we travel.

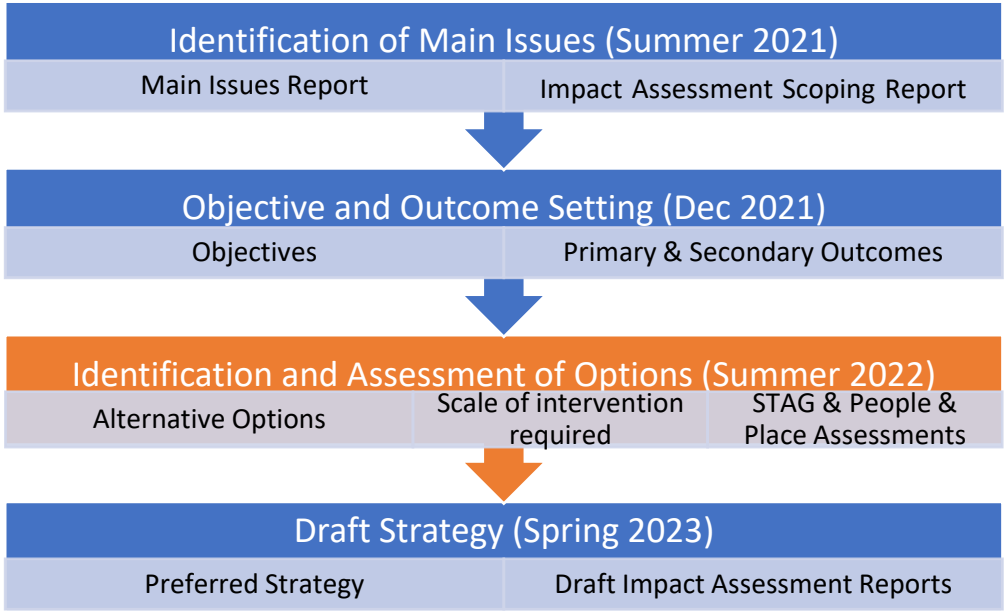
To inform the draft strategy, which we expect to consult on during 2023, we want to understand how you feel about the measures which could help deliver the national targets and the Regional Transport Strategy's objectives.

The identification of issues, objectives and outcomes

During Summer 2021 we sought your views on the issues that should shape the strategy. These issues then shaped the draft objectives and outcomes for the strategy.

We want your views on whether these objectives and outcomes will help address the key transport related issues in the region.

Fig 1 RTS development process



Potential Measures

We then drafted a list of measures that could deliver these objectives and outcomes.

But the measures alone are just the potential building bricks for the strategy. The scale, timing and packaging of the measures will be critical in what can be achieved and by when.

So, we want your views on:

- The scale of change required, and what this will mean for you
- The extent to which individual measures can help deliver the objectives and outcomes, and hence address the issues identified

2 The identification of issues, objectives and outcomes

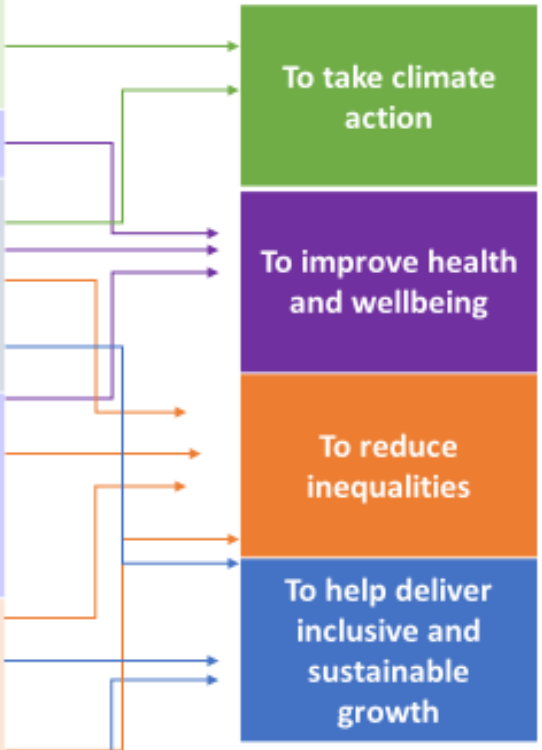
During Summer 2021 we sought your views on the issues that should shape the strategy. These issues were taken into account in setting the following draft objectives for the strategy

Fig2: Issues and Objectives

Main Issues: Social, economic and environmental priorities	*Main Issues: Problems, issues and constraints in the region*

CLIMATE CHANGE PLAN
• To phase out the need for petrol and diesel cars and vans in Scotland by 2030
• To reduce car kilometres by 20% by 2030
	• Most trips made by car, not least due to
	  • Rural nature of much of the area
	  • Few alternatives
	• Low % of trips made by low emission vehicles

CLEAN AIR FOR SCOTLAND • To meet national air quality directives	• Declared AQMA and LEZ areas
NATIONAL PLANNING FRAMEWORK • Net zero emissions • Resilient communities • Wellbeing economy • Better, greener places	• Much of the Region has higher CO2 emissions per head of population than the Scottish average • Impact of traffic (severance / noise / air quality / safety) on communities • The resilience of strategic and lifeline routes/services
PUBLIC HEALTH PRIORITIES • To live in vibrant, healthy and safe places and communities • To have a sustainable, inclusive economy with equality of outcomes for all • To have a healthy weight and be physically active	• Communities with poor health • Road safety (actual and perception) • Access to health services • Levels of active travel
FAIRER SCOTLAND ACTION PLAN • A Fairer Scotland For All • To End Child Poverty • Fairer Working Lives • A Thriving Third Age	• Availability and cost of transport to access jobs, education and services • The ability of people with disabilities to use our transport networks
SCOTLAND'S ECONOMIC STRATEGY • To stimulate inclusive economic growth • To create economic opportunity	• Journey time reliability for business • Supporting growth locations & sectors • Availability and cost of travel



A fuller description of the issues can be found in Main Issues website / Main Issues document. A summary of what you told us about the issues can be found in A New RTS January 2022 Update

Nonetheless, it is useful to remind ourselves of relevant national targets that outline the scale of the challenge.

Decarbonisation of transport: reduce transport carbon emissions by 75% by 2030

- phasing out need for new petrol or diesel light commercial vehicles in public bodies by 2025
- phasing out need for any new petrol or diesel vehicles in public sector fleets by 2030
- phasing out need for new petrol or diesel cars or vans by 2030
- removal of diesel passenger trains from the Scottish network by 2035

Reducing car km

- To reduce car km driven by 20% by 2030

Child poverty: by 2030, of children living in Scottish households:

- less than 10% should be living in relative poverty (how many families are on low incomes compared with middle income households) (2021 24%)
- less than 5% should be living in absolute poverty (how many low income families are not seeing their living standards improving over time) (2021 22%)
- less than 5% should be living with combined low income and material deprivation (how many lower income families cannot afford basic necessities) (2021 13%)
- less than 5% should be living in persistent poverty (how many families live on low incomes three years out of four) (2021 16%)

Referring back to the issues across the region, we then identified draft outcomes to focus attention on what actions will help achieve the objectives. Under each primary outcome is nested one or more secondary outcomes to help focus activity on where it is most needed in the Region.

Table1: Draft Objectives and Primary Outcomes	
Objectives (draft)	**Primary Outcomes (draft)**
To take climate action	Reduce greenhouse gas emissions
	Modal shift to more sustainable modes of travel
	Reduce car mileage
	Ensure our transport networks are resilient
To improve health and wellbeing	Reduce fatalities and injuries
	Improve air quality
	Improve ability for older people and disadvantaged communities to access healthcare
	Improve ability for the most vulnerable to access social activities
	Increase levels of physical activity
To reduce inequalities	Improve ability for young people, and disadvantaged & rural communities to access jobs, education and services
To help deliver sustainable, inclusive economic growth	Reliable inter and intra-regional journey times
	Improve ability for young and disadvantaged communities to access jobs, education and training

Table2: Climate action secondary outcomes		
Primary Outcome (draft)	**Secondary Outcome (draft)**	**The scale of issue**
1.1 Reduced greenhouse gas emissions	1.1.1 Increase the share of EV and low emission vehicle use	Less than 1% of vehicles registered in the Tactran region were electric[1] (2020)
	1.1.2 Reduce estimated CO_2 emissions from transport in the region	Angus, Perth and Kinross and Stirling all have higher per capita transport CO2 emissions compared to the Scottish average[2] (2019)
1.2 Modal shift to more sustainable modes of travel	1.2.2 Personal travel: Increase the share of trips made by sustainable modes such as walking, cycling and public transport	60% of trips made by those living in the region are made by car[3] (2019)
	1.2.3 Reducing freight mileage by road	Freight traffic accounts for 26% of the vehicle mileage in the Region (2019)[4]
1.3 Reduced car km	1.3.1 Reducing the number and/or length of trips by car	In Angus, Perth and Kinross and Stirling, whilst 21%-32% of trips are over 10km, these trips account for 74%-82% of total km. In Dundee 91% of the trips are under 10km (2019)[3]
1.4 Ensure our transport networks are resilient	1.4.1 Ensure strategic and lifeline routes (& services) are resilient to climate change and emergencies	37% of the region live in rural areas, most of whom are dependent on strategic routes to access jobs, services and healthcare[5] (2016)

[1] Data on all licensed and registered vehicles, produced by Department for Transport
[2] Local Authority territorial CO2 emissions estimates 2005-2019 (kt CO2)
[3] SHS Transport and Travel in Scotland
[4] DfT Road Traffic Statistics
[5] Scottish Urban Rural Classification 2016

Table 3: Improving health and wellbeing secondary outcomes		
Primary Outcome (draft)	**Secondary Outcome (draft)**	**The scale of issue**
2.1 Reduced fatalities and injuries	2.1.1 Improve road safety for vulnerable users	Scotland's Road Safety Framework to 2030 targets pedestrians, cyclists, motorcyclists, road users over 70, 17-25yr olds, children under 16 and people in the lowest 10% SIMD areas
2.2 Reduce the impact of traffic on communities	2.2.1 Reduce transport emissions in declared air quality management areas	Air quality in Crieff, Dundee and Perth City have all exceeded national thresholds resulting in the declaration of air quality management areas, and in Dundee, a Low Emission Zone
	2.2.2 Reduce the impact of traffic on communities on strategic routes	Many communities are sited on trunk roads and regionally significant routes and are subject to the traffic volumes these routes bring[6]
2.3 Improved ability for older people and disadvantaged communities to access healthcare	2.3.1 improve the ability of over 65s to access healthcare (Primary health care /Hospitals)	In Angus, Perth and Kinross and Stirling approximately 10% of the population do not have public transport access to either primary health care or a hospital (2018)[7]
	Ability of all in the lowest SIMD datazones (health domain) targeted by the respective Council to access healthcare. See 3.1.2	Most of the areas in the lowest SIMD datazones (health domain) have good access to a hospital. However in Angus approx. 60% of those in the lowest 20% of SIMD datazones are over 60mins travel time to a hospital[7]
	Ability of rural communities to access healthcare. See 3.1.4	Approximately 13% of those living in Perth and Kinross, 10% living in Angus and Stirling, can not access primary health care by public transport (2018)[7]
2.4 Improved ability for the most vulnerable to access social activities	2.4.1 Ability of rural communities and those in the lowest SIMD datazones targeted by the respective Council to access social activities	Poverty is the single biggest driver of poor mental health / The challenge presented by isolation is keenly felt by many in our rural communities[8]

[6] Strategic transport network, RTS 2015-2036 Refresh
[7] Public transport accessibility mapping RTS Monitoring Framework 2018 Progress Report
[8] Mental Health Strategy 2017-2027. The Scottish Government's approach to mental health from 2017 to 2027 – a 10 year vision.

Table 3: Improving health and wellbeing secondary outcomes		
Primary Outcome (draft)	**Secondary Outcome (draft)**	**The scale of issue**
2.5 Increased levels of physical activity	2.5.1 Improve the levels of walking and cycling in the lowest SIMD datazones (health domain) targeted by the respective Council	57% of people in the 20% most deprived areas regularly walk as a mode of travel, compared to 78% of people in the least 20% deprived areas[9]
	2.5.2 Improved ability to access active leisure facilities and green space for the lowest SIMD datazones (health domain) targeted by the respective Council	Most of the lowest SIMD datazones are able to access leisure facilities by public transport within an hour (2018) during the day. However the availability of services in the evenings and at weekends are drastically reduced.[7]

Table4: Reducing inequalities secondary outcomes		
Primary Outcome (draft)	**Secondary Outcome (draft)**	**The scale of issue**
3.1 Improved ability for young people, and disadvantaged and rural communities to access jobs, education and services	3.1.1 Improve ability of young people to access jobs and further education	Across the region just over 30% of 16-24 year olds are not in employment, education or training (2011) [10] 5.5% of 16-19yr olds are not participating in education, training or employment (2021).[11]8.3% 16-24 year olds do not have public transport access to further education (2018) [7]
	3.1.2 Improve ability of all in the lowest SIMD datazones (all domains) targeted by the respective Council to access jobs, education and services (inc. healthcare)	36% of the population of Dundee, and 7%, 6% and 12% of Angus, Perth and Kinross and Stirling residents live in the lowest 20% of SIMD datazones (2020)[12]

[9] Scottish Household Survey Data Explorer
[10] 2011 Census
[11] Skills Development Scotland Annual Participation Measure for 16 – 19 year olds in Scotland 2021
[12] Population Estimates by Scottish Index of Multiple Deprivation(SIMD)

Table4: Reducing inequalities secondary outcomes		
Primary Outcome (draft)	**Secondary Outcome (draft)**	**The scale of issue**
	3.1.3 Improve ability of families targeted in local child poverty action plans to access jobs, education and services	24% of children in Angus, 27.3% in Dundee, 22.2% in Perth and Kinross and 21.3% in Stirling are living in relative poverty (2018/19)[13]
	3.1.4 Improve ability of rural communities to access jobs, education and services (inc. healthcare)	67.3% of people living in Perth and Kinross, 46.9% of Stirling and 38.4% of Angus live in rural areas (2016)[14]
	3.1.5 Ability of people with disabilities to access jobs, education and services	Nearly 9% of people in the Region are limited a lot by a long-term health problem or disability (2011)[10]
	3.1.6 The safety and security of vulnerable and protected characteristic groups walking / on public transport	In Angus and Dundee, respectively, 9% and 1% feel unsafe walking in their neighbourhood after dark (In Perth and Kinross and Stirling this is 4%). For those that have experienced discrimination, this rises to an average of 25% (across Scotland). 24% of people in the region feel unsafe on the bus in the evenings, and 18% feel unsafe on the trains (2019)[3]

[13] Children in low income families: local area statistics Annual Official Statistics on the number and proportion of children living in low income families
[14] Scottish Urban-Rural Classification

Table5: Delivering sustainable & inclusive economic growth secondary outcomes		
Primary Outcome (draft)	**Secondary Outcome (draft)**	**Example of the scale of issue**
4.1 Reliable inter and intra-regional journey times	4.1.1 Improve journey times and journey time reliability on strategic road and rail routes for public transport to key destinations *(e.g. major centres and economic locations)*	11% of drivers experience congestion on their journeys (2020)[3] The % of trains that arrive at stations within 5mins of their planned arrival time are typically between 80%-90% at the main stations in the region, but this drops to 70% on the West Highland Line (2022)[15]
	4.1.2 Improve journey time reliability for freight to key destinations *(e.g. major centres and economic locations / air and sea ports)*	37% of UK freight with an origin or destination in Scotland starts, ends or passes through the region (2019)[16]
4.2 Improved ability for young people, and disadvantaged and rural communities to access jobs, education and training	*See 3.1.1 – 3.1.5 above*	

[15] Performance & Reliability | Public Performance Monitoring | ScotRail
[16] Scottish Transport Statistics 2020

Question 1: Will the proposed objectives and outcomes help address the issues identified?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Do the objectives help support the issues identified? (see Fig 2)					
Would the outcomes focus activity where progress is most required?					

Which of the objectives and/or outcomes do you feel are the most important to deliver?

If you disagree with any of the objectives or outcomes, please tell us which ones

Do you think that there are any important transport related issues that the objectives or outcomes do not address? If so, please tell us.

Any other comments?

3 The Scale of Change Required

Having adopted draft objectives and outcomes, a list of measures was drafted that could deliver these outcomes.

But the measures are just the potential building bricks for the strategy. The scale, timing and packaging of the measures will be critical in what can be achieved and by when.

So, we want your views on the pros and cons of:

- The scale of change required, and what this will mean for you.
- What measures could bring about the change required? And what they will mean to you.

3.1 What scale of change is required and what does it mean for you?

The scale of change required to achieve the national and local climate change aspirations requires significant changes for individuals, businesses, the Councils and other delivery agencies, in how we travel and service provision. The following questions seek to start a conversation of how we can achieve the targets and what it would mean for people, businesses and the delivery agencies including the Councils.

The scale of the challenge we need to address could be reduced or increased subject to external events such as:

- Economic busts and booms…influencing the pace, capacity and willingness for change, as well as the demand for travel
- Technological advancements, enabling society to do things differently
- Public policy responding to economic (e.g. reductions in fuel duty), environmental (climate change) or social (cost of living or child poverty) priorities
- The future of public transport (bus and rail), and whether there are national responses to the issues that public transport is facing

If or when any of these events occur, we will revisit the RTS delivery programme to delay or bring forward measures as appropriate

3.1.1 Could business as usual enable us to achieve the climate change and child poverty targets?

Significant active travel projects are being delivered in some of our towns and cities. Local Authorities are continually reviewing how to get the most out of available budgets to support and integrate the public transport options which are available to people.

However, this level of activity is unlikely to be supported by the mechanisms and funding that would provide the active and sustainable travel networks / services required to encourage and ensure significant behavioural change to enable society to hit the interim climate change and child poverty targets by 2030.

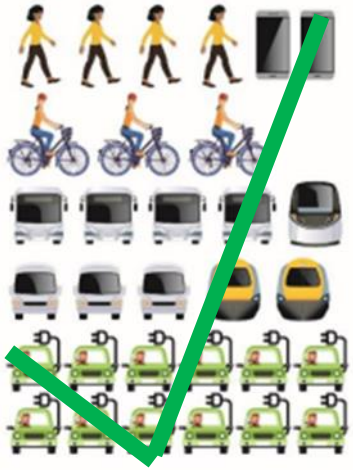
3.1.2 Could prioritising active and sustainable travel within existing budgets and with existing resources enable us to achieve the climate change and child poverty targets? What changes are required to enable us to maximise existing resources? Partners could potentially squeeze more active and sustainable travel delivery through improved co-ordination across all programmes (and across partner programmes) and a concerted focus on delivering improvements only where they will have the greatest impact on respective targets. However:

- There remains little discretionary spend to target significantly more activity at active and sustainable travel due to the pressures of maintaining and safely operating existing assets
- Limited improvements would be able to be made on providing public transport choices for people not in commercially viable corridors
- More demand management could be undertaken, but politicians are understandably reluctant to introduce restrictions when there are not considered to be reasonable alternatives, and where proportionate restrictions are not applied across a wider area
- Can we do more within existing parameters, such as greater collaboration, and if so, why isn't this already being done?

Accordingly, there is significant risk in achieving the targets by 2030 if we simply working within current parameters.

3.1.3 What is hitting or bettering the interim climate change and child poverty targets by 2030 likely to mean?

To achieve a step change in sustainable transport choices by 2030 and ensure:



- People have the choice to make fewer trips by using technology to reduce the need to travel
- People have confidence that they can make car based trips by low emission vehicles and reduce car mileage by making most trips by sustainable modes. Our settlements are healthier places to live….by being less congested, where people are able to access more services locally by walking and cycling
- That everyone has transport opportunities to access jobs, education and services; and that people can easily access public transport to get to, from and between the major centres
- Journey times between centres will be reliable due to less congestion and more resilient networks

Then a step change in delivery and behaviour is required. This is likely to mean:

- Significant change in travel habits for individuals and businesses. This is likely to require significant behavioural change campaigns
- Additional finances (public and private) must be found to improve active travel opportunities and public transport services which enable people to switch from the car
- It is unlikely that carrots alone will encourage a sufficient modal shift, and demand management measures that reflect people's realistic choices, will be required. This is likely to require disincentivising private car use by those who have alternative travel options
- The location of new development must not be car dependent so as not to add to the problem. All public agencies will also have to consider how to provide services within liveable / 20min neighbourhoods to reduce travel and improve access for everyone
- To maximise available resources, greater collaboration and maximising the co-ordination of partner activities is required
- Commercial public transport services alone may not sufficiently support both modal shift and social inclusion objectives. Local authorities may need to consider powers available in the Transport (Scotland) Act 2019. Alternatives to providing subsidised public transport should also be considered, for example, empowering remote communities to develop and deliver their own transport solutions aligned to their needs.

This is a step change in activity for many transport and public service partners, and there is an urgency behind the changes if the interim 2030 targets are to be hit or bettered. Accordingly, this level of change would require strong and declared political support.

Only then, would we be on track to deliver the long-term net zero greenhouse emissions.

Question 2: Do you support the general approach outlined in 3.1.3 to hit or better the interim climate change and child poverty targets by 2030?	Strongly Support	Support	Neither support / object	Object	Strongly object
If you object to the approach, why? What impact would this approach have on you or your organisation? Is there anything else that we should consider when finalising our approach? Any other comments?					

4. What measures could bring about the change required?

4.1 Summary of potential measures

Subject to the strategy approach that is adopted, the final strategy will be delivered by more, or less, of the measures identified in Table 6 below.

Table 6: Summary of Potential Measures	
Improving safety	Reduce speeds Provide road safety education Improving rest and welfare facilities for hauliers
Influencing travel choices and behaviour	Promoting smarter choices Parking controls, road space re-allocation and traffic management Road user charging
Improving access to public transport	Improved public transport interchange New and improved rail and bus stations Easier planning and booking of journeys
Improving sustainable travel opportunities	Improving active travel opportunities Improving active travel to school Improving public transport Demand responsive, community and shared transport services Promote Fair Fares
Decarbonising transport and a just transition	Promoting and enabling electric and low emission vehicles for individuals, public sector, business and bus & coach fleets Rail decarbonisation Behaviour change and modal shift for freight

Table 6: Summary of Potential Measures	
Improving the accessibility & security of our transport networks	Improved accessibility & security of the street environment Improved accessibility & security for all across public transport
Reducing the need to travel by car through the location of development and services	Reduce car dependency of new developments Locate new and existing services within communities Measures in neighbouring authorities that could reduce car use
Improving strategic connectivity	Address pinch points on strategic roads Improve rail connectivity Improve connectivity to freight destinations Improve access to airports
Improving network resilience	Improving network resilience

A detailed description of the individual measures covered by these themes is contained in Annex A1. Your views on the potential measures would be welcomed, including:

- Whether the measures would have either a positive or negative impact on how you travel?
- Whether you think these measures will help support the identified objectives and outcomes; or where you think these measures should be targeted

4.2 Which measures will help deliver which objective?

Table 7 below indicates which measures are most likely to support which objectives and outcomes. Annex A2 indicates which measures are most likely to have a positive impact on the objectives and outcomes of the RTS in differing locales across the region.

Table 7: Which measures will help deliver which objective?

To take climate action	Reduced greenhouse gas emissions	**Improving access to public transport:** Improved public transport interchange; New and improved rail and bus stations; Easier planning and booking of journeys **Improving choice and opportunities:** Improving active travel opportunities; Improving active travel to school; Improving public transport; Promote fair fares **Decarbonising transport and a just transition:** Development of electric and hydrogen vehicle charging and refuelling networks; Promoting and supporting a just transition to zero emission vehicles; Rail decarbonisation; decarbonisation of bus networks; Behaviour change and modal shift for freight **Improving network resilience** **Influencing travel choices and behaviour:** Promoting smarter choices; Parking controls, road space re-allocation and traffic management; Road user charging **Reducing the need to travel by car through the location of development and services:** Reduce car dependency of new developments; Locate new and existing services within communities
	Modal shift to more sustainable modes of travel	
	Reduced car mileage	
	Ensure our transport networks are resilient	
To improve health and wellbeing	Reduced fatalities and injuries	**Improving safety and security:** Reducing speeds; Road safety education; Improving rest and welfare facilities for hauliers **Improving choice and opportunities**: Improving active travel opportunities; Improving active travel to school
	Reduce the impact of traffic on communities	
	Improved ability for older people and disadvantaged communities to access healthcare	
	Improved ability for the most vulnerable to access social activities	

	Increased levels of physical activity	
To reduce inequalities	Improved ability for young people, and disadvantaged & rural communities to access jobs, education and services	**Improving access to public transport:** Easier planning and booking of journeys **Improving choice and opportunities:** Demand responsive, community and shared transport Services; Fares **Improving the accessibility & security of our transport networks:** Improved accessibility & security of the street environment; Improved access for all across public transport **Reducing the need to travel by car through the location of development and services:** Reduce car dependency of new developments; Locate new and existing services within communities
To help deliver sustainable, inclusive economic growth	Reliable inter and intra-regional journey times Improved ability for young and disadvantaged communities to access jobs, education and training	**Improving strategic connectivity** Address pinch points on strategic roads; Improve rail connectivity; Improve connectivity to freight destinations; Improve access to airports **Improving choice and opportunities:** Demand Responsive, Community and shared transport services; Promote fair fares; Improving public transport

5. Next steps

5.1 How are we going to assess measures?

Your views on the scale of change and the individual measures, will inform the next stage of the work. This will culminate with reporting to the Tactran Partnership on:

- The likely acceptability of measures
- The extent to which measures are likely to deliver the objectives and outcomes identified. This will follow the principles set out in Transport Scotland's 'Scottish Transport Appraisal Guidance' and consider:
    - how the measures will help achieve Draft RTS Objectives and Outcomes
    - deliverability of the measures

  This work will also consider how the measures align with the National Transport Strategy's mode & investment hierarchies
- the impact that measures may have on people and place. This will be considered in Impact Assessments that consider
    - Place, incorporating a Strategic Environmental Assessment
    - People, incorporating
        - Equality and Human Rights Impact Assessment
        - Health Inequalities Impact Assessment
        - Child Rights and Wellbeing Impact Assessment
- Where measures are most likely to have the most positive impact on the objectives and outcomes

This work will assist the Partnership identified a preferred approach which will be incorporated in a draft strategy

5.2 Timescales for consulting on a draft Regional Transport Strategy

To be determined following approval of Partnership to undertake 'A Conversation About Change'

Annex A1

What are your views on the potential measures?

Improving safety

Reduce speeds	(i) **Reducing speeds in settlements** • Expansion of 20mph limits and zones • Review speed limits in residential and neighbourhood environments focusing on areas with road safety concerns • Other localised safety schemes such as traffic calming measures and road / junctions realignments and redesigns (ii) **Addressing network blackspots** • Review speed limits • Road / junction realignments and redesigns (iii) **Road safety enforcement,** including enforcement of speed restrictions via camera technology
Provide road safety education	**Education measures, which include training and publicity,** aiming to provide road users with the knowledge and skills needed to use the roads safely. Focused on: (i) Road safety education pre-school, primary and secondary schools (ii) Road safety education for adults, such as drivers (iii) Road safety education for 17-25yr olds
Improving rest and welfare facilities for hauliers	**Increase the range of rest facilities within the region available to drivers** Freight is still predominantly road-based with most drivers regularly traveling long distances. Without sufficient rest, drivers can experience fatigue which can be dangerous for themselves and other road users.

Q3. Improving safety: Do you agree or disagree that these measures could help make our roads safer for all?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Reduce speeds					
Provide road safety education					
Improving rest and welfare facilities for hauliers					
Which of these measures would have either a positive or negative impact on how you travel? Any other comments? (e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)					

Influencing travel choices and behaviour

Promoting Smarter Choices	**(i) Campaigns to promote active and sustainable travel in Travel to Work Areas** **(ii) Develop and deliver Travel Plans and School Travel Plans** **(iii) Promoting LiftShare / Ride Sharing schemes**
Parking controls, road space re-allocation and traffic management	The attractiveness of car use compared to public transport and active travel modes can be influenced by: **(i) Workplace Parking Levy / Congestion Zone Charging** **(ii) Public parking charges** **(iii) Reallocation / Reduction of the numbers of both on-street and off-street parking spaces within town centres** **(iv) Reallocation of carriageway, giving more space to active and sustainable modes** **(v) Re-routing motorised traffic on longer and/or less direct routes for the benefit of the wider network**
Road User Charging	**Road users could be charged either for the length of trip made or for entering a specific area, such as a city centre, to encourage the use of sustainable modes to make the trip**

Q4. Influencing travel choices and behaviour: Do you agree or disagree that these measures could encourage sustainable travel behaviour?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Promoting Smarter Choices					
Parking controls, road space re-allocation and traffic management					
Road User Charging					
Which of these measures would have either a positive or negative impact on how you travel?					

Any other comments? (e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)

Improving access to public transport

Improved public transport interchange	**(i)** **Strategic Park and Ride** sites to transfer to coach or rail those long-distance car trips heading to Scotland's cities outwith the region **(ii)** **Local Park and Choose** sites to provide interchange facilities at railway stations, bus stations and on public transport corridors serving towns to enable transfer to train, bus or bike into our larger towns and cities **(iii)** **Mobility Hubs** link a number of transport services within a community to improve access via different modes to enable your onward journey. This usually means improving the ability to access bus services by, e.g. car and bicycle parking; bike hire; walking and cycling links; demand responsive bus services. But they could also help accessing car club & car sharing facilities. **(iv)** **Passenger facilities along strategic bus corridors:** ensuring accessible waiting facilities with information along strategic bus corridors
New and improved rail and bus stations	**(i) New and improved bus stations** **(ii) New and improved rail stations on existing lines**
Easier planning and booking of journeys	**(i) Journey planning tools** to help people be aware of all the choices they have to make a journey **(ii) Smart and integrated ticketing** whereby tickets are stored electronically, usually on a smart card or other forms of smart media, enabling a person to use a single 'ticket' on different modes of transportation, such as bus and rail, or across different operators. **MaaS products** can provide both improved journey planning and provide smart, integrated ticketing

Q5. Improving access to public transport: Do you agree or disagree that these measures could help make it easier to access bus or rail services?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Improved public transport interchange					
New and improved railway and bus stations					
Easier planning and booking of journeys					
Which of these measures would have either a positive or negative impact on how you travel? Any other comments? (*e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)*					

Improving sustainable travel opportunities

Improving active travel opportunities	**(i) Connected neighbourhoods**, enabling people to access local facilities by walking and cycling **(ii) Active freeways**, cycle priority routes into our town and city centres **(iii) Strategic active travel network**, providing village-town active travel connections; connecting towns by active travel; and supporting the long-distance active travel network **(iv) Ensuring secure cycle parking** at homes, workplaces, schools, interchanges and other destinations **(v) Cycle hire schemes**, increasing the number of conventional and electric cycle hire scheme
Promoting active and sustainable access to schools	**(i) safer routes to schools -** improving walking and cycling routes to schools, including reducing traffic speeds around schools **(ii) school exclusion zones -** limiting traffic around schools at peak times to improve safety and air quality for children **(iii) cycle parking; cycle training and improving access to bikes**
Improving public transport	**(i) Strategic Bus Priority Corridors,** improving journey time and reliability through bus priority measures, traffic management etc. **(ii) Increasing Bus Services,** improving the frequency and coverage of public transport through fixed routes and feeder services (including DRT and Community Transport) **(iii) Improved rail services**
Demand Responsive, Community and shared transport Services	**(i) Demand Responsive Transport (DRT**): on demand (rather than timetabled services) to link to existing traditional fixed route bus services, and to cover areas where fixed route services are not viable **(ii) Community Transport Services**: Support for community and volunteer transport services **(iii) Car Clubs**: to provide access to a car without the need to own one
Promote Fair Fares	Fare structures are typically set in a way to make travel during peak times more expensive, with off-peak travel fares offered at lower rates. **Encourage & support public transport providers to review fares** to:

	(a) enhance social inclusion by providing a realistic alternative to a wider range of people, including disadvantaged communities (b) help balance demand for public transport throughout the day and reduce pressure on services at peak times

Q6. Do you agree or disagree that these measures could help improve your transport choices & opportunities?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Improving active travel opportunities					
Promoting active and sustainable access to schools					
Improving public transport					
Demand Responsive, Community and shared transport Services					
Promote Fair Fares					
Which of these measures would have either a positive or negative impact on how you travel? Any other comments? (e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)					

Decarbonising transport and a just transition

Promoting and enabling electric and low emission vehicles for individuals, public sector, business and bus fleets	**(i) Supporting electric vehicle uptake** through adoption of Ultra Low Emission Vehicles (ULEV) in public sector, business and bus fleets; and supporting a just transition through the availability of electric vehicles through car clubs and parking and charging tariffs **(ii) Developing charging infrastructure** through deployment and maintenance of public infrastructure; home charging and fleet charging **(iii) Promoting electric mobility**, communicating the benefits of low emission vehicles
Rail Decarbonisation	Support the decarbonisation of the rail network by 2035 through **(i) Electrification of Dunblane to Perth / Dundee / Aberdeen** **(ii) Battery Electric Trains from Edinburgh to Perth / Dundee (short term)** **(iii) Electrification from Edinburgh to Perth / Dundee (long term)** **(iv) Electrification from Perth to Inverness (cp. STPR2)** **(v) Battery Electric Trains on the West Highland Line**
Behaviour change and modal shift for freight	Freight transfer and consolidation hubs within the region to reduce road freight and also allow freight to be moved by rail and water **(i) Freight hubs** **(ii) Timber transfer facilities** **(iii) Consolidation centres** **(iv) First and last mile distribution services, such as vans, drones, cargo bikes etc.**

Q7. Decarbonising transport and a just transition: Do you agree or disagree that these measures could help decarbonise transport?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Promoting and enabling electric and low emission vehicles for individuals, public sector, business and bus fleets					

Rail Decarbonisation					
Behaviour change and modal shift for freight					
Which of these measures would have either a positive or negative impact on how you travel? Any other comments? (e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)					

Improving the accessibility & security of our transport networks

Improved accessibility & security of the street environment	This option seeks to make our settlements places where everyone, especially people with mobility difficulties, can confidently and easily walk, cycle or wheel around **(i)** **Step free routes** and appropriate crossing facilities, informed by accessibility audits around the 20min neighbourhoods **(ii)** **Seating** **(iii)** **Lighting and reviewing the design of the public realm** to improve security **(iv)** **Signage and wayfinding** **(v)** Number and location of **disabled car parking spaces** **(vi)** **Reducing severance & improving active travel on trunk roads** through communities **(vii)** **Promoting changes** to our transport networks to people with learning difficulties

Improved accessibility & security for all across public transport	Improving access for all public transport users and particularly for those who are mobility impaired, including: **(i) Improvements at interchanges**, step free access, improved seating, improved lighting, security improvements **(ii) Improved accessibility of buses and trains** **(iii) Improved information provision** for people with mobility issues/passes **(iv) Assistance to public transport users**

Q8. Improving the accessibility & security of our transport networks: Do you agree or disagree that these measures could help improve accessibility and security?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Improved accessibility & security of the street environment					
Improved access &security for all across public transport					
Which of these measures would have either a positive or negative impact on how you travel? Any other comments? (e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)					

Reducing the need to travel by car through the location of development and services

Reduce car dependency of new developments	Reduce car dependency of new developments by (i) development plans promoting **land use patterns that reduce the need to travel, and enable travel by sustainable modes** (ii) the development management process **ensuring that new development is realistically accessible by a range of modes**
Locate new and existing services within communities	locate new and existing services within communities - all public services to work together to improve the range of local services that can be available at a neighbourhood level to support the 20min / liveable neighbourhood principle
Measures in neighbouring authorities that reduce car use	The ease and ability to make many trips will be influenced by the sticks and carrots being applied in neighbouring areas. Where applicable we could work with neighbouring authorities on measures that can reduce the number of vehicular trips

Q9. Reducing the need to travel by car through the location of development and services: Do you agree or disagree that these measures could help reduce the need to travel?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Reduce car dependency of new developments					
Locate new and existing services within communities					
Measures in neighbouring authorities that could reduce car use					
Which of these measures would have either a positive or negative impact on how you travel?					

Any other comments? (e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)

Improving strategic connectivity

Address pinch points on strategic roads	Measures focused on road improvements on the key strategic network within the region, focussed on improving journey time reliability and road safety. **(i) Kingsway Dundee A90/A972** **(ii) Broxden and Inveralmond, A9 Perth** **(iii) Craigforth, M9 Stirling** **(iii) Grade separation of the A9 between Kier and Inverness (Kier, Auchterader)** **(iv) Dualling of the A9 north of Perth** **(v) A82 Inverannan – Tarbert**
Improve rail connectivity	**(i) Physical and operational improvements to reduce journey times and improve resilience of routes from and through the region to/from Edinburgh; Glasgow; Aberdeen; Inverness; including** • *Highland Mainline rail corridor enhancements* • *Perth-Dundee-Aberdeen rail corridor enhancements* • *Edinburgh/Glasgow – Perth/Dundee rail corridor enhancements* **(ii) Improved frequency and capacity of services to Edinburgh and Glasgow**, including consideration of intermediate stations; **(iii) improve resilience of West Highland line**

Improve connectivity to freight destinations	**(i) Improving journey time reliability** to major freight destinations **(ii) Improving freight capacity on the rail network**
Improve access to airports	**Promoting sustainable access between the region and Scotland's airports**

Q10. Improving strategic connectivity: Do you agree or disagree that these measures could help improve between the region and the rest of Scotland?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Address pinch points on strategic roads					
Improve rail connectivity					
Improve connectivity to freight destinations					
Improve access to airports					

Which of these measures would have either a positive or negative impact on how you travel?

Any other comments? (e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)

Improving network resilience

Improving Network Resilience	To maintain a transport network within the region which is resilient to disruptive events resulting from the increased risk of extreme weather and flooding, maintaining access for people and resources **(i) Winter maintenance** **(ii) Diversion routes** **(iii) Protection of vulnerable sites to flooding / landslips** **(iv) Meet environmental standards in construction and maintenance** **(v) Blue-Green Infrastructure** **(vi) Strategic road renewal for reliability, resilience and safety**

Q11. Improving network resilience: Do you agree or disagree that these measures could help make our transport networks more resilient?	Strongly Agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
Improving Network Resilience					
Which of these measures would have either a positive or negative impact on how you travel? Any other comments? (e.g. do you think these measures will help support the identified objectives and outcomes; where do you think these measures should be targeted?)					

Annex A2

Which measures are most likely where I live?

Whilst most transport problems will occur in most areas, the relative importance of problems will vary between according to where we live or work. Hence, some measures are more applicable in urban areas, and some in rural areas. The tables below intend to give a feel for the types of interventions most likely in rural and urban areas, and along strategic corridors to help identify those measures most likely for where you live.

Urban Areas Arbroath Dundee Forfar Montrose Perth Stirling (inc Bridge of Allan)	**Improving safety:** Reduce speeds / Provide road safety education
	Influencing travel choices and behaviour: Promoting smarter choices / Parking controls, road space re-allocation and traffic management / Road user charging
	Improving access to public transport: Improved public transport interchange / New and improved rail and bus stations / Easier planning and booking of journeys
	Decarbonising transport and a just transition: Promoting and enabling electric and low emission vehicles for individuals, public sector, business and bus fleets / Rail decarbonisation / Behaviour change and modal shift for freight
	Improving the accessibility & security of our transport networks: Improved accessibility & security of the street environment / Improved accessibility & security for all across public transport
	Improving strategic connectivity: Address pinch points on strategic roads / Improve rail connectivity / Improve connectivity to freight destinations
	Improving network resilience

Rural Areas West & North Stirling West and North Perthshire; Kinross-shire Angus Glens Angus Mearns Stirling Eastern Villages Carse of Gowrie	**Improving safety:** Reduce speeds / Provide road safety education
	Improving access to public transport: Easier planning and booking of journeys
	Improving sustainable travel opportunities: Improving active travel opportunities / Improving active travel to school / Improving public transport / Demand responsive, community and shared transport services / Promote Fair Fares
	Decarbonising transport and a just transition: Promoting and enabling electric and low emission vehicles for individuals, public sector, business and bus & coach fleets
	Improving the accessibility & security of our transport networks: Improved accessibility & security of the street environment / Improved accessibility & security for all across public transport
	Reducing the need to travel by car through the location of development and services: Locate new and existing services within communities
	Improving strategic connectivity: Improve rail connectivity
	Improving resilience: Improving network resilience

Strategic Corridors Dundee-Aberdeen via Forfar Dundee - Aberdeen via Arbroath Dundee to Edinburgh / Perth to Edinburgh / Stirling to Edinburgh Perth to Inverness / Dunfermline / Stirling / Braemar Stirling to Edinburgh / Glasgow / Perth / Oban and Fort William	**Improving safety:** Reduce speeds / Improving rest and welfare facilities for hauliers
	Influencing travel choices and behaviour: Promoting smarter choices / Road user charging
	Improving sustainable travel opportunities: Improving public transport / Promote Fair Fares
	Improving access to public transport: Improved public transport interchange / New and improved rail and bus stations / Easier planning and booking of journeys
	Decarbonising transport and a just transition: Rail decarbonisation / Behaviour change and modal shift for freight / Promoting and enabling electric and low emission vehicles for individuals, public sector, business and bus & coach fleets
	Improving strategic connectivity: Address pinch points on strategic roads / Improve rail connectivity / Improve connectivity to freight destinations / Improve access to airports
	Improving resilience: Improving network resilience

Annex A3

References

General

National Performance Framework

Scottish Household Survey Data Explorer

Indicative Regional Spatial Strategies (Forth Valley; Loch Lomond and the Trossachs National Park Authority; Tay City Region)

Local Development Plans (Angus; Cairngorms; Dundee; Loch Lomond and the Trossachs; Perth & Kinross; Stirling)

Scottish Urban Rural Classification 2016

2011 Census

Environment and Climate Change

Climate Change Plan

Clean Air for Scotland 2

Local Authority territorial CO2 emissions estimates 2005-2019 (kt CO2)

Health and Wellbeing

Public Health Priorities

Public Health Scotland

Mental Health Strategy 2017-2027. The Scottish Government's approach to mental health from 2017 to 2027 – a 10 year vision.

Reducing Inequalities

Fairer Scotland Action Plan / Fairer Scotland action plan: progress report 2020

Tackling child poverty: third year progress report 2020-2021

Local Outcome Improvement Plans

Skills Development Scotland Annual Participation Measure for 16 – 19 year olds in Scotland 2021

Local Outcome Improvement Plans (Angus Community Plan 2017-30; Dundee City Plan 2017-2026; Perth & Kinross Community Plan; the Stirling Plan)

Inclusive Economic growth

Scotland's National Strategy for Economic Transformation

Transport Policy & Information

Scotland's National Transport Strategy

Strategic Transport Projects Review

Data on all licensed and registered vehicles, produced by Department for Transport

SHS Transport and Travel in Scotland

DfT Road Traffic Statistics

Appendix B

Engagement Plan

Workshops with stakeholder groups (before and/or during)

Active Travel Partners
RTPs
Councillors (member / officer briefings)
Tactran Groups (Freight Quality Partnership / Rail)
Tay Cities and Forth Valley RTWG & Transport Scotland
NHS Tayside and NHS Forth Valley
National Parks (LLTNPA / Cairngorms)

Public engagement on options (6 weeks)

Press Releases
Promote

- Consultation Website
- Consultation Document

Seek representative views using market research
Dissemination to Community Councils

Workshops with stakeholder groups (during)

Planners (TayPlan & Forth Valley)
Council economic development / Tay Cities Heads of Economic Development / Scottish Enterprise / Tay Cities Innovation Group / Chambers of Commerce / BIDs etc
Community Planning Partnerships
Opposing opinions' workshops

Invite comment and offer sessions to

Mode lobby groups
Equality & Disability Groups
Public transport operators
Energy providers
National environmental groups(SEPA / Nature Scotland / HES)