TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

13 JUNE 2023

A NEW REGIONAL TRANSPORT STRATEGY

REPORT BY SENIOR STRATEGY OFFICER AND STRATEGY OFFICER (STRATEGIC CONNECTIVITY)

Purpose

The purpose of the report is to present (i) a consultation draft of a new Tayside and Central Scotland Regional Transport Strategy 2024-2034 (RTS) (ii) the draft impact assessment reports to be consulted on alongside the draft RTS (iii) the proposed process for consulting on the draft RTS and the draft impact assessment reports.

Summary

A core duty of the Regional Transport Partnerships is to prepare and keep up to date Regional Transport Strategies. When preparing strategies or programmes it is both a statutory requirement, as well as best practice, to ensure that the strategy is informed by relevant impact assessment processes.

Tactran officers have worked with members, Council officers, stakeholders and the public to (a) identify the main issues a strategy needs to address; (b) identify strategic objectives and desired outcomes; and (c) understand the actions that can help achieve these strategic objectives and outcomes. This work has now been reviewed, developed and combined into a draft RTS for consultation.

1 RECOMMENDATIONS

1.1 That the Partnership:

(i) approve for consultation the Draft Tayside and Central Scotland Regional Transport Strategy included as Appendix A;

(ii) approve for consultation the Draft Tayside and Central Scotland Regional Transport Strategy impact assessment reports. Summary reports are included as Appendices B and C. The full draft impact assessment reports are available in the Members area of the Tactran website; and

(iii) approve the engagement strategy and consultation questions for the Draft Tayside and Central Scotland Regional Transport Strategy included as Appendices D and E.

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 It is a statutory duty for all public bodies to undertake a Strategic Environmental Assessment (SEA) and an Equalities Impact Assessment (EqIA) when preparing a new strategy or programmes.

2.3 The Children and Young People (Scotland) Act 2014 (Section 1) incorporates the United Nations Convention on the Rights of the Child (UNCRC) into national Scottish law. To help fulfil this requirement the Scottish Government have developed a Children's Rights and Wellbeing Impact Assessment for new strategies and programmes as part of the Getting It Right for Every Child approach.

2.4 Best practice recommends the undertaking of a Health Inequalities Impact Assessment when producing a new strategy or programme.

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

2.6 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 informed the draft objectives and outcomes approved by the Partnership Meeting of 14 September 2021 (report RTP/21/26 refers).

2.7 Between July 2022 and November 2022, a further public and stakeholder engagement was undertaken, 'A Conversation About Changing How We Travel'. This engagement exercise sought views on the draft objectives and outcomes; the scale of change required to hit national targets; and the types of measures which could help deliver the identified outcomes (report RTP/22/32 refers).

3 DISCUSSION

3.1 Consultation on the draft Tayside and Central Scotland Regional Transport Strategy 2024-2034 (RTS) requires consulting on:

- The draft strategy
- The draft Integrated Impact Assessment Report
- The draft SEA Environmental Report

3.2 The consultation responses to all documents will allow the Partnership to better understand the views of partners, stakeholders and the public of the proposed strategy before being asked to consider the Final Draft Tayside and Central Scotland Regional Transport Strategy 2024-2034 and Impact Assessment reports in early 2024.

The Draft Tayside and Central Scotland Regional Transport Strategy 2024-2034

3.3 Board members will be aware that themselves and officers of the Councils, informed by two extensive public and stakeholder consultation exercises, have worked with Tactran officers to:

- Identify the key social, environmental and economic priorities that the region's transport networks need to support.
- Develop draft strategic objectives and outcomes to help focus activity on where it is most required.
- Identify measures that can help deliver these outcomes.

3.4 In undertaking this work, the Partnership Board have noted:

- The scale of the challenge required to hit local and national aspirations, especially those in relation to Climate Change.
- That hitting these targets means a step change in behaviour both for individuals and businesses, and also for the delivery agencies, including the Councils and other Regional partners. Maintaining the status quo in how we deliver improvements to our transport networks is unlikely to enable these aspirations to be met.
- When asking individuals and business to change their behaviour, the ask must be fair, timely and proportionate.

3.5 The draft RTS is included as Appendix A. It includes:

- A summary of key issues and how these relate to strategic objectives.
- The identification of outcomes which reflect the region's priorities in relation to the strategic objectives, and the particular issues identified in the Main Issues stage of the work.
- Targets for key outcomes to help gauge progress.
- Actions that will help deliver the outcomes, including suggesting which actions are more applicable in rural or urban areas or along strategic corridors.
- A monitoring framework based around the outcomes identified.

3.6 At the heart of the strategy is a proposed approach which:

- Seeks to focus activity on the locations and groups in society where support to access facilities or encourage behaviour change is most required.
- Encourages co-ordination of activity across partners, to ensure that improvement programmes provide a genuine alternative to car use through integrated solutions.
- Recognises that alternative models for bus provision need to be investigated.
- Identifies the parameters for and promotes the co-ordination of measures to discourage car use in accord with:
  - In the first instance, identifying those corridors/locations within which the most car mileage is generated and improving alternatives to the car in these corridors.
  - Promoting national charging mechanisms as the most effective approach to reducing car mileage.
  - Subject to the effectiveness of the national mechanisms, consider local charging mechanisms.
- Enables a step change in electric and low emission vehicle use.

3.7 The Partnership is asked to consider and approve for consultation the Draft Tayside and Central Scotland Regional Transport Strategy included as Appendix A.

Draft Impact Assessments

3.8 To support and guide the RTS, a number of impact assessments have been undertaken. These are:

- A Strategic Environmental Assessment which is presented within a draft SEA Environmental Report. A summary of the findings is included in Appendix B. The full assessment is available in the Members area of the Tactran website.

- An Equalities and Fairer Scotland Duty Impact Assessment (EqIA), a Children's Rights and Wellbeing Impact Assessment (CRWIA), and a Health Inequality Impact Assessment (HIIA). The key findings from the EqIA, CRWIA and HIIA have been summarised in a draft Integrated Impact Assessment Report. A summary of the findings is included in Appendix C. The full assessment is available in the Members area of the Tactran website. The requirements of the Fairer Scotland Duty have been met through the EqIA, CRWIA and HIIA processes included within the Integrated Impact Assessment.

3.9 The impact assessment process is designed so that the assessments inform the content of the strategy or programme being produced. When the final RTS is presented to the Partnership in 2024, the Partnership will also be asked to consider for approval the final SEA and the final Integrated Impact Assessment Report.

Draft SEA Environmental Report

3.10 The Strategic Environment Assessment (SEA) is a statutory requirement and is a means to assess the likely impact of a plan on the environment and to seek ways to mitigate or minimise the effects of the plan.

3.11 A SEA Scoping Report was submitted to the three SEA statutory consultees (Scottish Environmental Protection Agency, Historic Environment Scotland and Nature Scotland) in December 2021 and set out the environmental baseline, objectives and process to be followed in the appraisal.

3.12 Comments have been received from the statutory consultees. The main comment received was a recommendation to include the Population and Human theme in the SEA which Tactran had previously proposed removing from the SEA to avoid repetition as the theme was covered in the Integrated Impact Assessment. The draft SEA Environmental Report accordingly includes the Population and Human theme as per the SEA guidance.

3.13 The SEA anticipates that the environmental impact of delivering the Tayside and Central Scotland Regional Transport Strategy will be largely positive, in contrast to the 'without RTS' scenario which predicted the continued degradation of almost all environmental conditions represented in SEA, although some elements of the preferred option are anticipated to have negative impacts and will require mitigation and monitoring. This will need to be addressed in the delivery of the RTS.

3.14 The Partnership is asked to consider and approve for consultation the draft SEA Environmental Report, as summarised in Appendix B and included in full in the Members area of the Tactran website.

Equalities Impact Assessment

3.15 Overall, the Regional Transport Strategy is supportive of the identified characteristics within the EqIA.

3.16 The RTS will create opportunities for advancing equality of opportunity by ensuring that improved transport improves access for all groups, whether this is by:

- Having a safe and inclusive transport system which will contribute to reducing harassment and victimisation suffered by the travelling public, of particular benefit to groups such as lone females and members of certain racial and religious groups or, members of the LGBTQ community.
- Using new technology to improve confidence for the travelling public.
- Promoting Fair Fares.
- Improving access to key services - this includes access to employment, education, healthcare and opportunities for sport, social and cultural participation.

3.17 These improvements will be particularly beneficial for groups who regularly or occasionally suffer social exclusion resulting from a lack of suitable transport, such as disabled and/or elderly members of the community and those living in poverty.

3.18 The EqIA identifies potential negative impacts and suggests how these could be mitigated at scheme design.

3.19 It is be possible, for example, to adjust any road user charging scheme to reduce the impacts on at risk groups, such as by adjusting the scheme boundary, by redefining the basis for the charge, by allowing different methods of paying the charge or, by providing exemptions for certain groups, by using the revenues to improve the provision of viable alternative modes of travel, or by relocating services and facilities people need to access on a daily basis. Any adjustments would need to be considered from the outset to ensure that the impact on at-risk groups is minimised without compromising the overall objectives of the road user charging scheme.

3.20 A copy of this EqIA will be published as part of the Integrated Impact Assessment as part of the public consultation on the draft RTS and will be provided on the Tactran website alongside all other supporting documentation to Tactran's Regional Transport Strategy 2024 – 2034.

Children's Rights and Wellbeing Impact Assessment

3.21 The CRWIA suggests that the RTS is not in itself expected to have any negative impact on any area of rights or any group of children and young people.

3.22 The RTS will implement interventions to increase the opportunity for children and young people to travel independently to access opportunities (education; part-time employment; leisure and recreation) by:

- Improving active travel opportunities.
- Improving public and shared transport choices.
- Improving safety and security on our transport networks.

3.23 These actions can be expected to have a positive impact on mental and physical health and wellbeing of children and young people.

3.24 Engagement with children and young people about their needs and the right actions to take forward will be integral in developing the interventions at a local level so that their views are respected and that they are included in local plans and programmes.

3.25 A copy of the Children's Rights and Wellbeing Impact Assessment will be published as part of the Integrated Impact Assessment as part of the public consultation on the draft RTS and will be provided on the Tactran website alongside all other supporting documentation to Tactran's Regional Transport Strategy 2024 – 2034.

Health Inequalities Impact Assessment

3.26 A Health Inequalities Impact Assessment was carried out as part of the Integrated Impact Assessment, drawing on a wide range of health statistics available for the Angus, Dundee City, Perth and Kinross and Stirling Council areas.

3.27 The HIIA suggests that the RTS will have a positive impact on health and health inequalities by:

- Improving air quality and promoting active travel, especially in the least affluent areas of our towns and cities.
- Improving road safety for vulnerable users, including for those in the least affluent areas.
- Improving access to healthcare, especially for those without access to a car or van.

3.28 A copy of the HIIA has been incorporated into and has informed the Integrated Impact Assessment.

3.29 The Partnership is asked to consider and approve for consultation the draft Integrated Impact Assessment Report as summarised in Appendix C and included in full in the Members area of the Tactran website.

Consultation Strategy

3.30 It is vital that the RTS is informed by stakeholders and public opinion. In developing the RTS to this stage, two significant public and stakeholder engagement exercises were undertaken. These exercises included:

- Production of consultation websites and consultation documents and circulation of these materials to:
  - Stakeholders and stakeholder networks
  - Community networks
- Presentations and discussions with stakeholders and stakeholder networks
- Undertaking quantitative public opinion research
- Promoting the consultation via social media

3.31 For engaging on the draft RTS, officers propose to use the techniques outlined above as well as:

- Utilising ‘social listening’ (i.e. selective listening to social media about what people in the region feel about transport issues)

3.32 The purpose of the engagement is to:

- Provide the Partnership Board and Senior Officers with a sense as to whether stakeholder agencies and the public think the strategy has 'got it right' in terms of aspiration, and how it proposes that Tactran and its Partners can achieve these aspirations.
- Continue the conversation concerning the level of change required, what this means for everyone, and how to ensure that the actions are designed to make sure that change is as fair and equitable as possible.

3.33 The Communications and Engagement Strategy provides further details on the focus of engagement activity throughout the upcoming consultation stage, including:

- Young people
- People from less affluent communities
- People with mobility difficulties

3.34 Tactran will also actively reaching out to people with migration background, refugees and asylum seekers by reaching out to organisations and representatives from BAME communities and hold a focus group on the Regional Transport Strategy and issues that directly affect those communities.

3.35 Councillor Members are asked to consider how the draft RTS will be considered by their respective authorities. At the start of the exercise, it was recognised that ownership will be essential to the delivery of the Strategy. Ensuring that all those who will be responsible for delivering transport improvements have an opportunity to view and input into the Strategy is considered important. Equally it is important that all those for whom the Regional Transport Strategy may support have an opportunity to view and input into the Strategy.

3.36 The Engagement Strategy is included as Appendix D, which the Partnership is asked to consider and approve.

3.37 A series of questions as part of the RTS consultation are proposed and are included within Appendix E for consideration and approval by the Partnership.

Next Steps

3.38 Subject to the Partnership's approval of the draft RTS, the draft Impact Assessment Report, the draft SEA Environmental Report and the consultation strategy, it is anticipated that consultation on these documents will commence in July 2023 for a three-month period.

3.39 Consultation on the draft RTS, the draft Integrated Impact Report and the draft SEA Environmental Report, can be expected to conclude towards the end of September 2023. This will allow a Consultation Report to be prepared for the December Partnership meeting. Following consideration of the consultation responses by the Board Members at the December Partnership meeting, a final draft of the RTS will be prepared for consideration.

3.40 Once the Partnership has approved a final draft of the RTS, the document will be required to be submitted to the Minister for Transport for approval.

4 CONSULTATIONS

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

5 RESOURCE IMPLICATIONS

5.1 As noted in a separate 2023/24 Budget and Monitoring report to this meeting, the proposed RTS and Delivery Plan budget heading includes approximately £10,000 to continue the target setting work commenced in 2022/23 and a further allocation of £38,000 for consultancy support in developing the new Regional Transport Strategy.

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 (EqIA)
- Children's Rights and Wellbeing Impact Assessment (CRWIA)
- Health Inequalities Impact Assessment (HIIA)

6.2 The requirements of the Fairer Scotland Duty have been met through the EqIA, CRWIA and HIIA processes included within the Integrated 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/20/32, A New Regional Transport Strategy for the Tactran Region, 15 September 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

Report to Partnership RTP/22/17, A New Regional Transport Strategy: Update, 14 June 2022

Report to Partnership RTP/22/19, A New Regional Transport Strategy: A Conversation About How We Travel, 2 August 2022

Report to Partnership RTP/22/24, A New Regional Transport Strategy: Progress Report, 20 September 2022

Report to Partnership RTP/22/32, A New Regional Transport Strategy: A Conversation about changing how we travel Consultation Summary, 13 December 2022

Report to Partnership RTP/23/08, A New Regional Transport Strategy, 14 March 2023

Tayside and Central Scotland Regional Transport Strategy 2024-2034

Draft for Consultation

If you require help in responding to this consultation, for example a version of the consultation in an easy read format or in an alternative language, please leave a message at **Info@tactran.gov.uk** or **01738 475775**

Executive Summary

The Tayside and Central Scotland Regional Transport Strategy (RTS) is a partnership plan identifying the strategic transport priorities for the Angus, Dundee City, Perth and Kinross, and Stirling Council areas.

Through stakeholder engagement we have:

- Identified the key social, environmental and economic priorities that the region's transport networks need to support
- Developed draft strategic objectives and outcomes to help focus activity on where it is most required
- Identified actions that can help deliver these outcomes

Figure 1 summarises the main issues and how they inform the proposed strategic objectives.

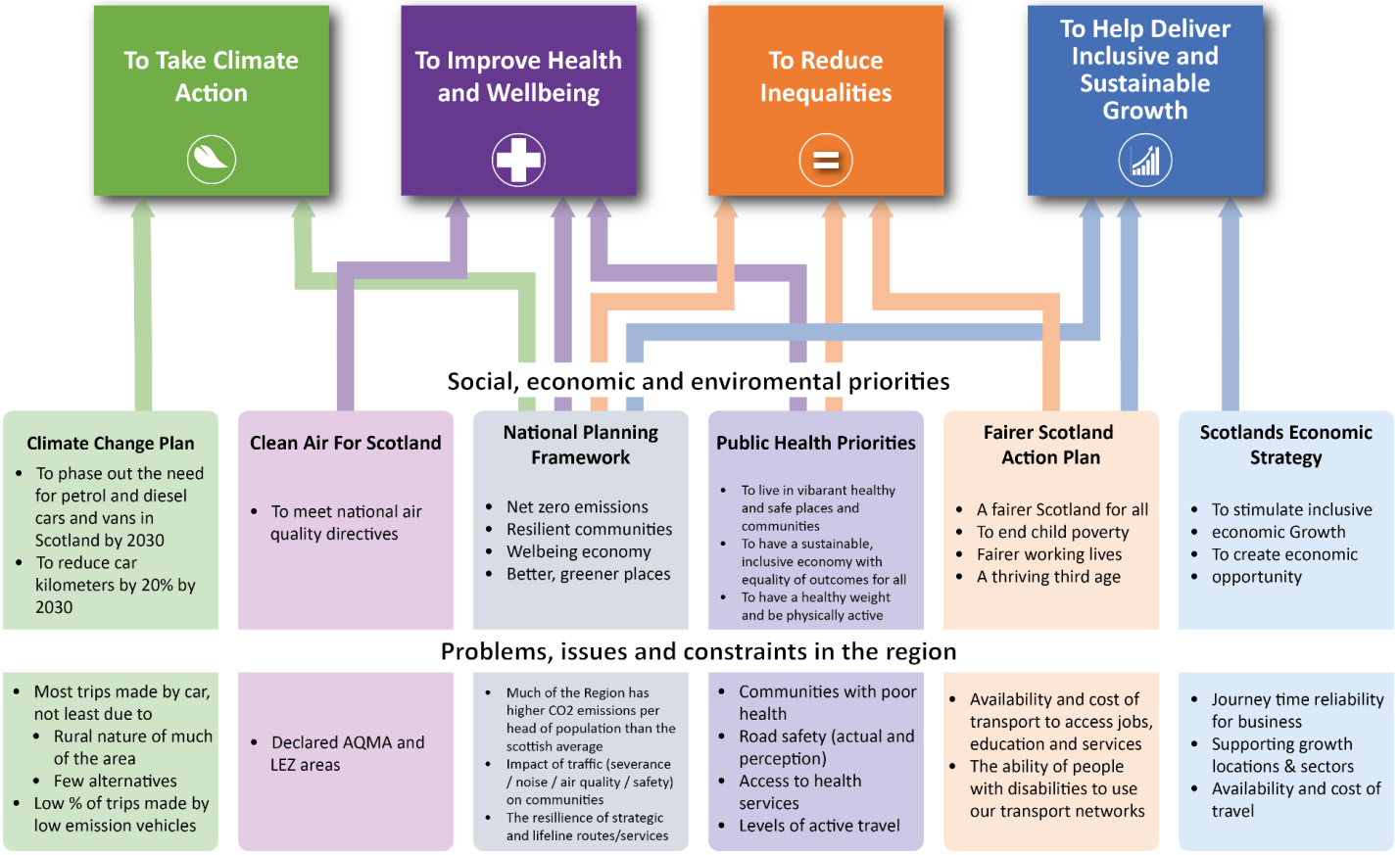


Fig. 1: Relationship between strategic objectives and key issues

The strategy recognises:

- The scale of the challenge required to meet local and national aspirations, especially those in relation to Climate Change
- That meeting these targets means a step change in behaviour both for individuals and businesses, and also for the delivery agencies, including the Councils and other Regional partners. Maintaining the status quo in what and how we deliver improvements to our transport networks are unlikley to enable these targets to be met
- When asking individuals and business to change their behaviour, the ask must be fair, timely and proportionate

At the heart of the strategy is a proposed approach which:

- Seeks to focus activity on the locations and groups in society where support to access facilities or encourage behaviour change is most required
- Encourages co-ordination of activity across partners, to ensure that improvements programmes provide a genuine alternative to car use through integrated solutions
- In discouraging car use, aims to ensure it is co-ordinated across the respective travel to work areas in the region:
    - Improving those corridors/location within which the most kilometres are driven by car and improving alternatives in these corridors
    - Promoting national charging mechanisms as the most effective approach to reducing car kilometres driven
    - Subject to the effectiveness of the national mechanisms, consider local charging mechanisms
    - Enables a step change in electric and low emission vehicle use

Table 1 highlights what needs to be achieved against key outcomes, and the scale of the challenge faced

TABLE 1: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE			
Key RTS Outcomes	Proposed Regional Target	Scale of the challenge	What needs to be done
Reduce estimated CO_2 emissions from transport in the region	Reduce emissions from transport in line with the national target of a reduction of 56% by 2030 (compared to 1990)	Angus, Perth & Kinross and Stirling all have higher transport CO_2 emissions per head than the Scottish average If current trends are maintained, it is likely that a reduction of only 11% may be likely.	Decarbonsiation of vehicle transmissions Reduce mileage driven
Increase the share of EV and low emission vehicle use	Promote ULEV adoption to achieve 72.7%[1] of the 56% reduction in CO2 by 2030	Approximately 2.2 % of vehicles registered in the region were hybrid, electric or ULEV in 2021[9]	Rapid introduction and adoption of low and zero-emission technologies
Reduce car kilometres driven	Reduce car milage driven in line with the national target of reducing car km driven by 20% by 2030 (compared to 2019 levels)	National target means reversing 29+ yrs of growth in car km in 6 years 82% car mileage is generated to or from our rural areas and towns Over ¾ of personal mileage is generated by trips over 10km	Improve alternatives for longer trips Improve access to public transport interchange Facilitate shorter trips through more services being delivered locally Discourage car trips where there are reasonable alternatives and facilitate shorter trips Improve access to public transport

[1] Scottish Government's Climate Change Action Plan identifies changing technology as achieving 72.7% of 2030 target and behaviour change as 27.3% of target

TABLE 1: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE			
Key RTS Outcomes	Proposed Regional Target	Scale of the challenge	What needs to be done
Reduce fatalities and injuries	See Scotland's Road Safety Framework to 2030[2]	Any number of fatalities or casualties are too many. While good progress has been, and continues to be, made across most of the region in the last 10years, close attention needs to continue to be paid to longer term trends	Reduce traffic speeds and consider engineering solutions to address identified safety concerns Provide road safety education and campaigns
Increase the levels of walking and cycling in the least affluent SIMD datazones	Achieve the STPR2 forecasts for average proportion of journeys walked and cycled in the least affluent SIMD data zones by 2030[3] • Large urban areas: 30% walk / 24% cycle • Other urban areas: 24% walk /19% cycle • Accessible small towns: 26% walk 13% cycle	The current average proportion of journeys walked / cycled are: • Large urban areas: 24% walk / 1.5% cycle • Other urban areas: 19% walk / 0.4% cycle • Accessible small towns: 20% walk / 0.5% cycle Within existing parameters, walking can be expected to increase in the least affluent communities by an additional 1% point, and cycling by 2-4% points	Improve walking and cycling opportunities to local facilities

[2] Scotland's Road Safety Framework to 2030 indicators

[3] To reduce inequalities, the goal would be to increase the levels of walking and cycling in the least affluent SIMD datazones to the same level as that in the most affluent areas. However, it is difficult to pick out differences at a local level, not least as most of the less affluent communities are in urban areas where active travel is higher than the average. It is possible however to seek to achieve the target levels of walking and cycling in the least affluent areas first (i.e. by 203), the STPR2 forecasts are to 2033.

TABLE 1: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE			
Key RTS Outcomes	Proposed Regional Target	Scale of the challenge	What needs to be done
Reduce transport emissions in declared air quality management areas	National thresholds are reflected in Crieff, Dundee City and Perth City Air Quality Management Plans and Dundee Low Emission Zone. Including. • NO_2 annual mean (not to exceed 40µg m-3) • number of NO_2 exceedances (200µg m-3 not to be exceeded more than 18 times a year)	Our towns & cities serve large rural hinterlands. 60% of trips made by those living in the region are by car (2019)	Support the introduction and adoption of low and zero-emission technologies Reduce the number of car journeys in our towns through promoting walking, cycling and public transport
Improve ability of all in the least affluent SIMD datazones targeted by the respective Council to access jobs, education and services	*While this is a priority for partners, it is difficult to set a target.* *Most of the less affluent areas are well served by public transport. The problems relate to timings to suit work patterns; cost; security; planning and travel horizons. Suggest a monitoring regime to establish a baseline is considered.* *Option: % of employed adults who could use public transport for work in least affluent areas to be equal to or better than the average for the Council area*	Access to affordable transport is identified as a key driver of Child Poverty. Limited public transport services in many localities and limited ability to influence commercial fares	Improve public and shared transport opportunities Improve ability to access and use public and shared transport opportunities
Improve journey times and journey time reliability on strategic road and rail routes for (a) public transport to key destinations (b)	• Improve public transport journey time and journey time reliability on key bus corridors in accord with the Bus Partnership Fund bids • Ensure journey time reliability to key	The region is both peripheral to the central belt, as well as accommodating almost all surface trips to North-East	Reduce the number of trips passing through the pinch points on our strategic routes

TABLE 1: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE			
Key RTS Outcomes	Proposed Regional Target	Scale of the challenge	What needs to be done
freight to key destinations	freight origins/destinations remains with 95% of average journey time	Scotland and the Highlands and Islands	

Achieving these aspirations, especially those that support the targets included in the Climate Change Act which all four Councils have committed to, is a significant challenge, and one that will not be easy for any of us. This consultation draft is part of the ongoing conversation with the public and stakeholders:

- To set out where we need to focus activity to support the national targets and aspirations
- To understand the implications of the scale of change for our communities, our businesses, our visitors and those that travel through the region, and to help design and bring forward solutions which are fair and equitable
- To identify what Tactran and its constituent Councils can do, but also where further support and joint work with the Scottish Government is required to meet the national climate change and social inclusion targets

Contents

1.Context

1.1 What is the Tayside and Central Scotland Regional Transport Strategy?

The Regional Transport Strategy (RTS) is a partnership plan identifying the strategic transport priorities for the Angus, Dundee City, Perth and Kinross, and Stirling Council areas.

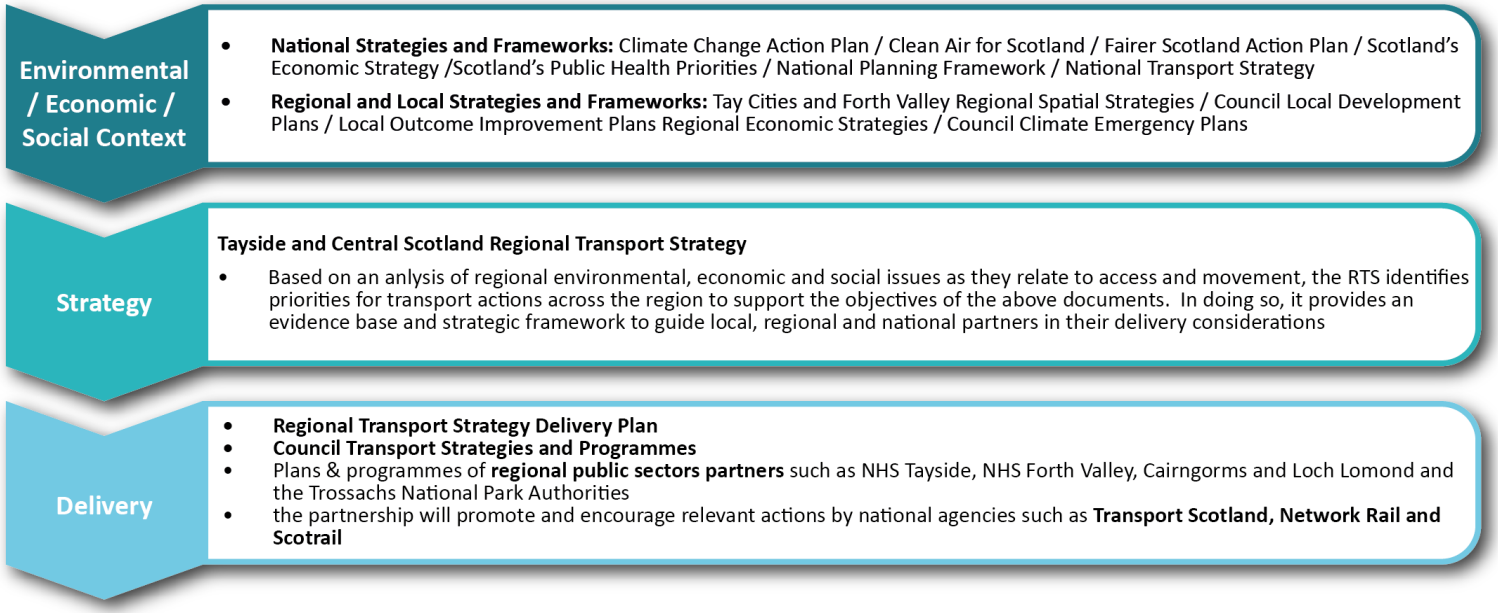
It provides a unique and complementary role to support local and national strategies, focusing on regionally significant issues. Figure 1 highlights the strategies it seeks to support, and the plans and programmes which are vital to delivering the RTS.

This strategy seeks to:

- Identify the key issues our transport systems need to support
- Provide the strategic policy framework for Tactran and our partners plans and programmes: the objectives, outcomes and actions to focus activity on where it is most required. And a monitoring and review framework to enable progress to be measured

The Transport (Scotland) Act 2005 places a duty on Councils, Health Boards and other public bodies to perform their functions consistent with their respective Regional Transport Strategy.

Figure 1.1: The strategies which the RTS seeks to support, and the plans and programmes which are vital to delivering the RTS



1.2 What are the key issues we need to consider in a new Regional Transport Strategy?

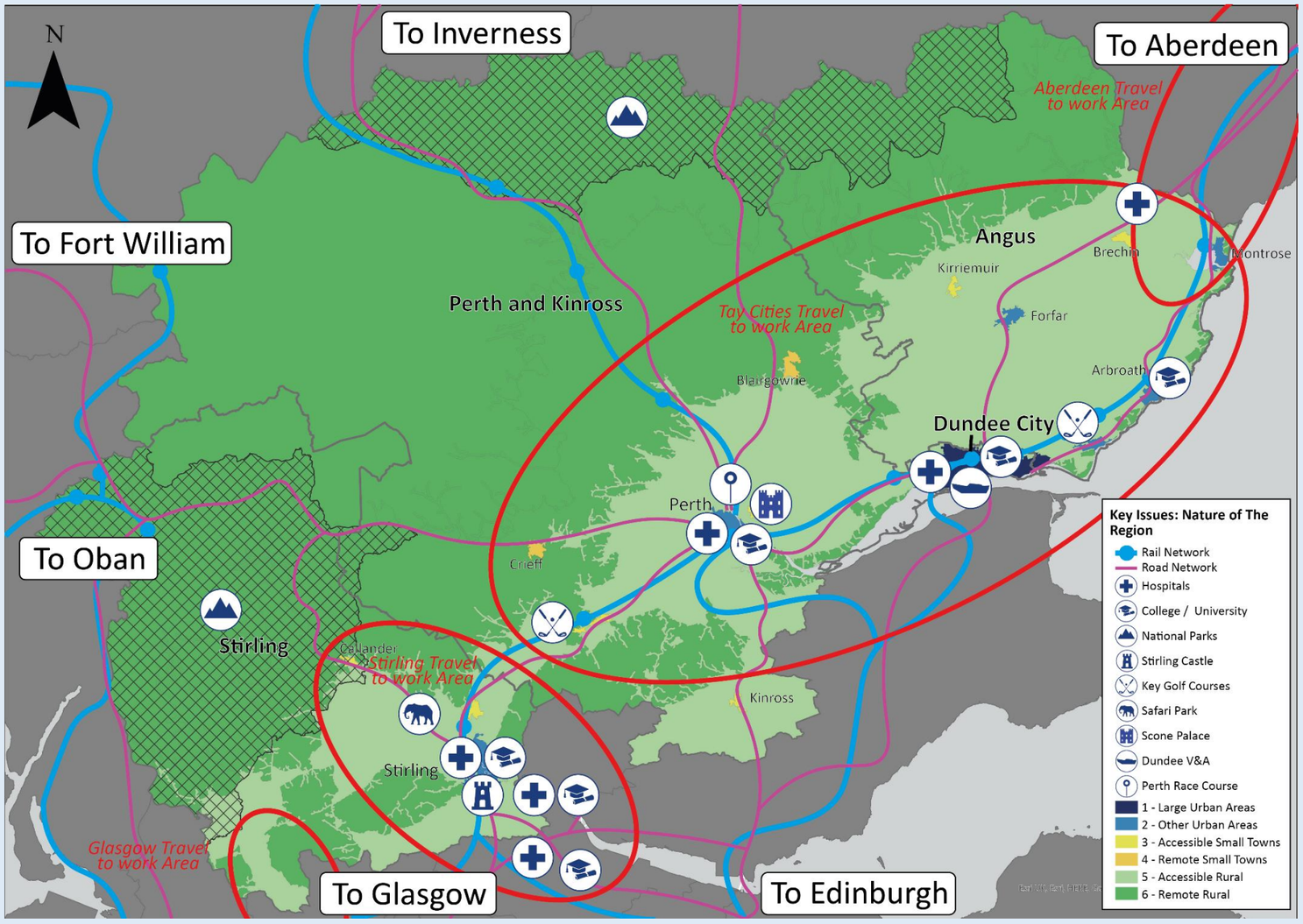
Fig. 1.2: Key issues: nature of the region

The urban / rural split: Whilst 63% of the population live in the urban areas of Arbroath, Dundee, Forfar, Montrose, Perth and Stirling, 37% of the region live in rural areas: 67.3% of people in Perth & Kinross, 46.9% in Stirling and 38.4% in Angus live in rural areas [1]. Many of whom are dependent on strategic routes to access jobs, services and healthcare. Approximately 29%-36% of the populations of Angus, Stirling and Perth & Kinross are in the lowest 20% SIMD data zones for access[2]

What you told us

You told us the main transport issues in the region were:

- Adressing the impacts and causes of climate change
- Availability and cost of transport to access jobs, education and services
- Impact of traffic: Many communities are located on trunk roads and regionally significant routes and are subject to the traffic volumes these routes bring
- The ability of people with disabilities to use our transport networks (Nearly 9% of people in the Region are limited a lot by a long-term health problem or disability (2011)[3]



Travel to work

Most people who live in the region, work in the region[4]

- 79.8% Tay Cities residents work in Tay Cities area
- 65.1% Forth Valley residents work in Forth Valley area

There are also strong links between NE Angus / Aberdeenshire; SW Stirling / Glasgow; NW Stirling / Oban

Relationship to the rest of Scotland

The region is both peripheral to the Central Belt, as well as accommodating almost all surface trips to North-East Scotland and the Highlands and Islands.

Wealth: 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[2] / 20.6% of children in Angus, 22.5% in Dundee, 18.7% in Perth and Kinross and 18.1% in Stirling are living in relative poverty (2020/21)[5]. 5.5% of 16-19yr olds are not participating in education, training or employment[6]

Health: 37% of Dundee is in the lowest 20% SIMD data zones for health (10.74% for Stirling, 3.23% for Perth and Kinross, 1.94% for Angus)[2]

Fig. 1.3: Key Issues: transport

Consequences of rural hinterlands

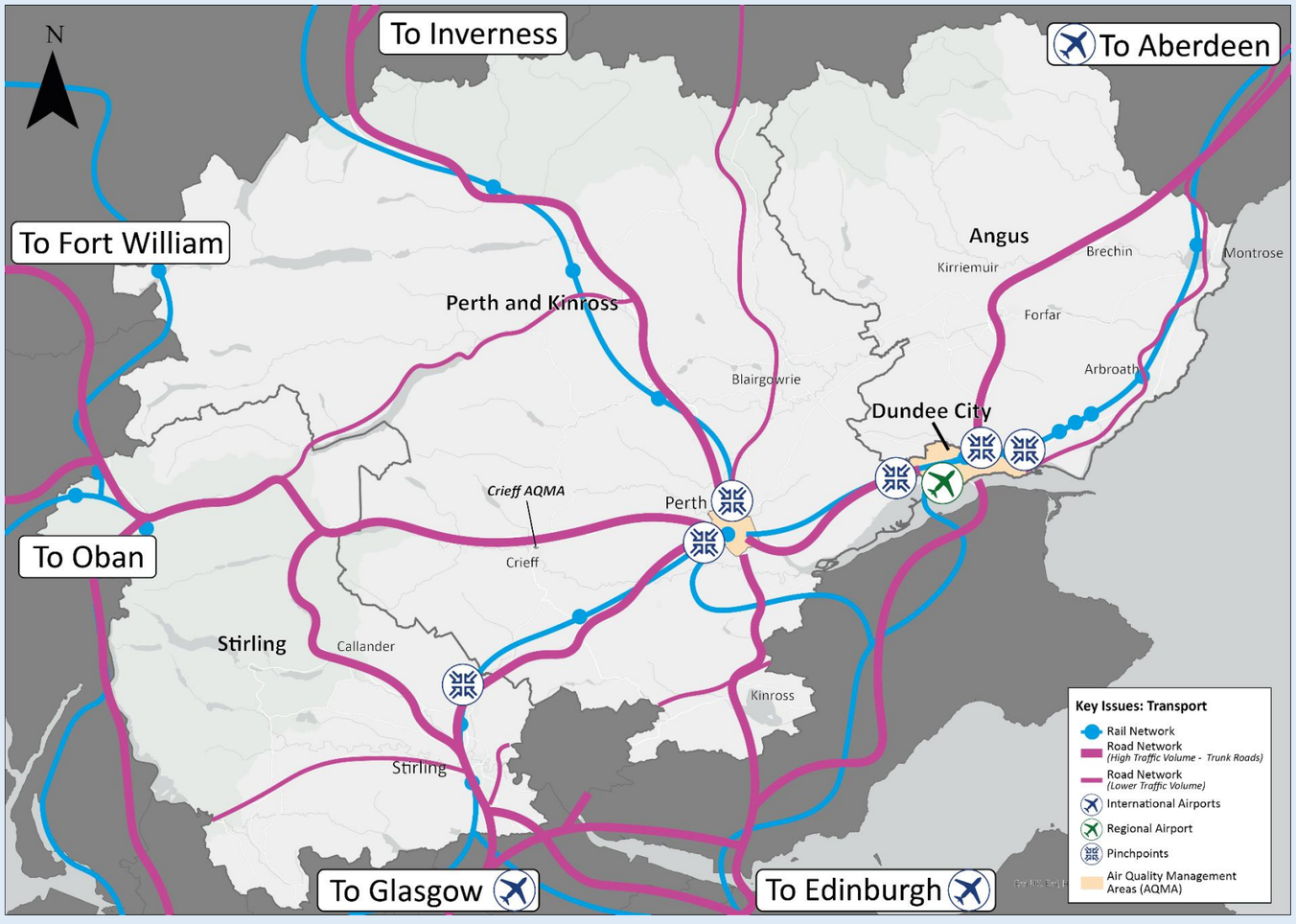
- Average car km driven/person/year is 12,547km in Perth & Kinross, 11,054km in Stirling, 7,512km in Angus, and 4,471km in Dundee[7]
- Our towns & cities serve large rural hinterlands. 60% of trips made by those living in the region are by car[7]
- Angus, Perth and Kinross and Stirling all have higher per capita transport CO_2 emissions compared to the Scottish average[8]

Addressing climate change

- For residents of Angus, Perth and Kinross and Stirling, whilst 21%-32% of personal trips are over 10km, these trips account for 74%-82% of total km. In Dundee 91% of the trips are under 10km[7]
- Approximately 2.2 % of vehicles registered in the region were hybrid, electric or ULEV in 2021[9]

Impact on communities

Air quality has exceeded national air quality thresholds in Dundee and Perth cities as well as Crieff



Congestion and journey times

- 11% of drivers experience congestion on their journeys[7]
- vehicle miles could increase by up to 28% by 2037 compared to 2017, with a corresponding 51% increase in pm peak delays (secs/mile) in the Tayside area and 9% in the Forth Valley area [10]

Freight

- Freight traffic accounts for 23% of the vehicle mileage in the Region[11]
- 37% of UK freight with an origin or destination in Scotland starts, ends or passes through the region[12]

Availability and cost of transport to access jobs, education and services

- Limited public transport services in many localities and limited ability to influence commercial fares
- 20% of residents are not able to access any major employment site within 60mins by public transport[13]
- 8.3% 16-24 year olds do not have public transport access to further education[13]
- In Angus, Perth & Kinross and Stirling, approximately 10% of the population do not have public transport access to either primary health care or a hospital[13]

Health

29% never walk as a means of transport, 30% never for pleasure. 57% of people in the 20% most deprived areas regularly walk for recreation, compared to 78% of people in the least 20% deprived areas[14]

Key Issues: Climate Emergency

The Scottish Government and all four Councils in the region have declared a Climate Emergency[4]. At a national level this has resulted in targets included in the Climate Change Action Plan[5] relating to:

- **Decabonisation of transport**
- **Reducing the car km driven**

Climate change targets will only be met by[6]

- Rapid introduction of low and zero-emission technologies
- Reducing passenger, freight, and vehicle kilometres travelled in the region through:
  - modal shift
  - reduced travel demand through trip shortening and trip avoidance

Reduce transport carbon emissions by 56% by 2030 (compared to 1990) and net zero by 2045

- 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
- beginning work to decarbonise challenging transport modes, such as HGVs, ferries and aviation

Reducing car km by 20% by 2030 compared to a 2019 base

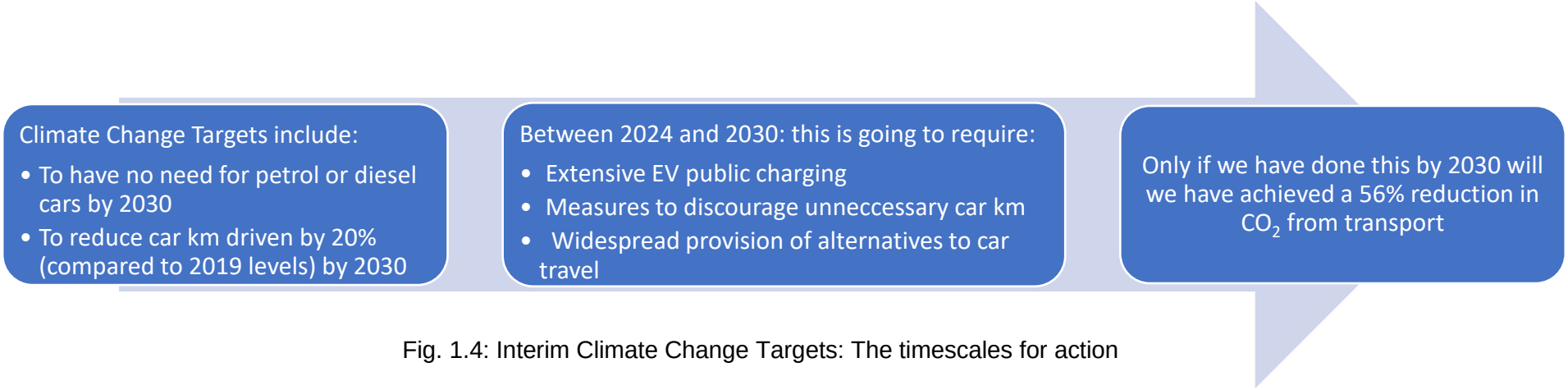


Fig. 1.4: Interim Climate Change Targets: The timescales for action

[4] Angus Council Transition to Net Zero Action Plan: 2022 to 2030 Dundee Climate Action Plan Perth and Kinross Climate Change Strategy and Action Plan Stirling Climate and Nature Emergency Plan, 2021–45

[5] See also Transport Scotland Mission Zero for transport

[6] Decarbonising the Scottish Transport Sector Final Report for Transport Scotland

Key Issues: Social inclusion and child poverty

To help address inequalities the Government has also set ambitious targets for child poverty. The availability of affordable and accessible transport has been identified as one of the drivers of child poverty.

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

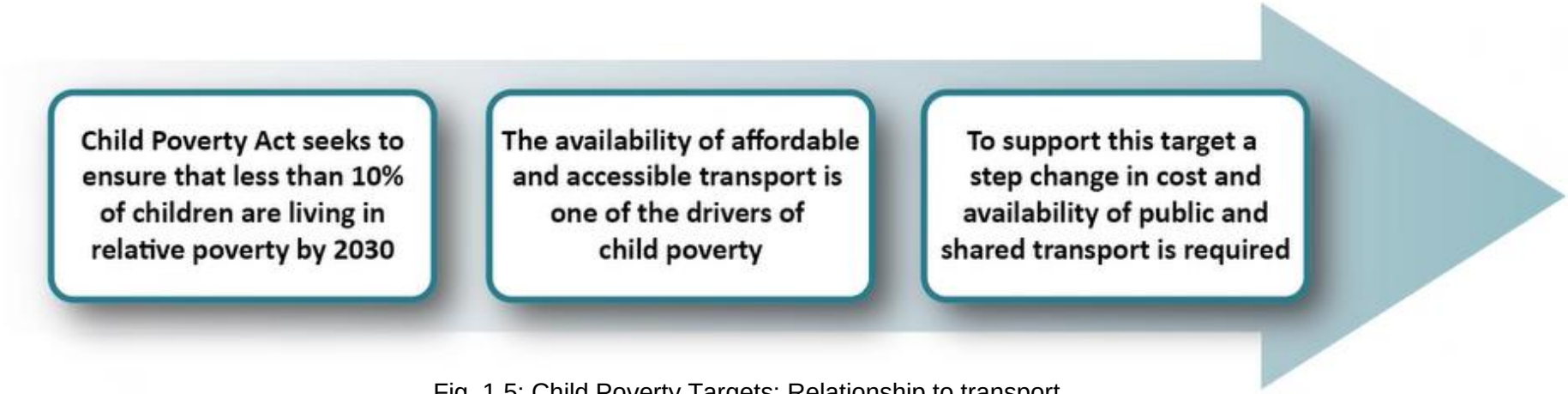


Fig. 1.5: Child Poverty Targets: Relationship to transport

Further information

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. .A full report of the responses received is available on the Tactran website.

References in figure X

1. Scottish Urban Rural Classification 2020
2. Local and national share calculator, Scottish Indices of Multiple Deprivation
3. Census
4. Census Origin destination statistics The TayCities travel to work area includes Angus, Dundee, Perth&Kinross and North East Fife council areas; the Forth Valley travel to work area covers the Clackmannanshire, Falkirk and Stirling council areas
5. Children in low income families: local area statistics, financial year ending 2021
6. Skills Development Scotland Annual Participation Measure for 16 – 19 year olds in Scotland 2021
7. Transport and Travel in Scotland 2019
8. UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020
9. Vehicle licensing statistics data tables DVLA / DfT
10. Transport Scotland Transport Forecasts 2018
11. Freight DfT Road Traffic Statistics 2019
12. Table 3.8: Average freight lifted by UK HGVs Scottish Transport Statistics 2020
13. 2018 Public transport accessibility mapping RTS Monitoring Framework 2018 Progress Report
14. Scottish Household Survey Data Explorer

NB further information about the nature of the region and the scale of the transport problems can be found in Section 4 'How we will measure success'

2.What we want to achieve

2.1 Strategic objectives

It is important the strategy is an objective led process to ensure we identify and focus on priorities for action.

Figure 2.1 summarises the main issues and relates these to strategic objectives, which mirror Scotland's National Transport Strategy (NTS2).

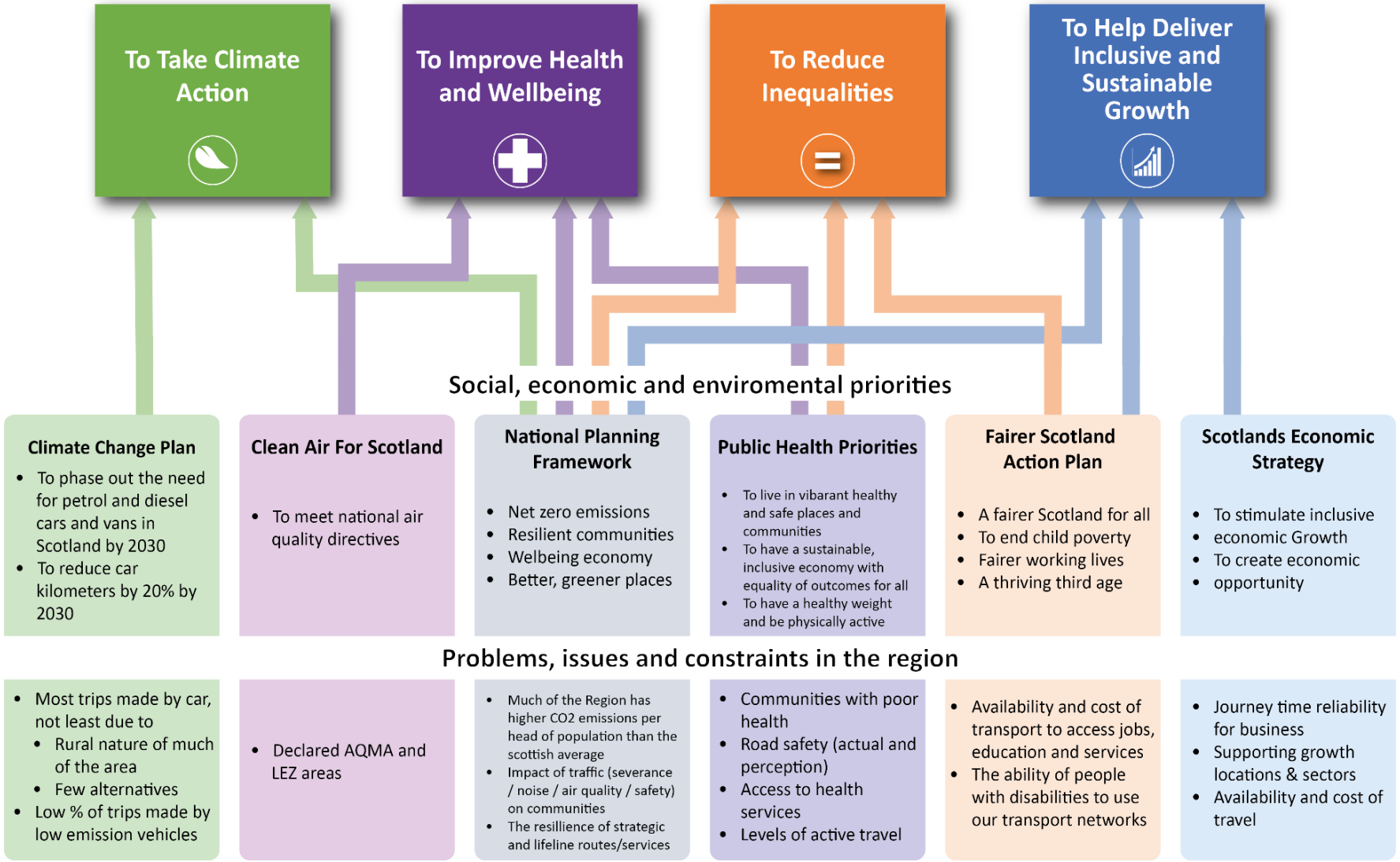


Fig. 2.1: Relationship between strategic objectives and key issues

2.2 Outcomes

The strategic objectives mirror the four priorities of Scotland's National Transport Strategy (NTS2). Taking account of national and regional issues, we have identifed outcomes that detail how we want to achieve these strategic objectives. These outcomes help identify and focus activity where it is most needed, both in terms of locations and for which population groups.

TABLE 2.1: OUTCOMES
To take climate action
Reduce estimated CO_2 emissions from transport in the region • Increase the share of EV and low emission vehicle use • Reduce freight mileage by road • Reduce car kilometres driven **Ensure strategic and lifeline routes (& services) are resilient to climate change, extreme weather and emergencies**
To improve health and wellbeing
Improve road safety for vulnerable users (pedestrians, cyclists, children and elderly, lower SIMD quintile) **Reduce transport emissions in declared air quality management areas** **Improve access to healthcare** • Improve the ability of all in the lowest SIMD datazones (health domain) targeted by the respective Council to access healthcare • Improve the ability of rural communities to access healthcare • *Recommend removal: Improve the ability of over 65s to access healthcare (Primary health care / Hospitals)*[7] **Increase the share of personal trips made by sustainable modes such as walking, cycling and public transport** **Increase levels of physical activity**

[7] Suggest removing the 'Improve the ability of over 65s to access healthcare' outcome. This was included based on an assumption that older people are more likely to require health services. However, no NHS published data supporting this assumption can be found. All the data draws a stronger link between deprivation and health rather than age and health. Access to health is covered elsewhere for less affluent and rural communities

TABLE 2.1: OUTCOMES
• Increase the levels of walking and cycling in the lowest SIMD datazones (health domain) targeted by the respective Council • Improve the ability to access active leisure facilities and green space for lowest SIMD datazones **Reduce the impact of traffic on communities on strategic routes**
To reduce inequalities
Improve ability for young people, and disadvantaged & rural communities to access jobs, education and services • Improve ability of 16-24 year olds to access jobs and further education • Improve ability of all in the lowest SIMD datazones (all domains) targeted by the respective Council to access jobs, education and services • Improve ability of families targeted in local child poverty action plans to access jobs, education and services • Improve ability of rural communities to access jobs, education and services • Improve the ability of older people and those in lowest SIMD datazones (health domain) targeted by the respective Council to access social activities **Improve the ability of people with disabilities to access jobs, education and services** **Improve the safety and security of vulnerable and protected characteristic groups in the street environment and on public transport**
To help deliver sustainable, inclusive economic growth
Reliable inter and intra-regional journey times • Improve public transport journey times and journey time reliability on strategic road and rail routes • Improve journey time reliability for freight through the Region and to key destinations in the Region **Improved ability for young people, and disadvantaged & rural communities to access jobs and education** • *see outcomes to reduce inequalities above*

The scale of the challenge: Targets

Whilst the partnership will strive to work towards all outcomes, it is suggested that a number of key outcomes will drive the strategy . These are hightlighted in Table 2.2 below. Given the importance of these outcomes, targets have been set to help partners measure progress towards the required goal.

TABLE 2.2: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE

Key RTS Outcomes	Proposed Regional Target	Scale of the challenge	What needs to be done
Reduce estimated CO_2 emissions from transport in the region	Reduce emissions from transport in line with the national target of a reduction of 56% by 2030 (compared to 1990)	Angus, Perth & Kinross and Stirling all have higher transport CO_2 emissions per head than the Scottish average If current trends are maintained, it is likely that a reduction of only 11% may be likely.	Decarbonsiation of vehicle transmissions Reduce mileage driven
Increase the share of EV and low emission vehicle use	Promote ULEV adoption to achieve 72.7%[8] of the 56% reduction in CO_2 by 2030	Approximately 2.2 % of vehicles registered in the region were hybrid, electric or ULEV in 2021[9]	Rapid introduction and adoption of low and zero-emission technologies
Reduce car kilometres driven	Reduce car milage driven in line with the national target of reducing car km driven by 20% by 2030 (compared to 2019 levels)	National target means reversing 29+ yrs of growth in car km in 6 years 82% car mileage is generated to or from our rural areas and towns Over ¾ of personal mileage is generated by trips over 10km	Improve alternatives for longer trips Improve access to public transport interchange Facilitate shorter trips through more services being delivered locally

[8] Scottish Government's Climate Change Action Plan identifies changing technology as achieving 72.7% of 2030 target and behaviour change as 27.3% of target

TABLE 2.2: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE			
Key RTS Outcomes	Proposed Regional Target	Scale of the challenge	What needs to be done
			Discourage car trips where there are reasonable alternatives and facilitate shorter trips Improve access to public transport
Reduce fatalities and injuries	See Scotland's Road Safety Framework to 2030[9]	Any number of fatalities or casualties are too many. While good progress has been, and continues to be, made across most of the region in the last 10years, close attention needs to continue to be paid to longer term trends	Reduce traffic speeds and consider engineering solutions to address identified safety concerns Provide road safety education and campaigns
Increase the levels of walking and cycling in the least affluent SIMD datazones	Achieve the STPR2 forecasts for average proportion of journeys walked and cycled in the least affluent SIMD datazones by 2030[10] • Large urban areas: 30% walk / 24% cycle • Other urban areas: 24% walk /19% cycle • Accessible small towns: 26% walk 13% cycle	The current average proportion of journeys walked / cycled are: • Large urban areas: 24% walk / 1.5% cycle • Other urban areas: 19% walk / 0.4% cycle • Accessible small towns: 20% walk / 0.5% cycle Within existing parameters, walking can be expected to increase in the least affluent	Improve walking and cycling opportunities to local facilities

[9] Scotland's Road Safety Framework to 2030 indicators

[10] To reduce inequalities, the goal would be to increase the levels of walking and cycling in the least affluent SIMD data zones to the same level as that in the most affluent areas. However, it is difficult to pick out differences at a local level, not least as most of the less affluent communities are in urban areas where active travel is higher than the average. It is possible however to seek to achieve the target levels of walking and cycling in the least affluent areas first (i.e. by 203), the STPR2 forecasts are to 2033.

TABLE 2.2: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE			
Key RTS Outcomes	Proposed Regional Target	Scale of the challenge	What needs to be done
		communities by an additional 1% point, and cycling by 2-4% points	
Reduce transport emissions in declared air quality management areas	National thresholds are reflected in Crieff, Dundee City and Perth City Air Quality Management Plans and Dundee Low Emission Zone. Including. • NO_2 annual mean (not to exceed 40µg m-3) • number of NO_2 exceedances (200µg m-3 not to be exceeded more than 18 times a year)	Our towns & cities serve large rural hinterlands. 60% of trips made by those living in the region are by car (2019)	Support the introduction and adoption of low and zero-emission technologies Reduce the number of car journeys in our towns through promoting walking, cycling and public transport
Improve ability of all in the least affluent SIMD datazones targeted by the respective Council to access jobs, education and services	*While this is a priority for partners, it is difficult to set a target.* *Most of the less affluent areas are well served by public transport. The problems relate to timings to suit work patterns; cost; security; planning and travel horizons. Suggest a monitoring regime to establish a baseline is considered.* *Option: % of employed adults who could use public transport for work in least affluent areas to be equal to or better than the average for the Council area*	Access to affordable transport is identified as a key driver of Child Poverty. Limited public transport services in many localities and limited ability to influence commercial fares	Improve public and shared transport opportunities Improve ability to access and use public and shared transport opportunities

TABLE 2.2: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE			
Key RTS Outcomes	Proposed Regional Target	Scale of the challenge	What needs to be done
Improve journey times and journey time reliability on strategic road and rail routes for (a) public transport to key destinations (b) freight to key destinations	• Improve public transport journey time and journey time reliability on key bus corridors in accord with the Bus Partnership Fund bids • Ensure journey time reliability to key freight origins/destinations remains with 95% of average journey time	The region is both peripheral to the central belt, as well as accommodating almost all surface trips to North-East Scotland and the Highlands and Islands	Reduce the number of trips passing through the pinch points on our strategic routes

Further information

A fuller description of the outcomes and targets can be found in RTS Monitoring Framework. This includes identifying those locations and population groups where action is most required.

References	
Climate Change Action Plan Public Health Priorities for Scotland Cleaner Air for Scotland 2 - Towards a Better Place for Everyone Child Poverty Act Scotland's National Strategy for Economic Transformation	Transport Scotland 'Improving the evidence base on journey time reliability on the Trunk Road Network in Scotland' 2015

3.How we will deliver the strategy

3.1 Step changes in approach required

Table 2.2 above highlighted the scale of change required to achieve our local, regional and national aspirations, particularly in relation to climate change and reducing social inclusion. This scale of change requires significant changes for individuals, businesses, the Councils and other delivery agencies, in how we travel and service provision.

This scale of change requires:

1. Significant **change in travel habits** for individuals and businesses
2. **Greater provision of public and shared transport:** Improvements to public transport services are required to support modal shift and social inclusion. Powers available in the Transport (Scotland) Act 2019 and alternatives to providing subsidised public transport need to be considered
3. **Demand management measures:** Improvements to active, public and shared transport alone will not encourage a sufficient modal shift, and demand management measures that reflect people's realistic choices, will be required. This is likely to require discouraging car use by those who have alternative travel options
4. **Additional finances** (public and private) must be found to improve alternatives to the car
5. The **location of services and new development** must not be car dependent
6. **Greater collaboration and co-ordination** of partner activities is required to maximise available resources,

This is a step change in activity for partners, and there is an **urgency** if the 2030 targets are to be met or bettered. This level of change requires **strong and declared political support**

How this will affect individuals and busineses?

- It is important that there is a Just Transition[11] to a net zero carbon emissions society. This includes ensuring that the transition reduces social inequalities and does not exacerbate them. In addition, people will expect **fairness**. They will expect everyone to play their part, an they will expect the circumstances of the more vulnerable in society to be taken into account.
- It is those that drive the most (individuals and businesses) that will be asked to change their habits the most. This will mean considering what mechanisms can discourage car use, but this can only be done where there are reasonable alternatives to the car. There is a need to ensure such mechanisms are fair and equitable, reflecting the different circumstances across the region. Any introduction must also be carefully timed, taking account not just of reasonable alternatives but wider events in society, such as the current cost of living crisis.
- This will not be an easy process for anyone, so it is important to explain why actions to address climate change are necessary, and understand the potential implications from the people who will be affected to inform the location, scale and nature of measures. An informed conversation on this difficult matter needs to be promoted and maintained.
- Any restraint measures will also be associated with improvements to our transport networks and choices. This will improve the situation for those without access to a car (*28.3% of households*) and also those that want to walk, cycle and use public transport. In particular, people will expect to see a direct link between any charges made and improvements to alternatives.

We hope this will mean:

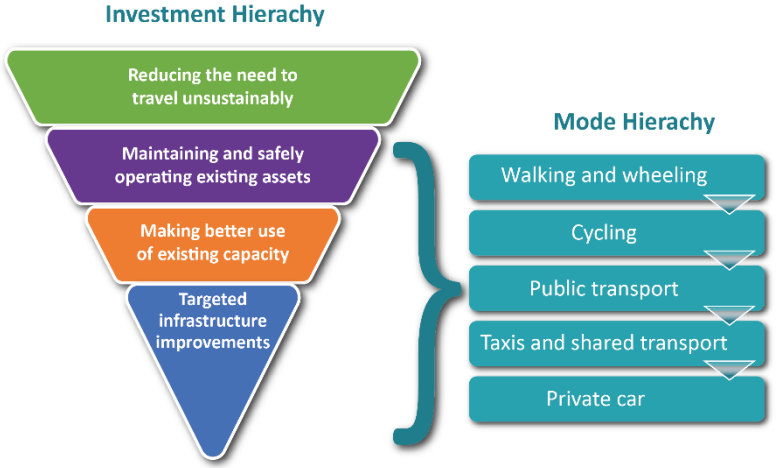
- *People will have the choice to make fewer trips by using technology to reduce the need to travel*
- *People have confidence that they can make car based trips by low emission vehicles and reduce car mileage by making most trips by sustainable modes. Our settlements will be healthier places to live, where people are able to access more services locally by walking and cycling*
- *That reliable and affordable public transport and shared transport[12] networks enable everyone to access jobs, education and services*
- *Journey times to and between centres will be reliable due to less congestion and more resilient networks*

[11] Just Transition - A Fairer, Greener Scotland & Climate Change (Scotland) Act 2009

[12] Shared transport: shared transport, such as car clubs, car hire, bike hire, community transport etc. can complement demand responsive public transport to access either the destination or the closest fixed route public transport service

How this will affect the regional partners?

- Implementing the scale of alternatives to the car and demand management measures that discourage car use to hit the 2030 climate change targets will be challenging and require a step change in delivery:
    - The scale of behaviour change for individuals and businesses will be challenging. We will need to take everyone with us, carefully explaining the changes required, why they are required, listening and understanding the consequences, and shaping proposals accordingly. This is likely to require widespread hearts and minds campaigns with clear and co-ordinated messaging across partners. This RTS seeks to support this process, and partners may wish to consider how further regional messagining could assist.
    - The resources to improve alternatives to the car everywhere by 2030 will not be available. With scarce resources there is a need to:
        - prioritise where action is most required and will have the greatest impact on targets
        - improve co-ordination of delivery programmes between partnes to deliver realistic alternative to car travel. Integrated programmes are required to deliver integrated solutions
        - make the case for more investment and explore other funding models
    - As well as the co-ordination (aligning priorities and programmes) required to provide integrated solutions, finding solutions to the big issues of improving public transport; decarbonisation of transport; demand management required to support 20% car km reduction target; requires effective collaborative working across the respective transport agencies (including the third and private sector).
    - When considering the appropriate solution to any problem, the principles of both the sustainable investment and mode hierarchies will be applied. This means always considering whether actions higher up the hierarchy can provide a solution to the problem, before considering an action lower down the hierarchy.



- The identification of solutions and co-ordinatation of delivery must look beyond local authority boundaries. People live their lives across local authority boundaries, and the integrated solutions provided must work across the individual's journey, which is often across a local authority boundary, and sometimes across regional boundaries. The areas to work across include:
    - Tay Cities area (Angus, Dundee, Perth&Kinross and North East Fife)
    - Forth Valley area (Stirling, Clackmannanshire and Falkirk)
    - North Angus and South Aberdeenshire
    - South-west Stirling and North East Glasgow
    - Cairngorms and the Loch Lomond and the Trossachs National Parks

- Furthermore, addressing the issues can not be resolved by the transport agencies alone. People need to get to healthcare, to education, to employment. Only by working together can relevant agencies identify the co-ordinated acitivity required to support the user across all of their journey. The users' journey does not start with "where do I catch the bus"…it starts with "I want to go to college". The first step in this process – and one which is essential to deliver the 20min/liveable neighbourhoods principle[13] – is that all public sector partners need to consider how services are to be provided locally.
- The RTS encourages regional partners to continue to investigate ways of working together to improve the ability of all to meet the challenging aspirations that everyone shares. It may be worthwhile noting, the Scottish Government's Net Zero, Energy and Transport Committee recommendations in its consideration of 'The role of local government and its cross-sectoral partners in financing and deliverying a net zero Scotland':

    The Committee supports a stronger Regional Transport Partnership model to help enable positive behavioural change. RTPs should be empowered and resourced to be lead decision-takers on achieving a more joined up and strategic approach to public transport and active travel at regional level: one reflective of actual travel or commuting patterns, which do not stop at Council boundaries, and to achieve better integration on transport policy between member Local Authorities. This in return requires RTPs to be higher profile, more transparent and more responsive organisations, with clearer processes for public engagement

[13] National Planning Framework 4

Our transport networks can not work without a strong and reliable public transport network

A reasonable public transport network may exist between towns and within the cities, but:

- There are gaps in people's ability to connect to this network and
- Improvements to this network (including realiability and frequency) are required

The public has lost confidence in bus travel in the Region. The impact can be greater in rural areas e.g. when there is a cancelled bus and the next one may be a couple of hours later (or not at all). A loss in confidence could drive car use up further, and may affect the attractiveness of rural destinations. The networks need to be more reliable

Integration, both in terms of modes, facilities and timetables is essential to provide an attractive alternative. The users of public transport require a syetem that requires such integration.

Affordability remains a problem. Especially for those having to travel the furthest (e.g. those in rural area)

New models need to be explored to address user confidence, integration and affordability. These may be:

- regional models or
- local models

Tactran and the Councils will work together and with the public transport operators to understand which future models can deliver what the people of the Region need.

The solutions must reflect the travel demands of an area. The travel demands include not just the daily demands of residents but also the demands of visitors.

Where fixed route services are not viable or best value for money due the low density of population, then Tactran and the Councils want to explore ways to work with and support communities identify and provide the solutions that best work for them

New models need to consider how best use of public sector fleet can be made.

A new funding model will be required for any service/affordability improvement. Within an integrated transport network, charging mechanisms to discouarge car use can help provide funding to continue to improve the alternatives to the car.

3.2 Integrated solutions

To provide an alternative to the car,there is a need to work together to provide integrated solutions across all stages of the non-car journey. This work needs to reflect the users journey (columns in Fig 3.2), rather than our organisational silos (rows in Fig 3.2)

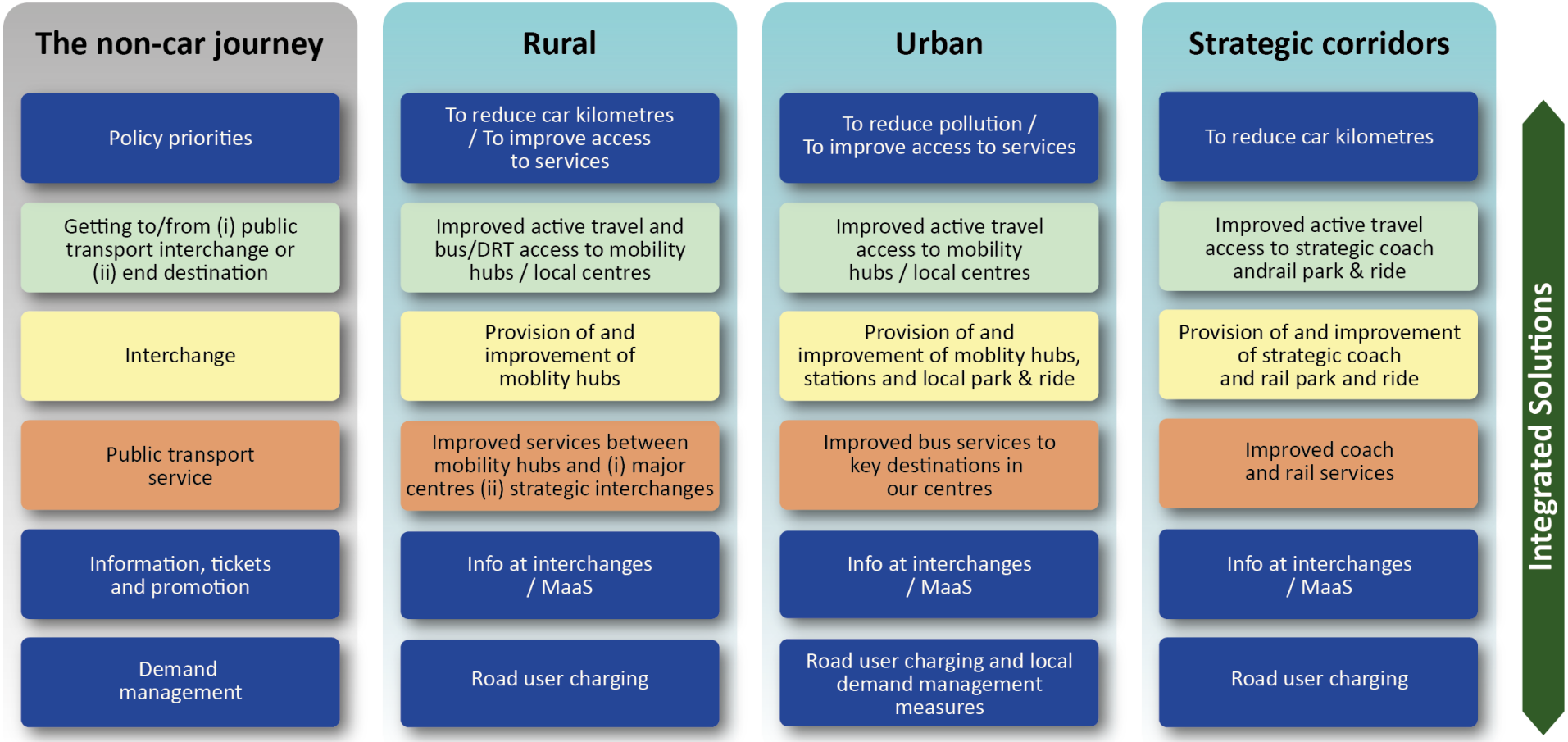


Fig. 3.2: Integrated solutions concept

Working horizontally leads to piecemeal provisions

Integrated solutions: rural areas

West & North Stirling; West and North Perthshire; Kinross-shire; Angus Glens; Angus Mearns; Stirling Eastern Villages; Carse of Gowrie

37% of the population in the region live in areas classified as rural by the Scottish Urban/Rural Classification.

Residents often have to travel further for services, and low population densities mean it is difficult to provide extensive and regular public transport.

Consequently many residents and visitors rely on the car to travel to, from and between our rural areas. However, it would be wrong to assume all hourseholds have access to a car.

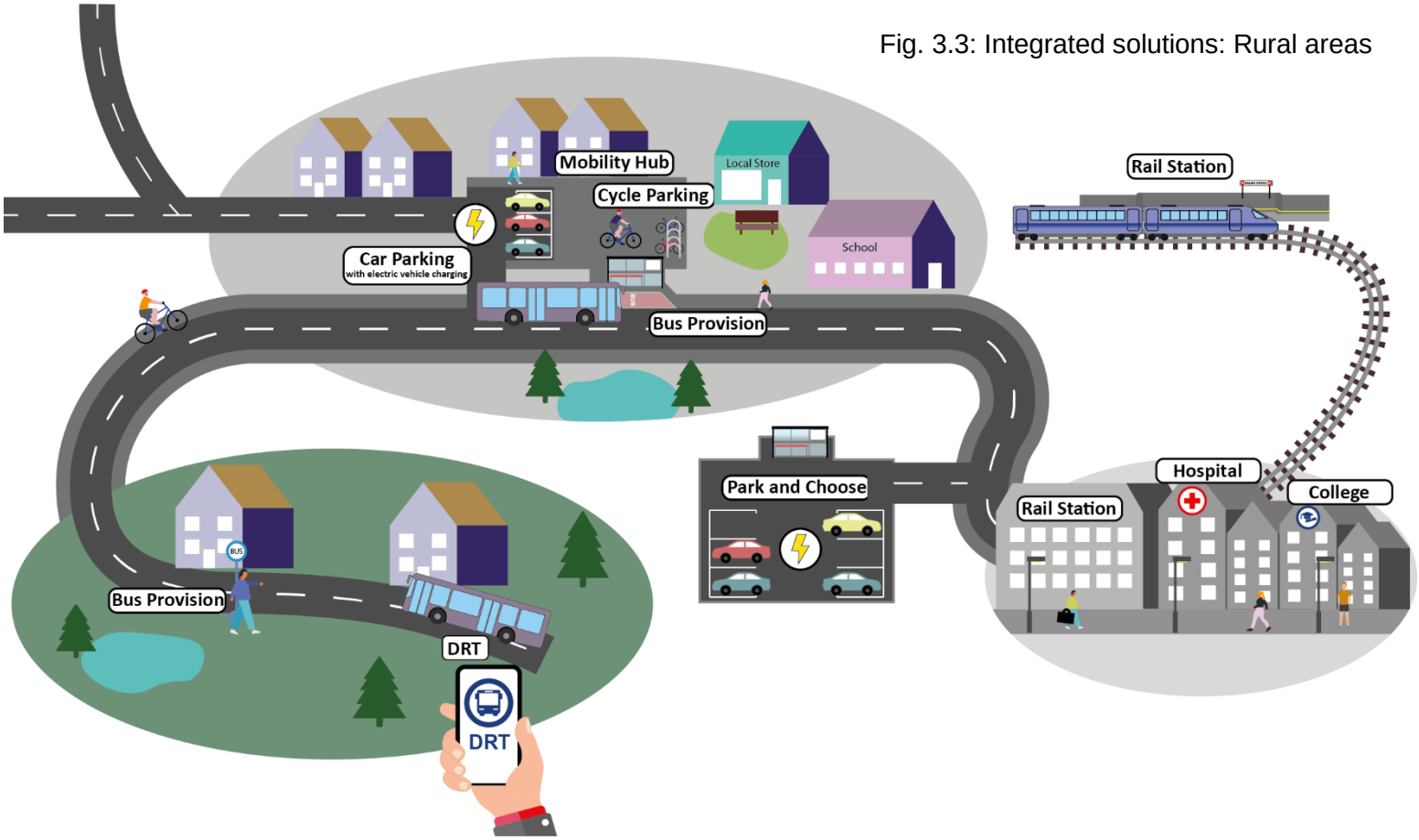


Fig. 3.3: Integrated solutions: Rural areas

To help people access services in their local centres and nearby towns and cities there is a need to enable people to access interchange points in their local centre and in (or near) nearby towns and cities by public and shared transport, but also by car (as sufficient public or shared transport options are never going to be able to be provided to meet all local travel demands in rural areas). More services also need to be provided locally.

Integrated solutions: urban areas

Arbroath, Dundee, Forfar, Montrose, Perth, Stirling (inc Bridge of Allan)

63% of the population in the region live in areas classified as urban by the Scottish Urban/Rural Classification.

These centres are the focus of many of the trips in the region, and while many trips may be short, cost, convenience, time constraints and physical abilities mean that many travel by car rather than walk, cycle and use public transport.

Opportunities for people to walk, cycle and use public transport need to be improved and promoted for people with and without access to a car.

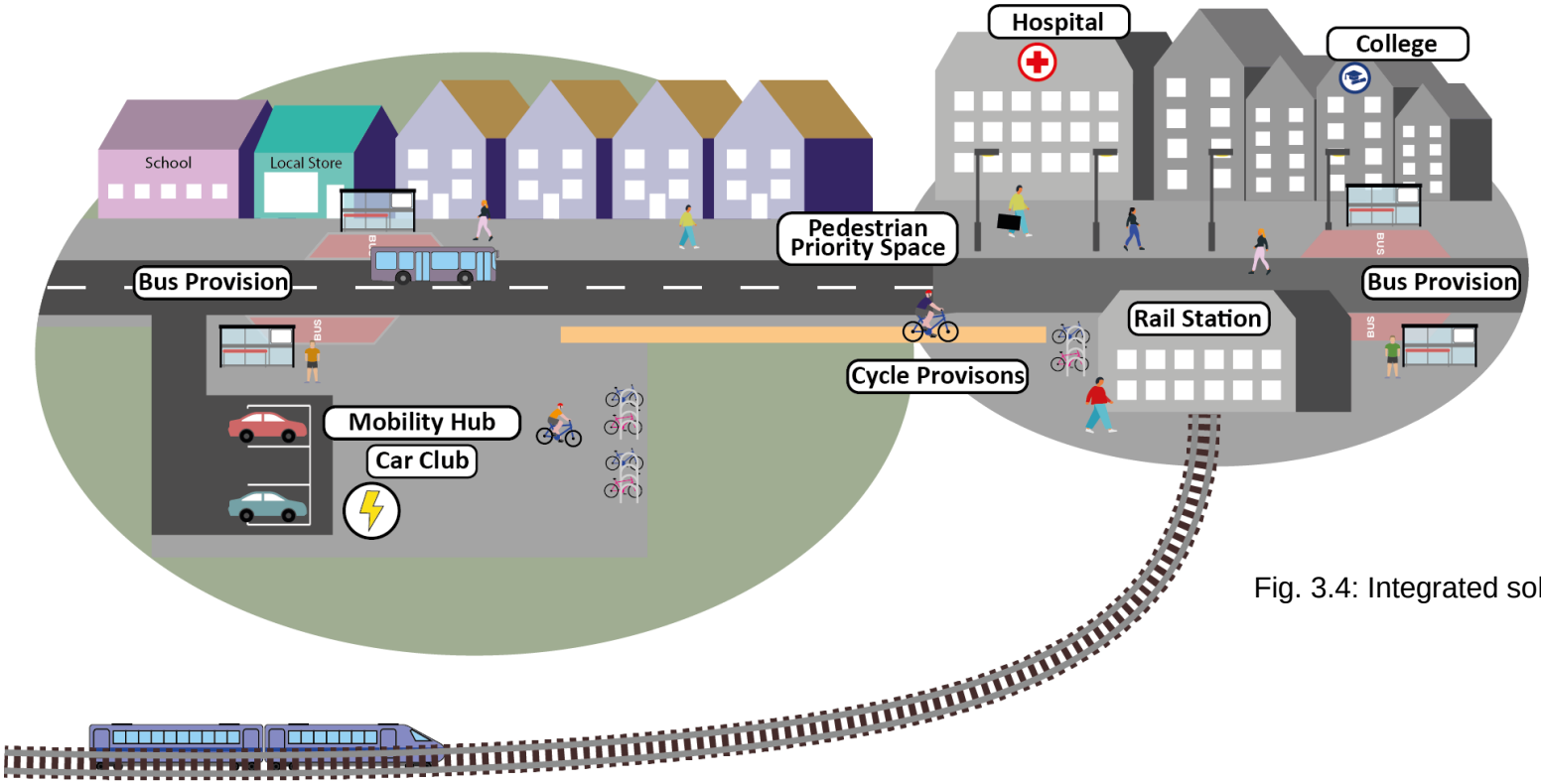


Fig. 3.4: Integrated solutions: Urban areas

Integrated solutions: strategic corridors

Rail: Aberdeen/Inverness to Edinburgh/Glasgow; West Highland Line; Alloa/Dunblane to Edinburgh/Glasgow

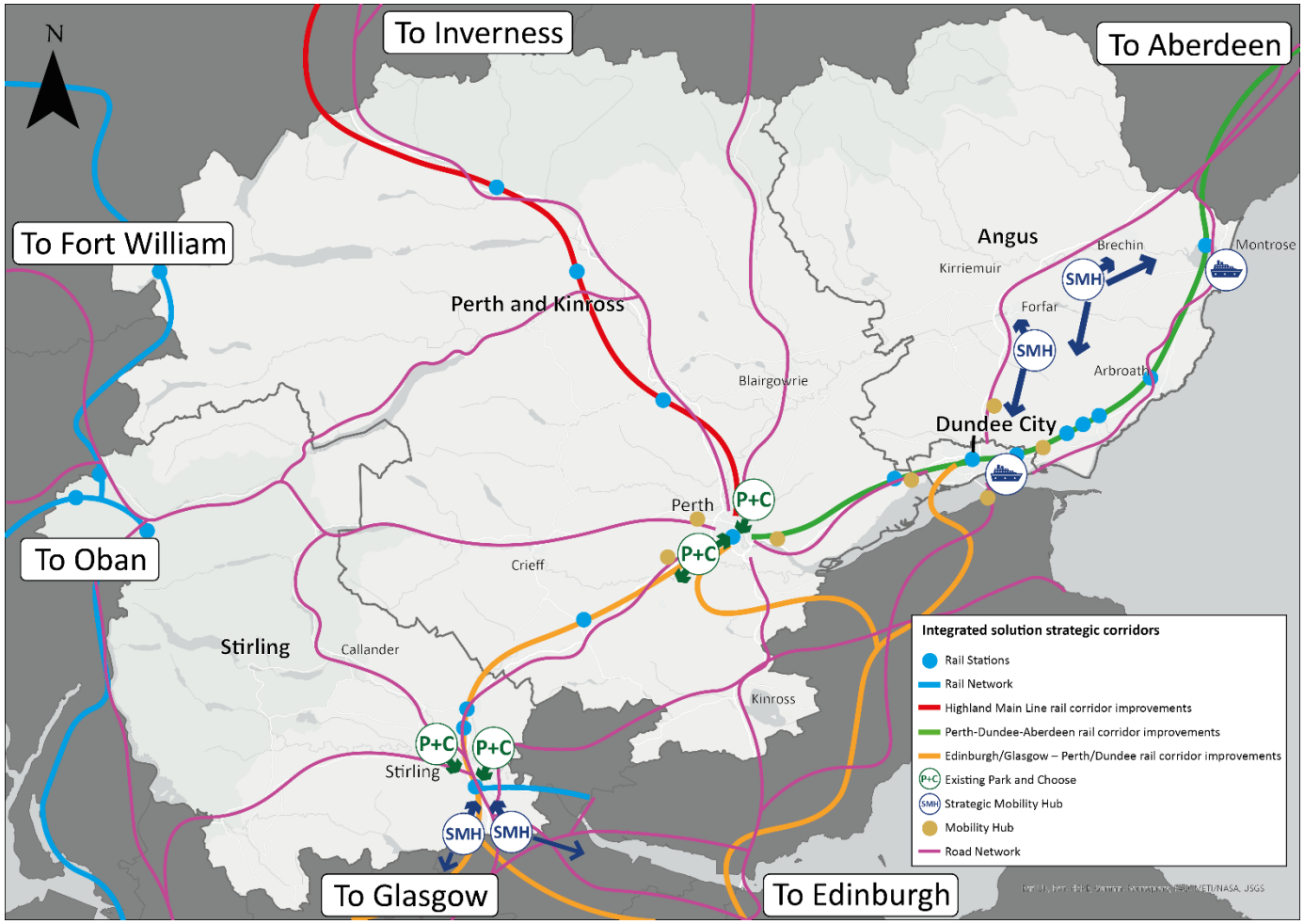
Road: M9 / M80 / M90 / A9 / A90 / A82 / A84 / A85

The region lies at the heart of Scotland, most vehicular and rail trips to or from Northeast Scotland and the Highlands and Islands will pass through the region.

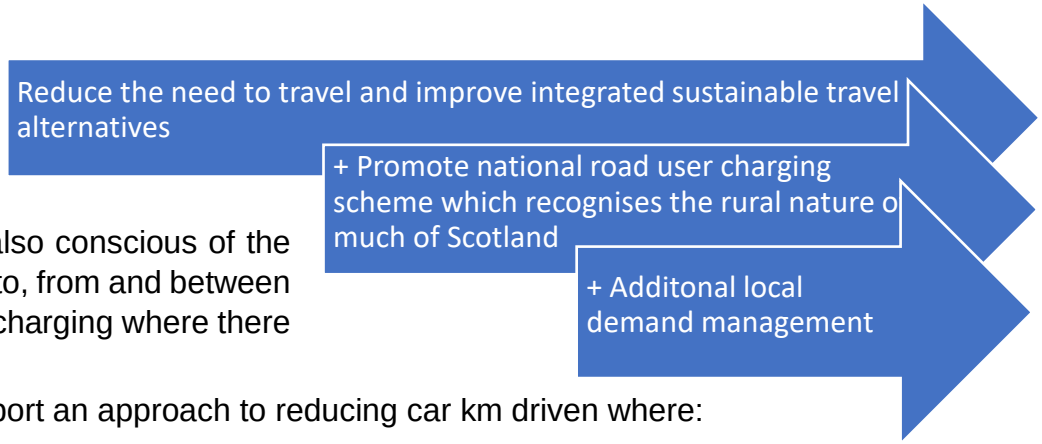
In addition, residents and visitors travel to and from the region from elsewhere in Scotland, and in particular the neighbouring cities of Aberdeen, Dunfermline, Edinburgh, Glasgow and Inverness.

There is a need to:

- Reduce the impact of pinch points on these strategic networks for freight, buses and coaches
- Improve public transport along these strategic corridors
- Provide opportunities for people to access these strategic coach and rail services at the earliest opportunity to reduce car km both across Scotland and neighbouring areas



Reducing car kilometres[14]



The Scottish Government has set a target to reduce car km driven by 20% by 2030 compared to 2019 levels. The Scottish Government suggest that this will deliver approximately 27% of the transport carbon emission reductions required by 2030.

Tactran and the Councils are supportive of this target, but are also conscious of the implications of delivering this target. Most of the car km driven is to, from and between our rural areas. It would be wrong to add to the costs of living by charging where there currently is not a reasonable alternative to the car.

Consequently, Tactran and the Councils will investigate and support an approach to reducing car km driven where:

- Alternatives will be provided and improved in those corridors which generate the most km
- Any charging mechanism must:
    - Follow sufficient improvement in alternatives to the car
    - Have an impact on kilometres driven. Congestion charge, workplace parking levy, increased parking charges will have a greater impact on the number of trips within a centre (helping address air quality and congestion problems), than the distance people travel
    - Not make it more attractive to visit centre(s) further away. Co-ordination of measures across local authority boundaries will be required
    - Not increase transport poverty
    - Be able to be responsive to changes in fuel duty or its successor
    - Recognise that people need to travel, and in rural areas the only way for many people to access their closet facilities (including public transport interchanges) is currently by car

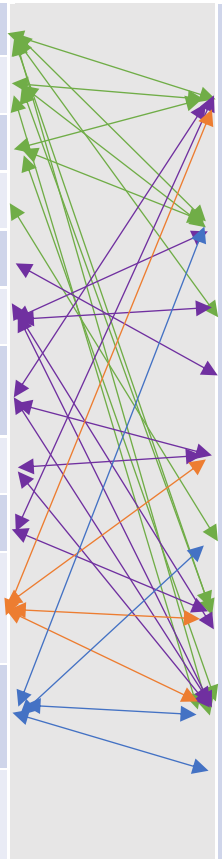
It is also recommended that a national conversation be initiated to ensure public, businesses and all stakeholders are aware of and can participate in this critical issue which will affect, one way or another, everyone.

[14] Further reading: Transport Scotland Route map to achieve 20% reduction in car km by 2030; RAC A Fairer way of paying to drive; Centre for Policy Studies The future of driving. Transport Scotland are due to issue a second report on achieving the 20% car km reduction in June 2023. Regarding a charging/payment regime alternative to the existing fuel and road taxation based structure see Scottish Government's Update to the Climate Change Plan 2018 – 2032 para 3.3.36

3.3 Actions

For each outcome identified in Table 2.1 actions were identified that could help deliver that outcome. These actions were then grouped into nine delivery themes. Fig 3.6 below highlights the delivery themes and also how many delivery themes (and actions) will help address more than one outcome.

FIGURE 3.6: DELIVERY THEMES TO ADDRESS THE STRATEGIC OBJECTIVES AND OUTCOMES

Strategic Objectives	Outcomes (Summarised)		Delivery Theme
To take climate action	Reduce greenhouse gas emissions		Reducing the need to travel by car through the location of development and services
	Modal shift to more sustainable modes of travel		Influencing travel choices and behaviour
	Reduce car kilometres driven		Decarbonising transport
	Ensure our transport networks are resilient		Improving safety
To improve health and wellbeing	Reduce fatalities and injuries		Improving the accessibility & security of our transport networks
	Improve air quality		Improving network resilience
	Improve ability for older people and disadvantaged communities to access healthcare		Improving sustainable travel opportunities
	Improve ability for the most vulnerable to access social activities		Improving access to public transport
	Increase levels of physical activity		Improving strategic connectivity
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 for public transport and freight		
	Improve ability for young and disadvantaged communities to access jobs, education and training (as above)		

The delivery themes have been ordered to reflect the priciples of the sustainable investment hiearchy contained in Scotland's Second National Transport Strategy. This approach recognises the need to make as much progress in the first instance with the resources we have.

Tables 3.1-3.9 below identify the actions that the strategy sets for its partners. The tables then provide examples of where and how partners may wish to consider how to deliver the actions.

Following consultation on this draft RTS, the final RTS will be accompanied by a Delivery Plan.

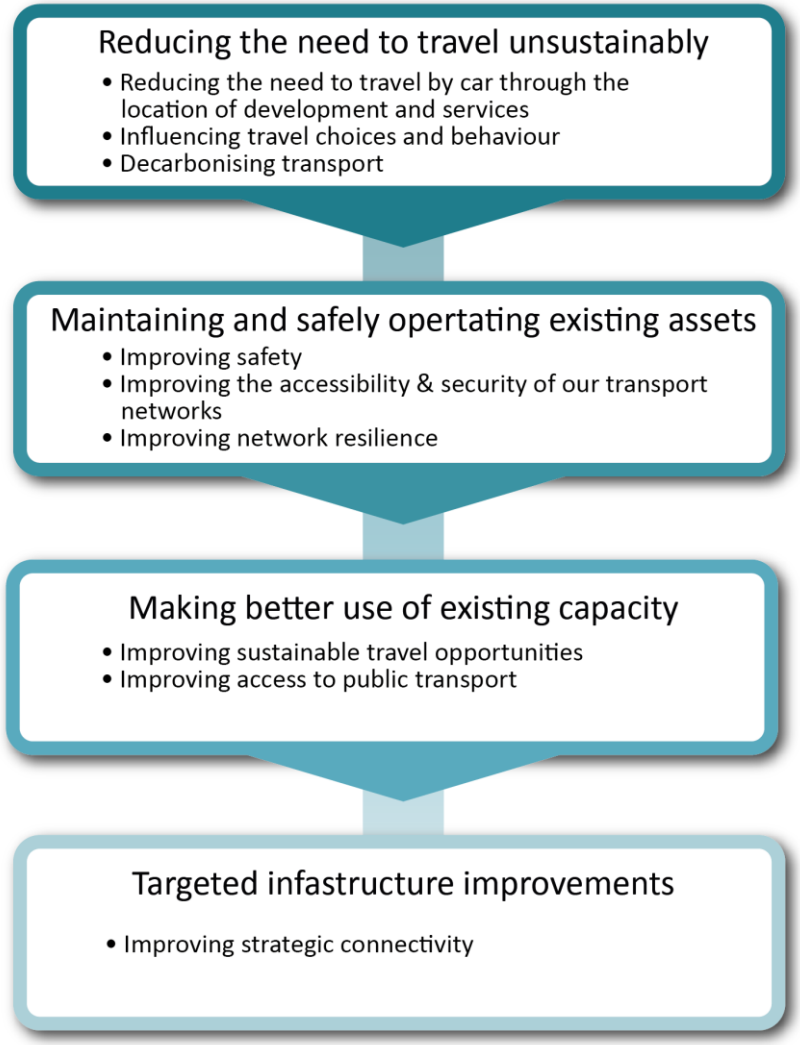


Fig. 3.7: Alignment of delivery themes and the investment hierarchy

Reducing the need to travel unsustainably

Table 3.1: Reducing the need to travel by car through the location of development and services

<table>
<tr><th rowspan="2">ACTION</th><th colspan="3">WHERE AND HOW AGENCIES MAY APPLY THE ACTION</th></tr>
<tr><th>Rural (Small towns, villages, countryside)</th><th>Urban (Larger towns and cities)</th><th>Strategic Corridors</th></tr>
<tr><td rowspan="2">Action 1
Planning authorities will reduce the car dependency of new developments</td><td></td><td>Development plans promoting land use patterns that reduce the need to travel, and enable travel by sustainable modes</td><td rowspan="2"></td></tr>
<tr><td colspan="2">The development management process ensures new development is realistically accessible by a range of modes</td></tr>
<tr><td>Action 2
Public sector agencies, will be encouraged to make available, and locate new, services within communities</td><td colspan="2">Public services will be encouraged to work together to improve the range of local services that can be available at a neighbourhood level to support the 20minute / liveable neighbourhood principle</td><td></td></tr>
<tr><td>Action 3
Councils will work with Scottish Government and suppliers to promote digital inclusivity across their areas</td><td colspan="3">Full fibre coverage and mobile coverage are essential to:
Enable remote access to services and reducing the need to travel
Enable access to MaaS journey planning tools which enable the planning, booking and paying of transport service
To ensure digital access for all, Councils will be encouraged to ensure there is public access to the internet in settlements (e.g. libraries and community hubs)</td></tr>
<tr><td colspan="4">Notes:
Action 1: Tactran will support the planning authorities prepare</td></tr>
</table>

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban (Larger towns and cities)**	**Strategic Corridors**
• "an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance" (NPF4 p57) and/or • LDP evidence report which includes "assessment of existing and planned travel and transport infrastructure and services available in the plan area for movement of people and freight across all modes of transport, including previous transport appraisal/assessment work that has been undertaken; consideration of local, regional and national transport strategies and plans" Local development planning - regulations and guidance - draft guidance • Council Local Development Plans and Supplementary Guidance can be found at Angus Council, Dundee City Council, Perth and Kinross Council and Stirling Council • Local living and 20 minute neighbourhoods - planning guidance: consultation Action 2: Public sector agencies such as Council one stop shops, Health Boards, Department of Working & Pensions, Police Scotland etc.			

Table 3.2: Influencing travel choices and behaviour

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
Action 4 **All agencies will promote awareness and advantages of sustainable travel**	Behavioural change campaigns to promote active and sustainable travel across Travel to Work Areas and/or nationally Develop, deliver and maintain Travel Plans and School Travel Plans Promoting Car Sharing / BikeHire etc schemes		
Action 5 **Councils will utilise demand management measures to promote sustainable travel and reduce the impact of**		Workplace Parking Levy / Congestion Zone Charging Public parking charges Reallocation / Reduction of the numbers of both on-street and off-street parking spaces within town and city centres	

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
travel on communities		Reallocation of carriageway, giving more space to active and sustainable modes	
	Expansion of 20mph limits and zones		
	Re-routing motorised traffic on longer and/or less direct routes for the benefit of the wider network		
	Speed limits to reduce carbon and particulate emissions		
Action 6 **Tactran and the Councils will work with Transport Scotland to consider a national demand management mechanism (such as road user charging) to reduce car km driven**	Demand management measures include road user charging where road users are charged for the length of trip made. If such an approach was pursued by the Scottish Government, Partners will encourage a just mechanism which takes account of geographic and social circumstances		

Notes

Action 4: Agencies include: Local, regional and national agencies; local, regional and national public sector agencies; third sector agencies

Action 5 / Action 6:

- It is likely that some form of charging mechanism will be required to encourage a sufficient reduction in car km driven to support the national target of a 20% reduction as included in the Climate Change Action Plan. The public discussion regarding which type(s) of charging mechanism, and the appropriate package of improvements to alternative modes, will need to be informed by appropriate economic and equality impact appraisals.
- The ease and ability to make many trips will be influenced by the sticks and carrots being applied in neighbouring areas. Where applicable it will be beneficially to
- work with neighbouring authorities on measures that can reduce the number of vehicular trips
- Public charging policies may also take account of promoting electric and low emission vehicles
- Reducing speed limits can help reduce carbon and particulate emissions University of Oxford CE Delft Transport for London

Table 3.3: Decarbonising transport

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
Action 7 **All public sector agencies will promote and enable 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 (iv) Partners will continue to review Hydrogen studies and how they might support the integration of Hydrogen Fuel-Cell Vehicles (FCEV) in the future		Coach fleets
Action 8 **Tactran and the Councils will work with the rail industry to support 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

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
			(v) Battery Electric Trains on the West Highland Line

Notes:

Action 7:

- A Regional EV Strategy was produced in 2019. The Councils are currently preparing EVIF Expansion Plans which will set out the requirements to meet the EV adoption targets. This work is expected to be completed TBC by Councils.
- Zero Emission Truck Taskforce ROAD HAULAGE DECARBONISATION OVERVIEW REPORT

Action 8:

- see Transport Scotland's Rail Services Decarbonisation Action Plan
- Rail industry includes: Transport Scotland, Network Rail and Train Operating Companies

Maintaining and safely operating existing capacity

Table 3.4: Improving safety

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
Action 9 **The roads authorities will reduce traffic speeds and consider engineering**	Reducing speeds in settlements • Review speed limits in residential and neighbourhood environments focusing on areas with road safety concerns • Localised safety schemes such as traffic calming measures, crossing facilities and road / junctions realignments and redesigns		

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
solutions to address identified safety concerns	Addressing network blackspots • Review speed limits • Road / junction realignments and redesigns Road safety enforcement, including enforcement of speed restrictions via camera technology		
Action 10 **Partners and public sector agencies will support the provision of 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: • Road safety education pre-school, primary and secondary schools • Road safety education for adults, such as drivers • Road safety education for 17-25yr olds		
Action 11 **Tactran and the Councils will work with Transport Scotland and industry to identify opportunities to improve rest and welfare facilities for hauliers**			Increase the range of rest facilities 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.
Notes: Action 9: speed controls can also help make the street environments feel safer for walking and cycling, and reduce carbon emissions. See Action 4 Action 10: Public sector agencies: Police, Fire Services			

Table 3.5: Improving the accessibility & security of our transport networks

<table>
<tr><th rowspan="2">ACTION</th><th colspan="3">WHERE AND HOW AGENCIES MAY APPLY THE ACTION</th></tr>
<tr><th>Rural (Small towns, villages, countryside)</th><th>Urban (Larger towns and cities)</th><th>Strategic Corridors</th></tr>
<tr><td rowspan="2">Action 12
Roads and planning authorities will improve the accessibility & security of the street environment</td><td colspan="2">Step free routes and appropriate crossing facilities to public transport interchange points; local centres (i.e. within 20min neighbourhoods); and key local services
Seating
Lighting and reviewing the design of the public realm to improve security
Signage and wayfinding
Number and location of disabled car parking spaces</td><td>Reducing severance & improving active travel on trunk roads through communities</td></tr>
<tr><td colspan="3">Promoting changes to our transport networks to people with learning difficulties</td></tr>
<tr><td>Action 13
Tactran and Councils will work with transport operators to promote improved accessibility & security for all across public transport:</td><td colspan="3">Improvements at interchanges, step free access, improved seating, improved lighting, security improvements
Improved accessibility of buses and trains for all, including for people with mobility issues
Improved information provision for all, including for people with mobility issues
Assistance to public transport users</td></tr>
<tr><td colspan="4">Notes
Action 12: This option seeks to make our settlements places where everyone, this includes people with mobility difficulties as well as those with hidden disabilities (such as learning difficulties), can confidently and easily move around. A programme of accessibility audits will assist in identifying and prioritising improvements whilst also contributing to the requirement of the Equalities Act (2010) to consider reasonable alterations. See CABE The principles of inclusive design; Transport Scotland Inclusive Design in Town Centres and Busy Street Areas; DfT Inclusive Mobility
Action 13: Improving access for all public transport users and particularly for those who are mobility impaired</td></tr>
</table>

Table 3.6: Improving network resilience

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
Action 14 **Transport authorities will improve network resilience to maintain a transport network within the region which is resilient to disruptive events resulting from increased risk of extreme weather and flooding**	**Winter maintenance** **Diversion routes** **Protection of transport networks to flooding / landslips** **Meet environmental standards in construction and maintenance** **Blue-Green Infrastructure** **Strategic road renewal for reliability, resilience and safety**		
Notes			

Making better use of existing capacity

Table 3.7: Improving sustainable travel opportunities

<table>
<tr><th rowspan="2">ACTION</th><th colspan="3">WHERE AND HOW AGENCIES MAY APPLY THE ACTION</th></tr>
<tr><th>Rural (Small towns, villages, countryside)</th><th>Urban (Larger towns and cities)</th><th>Strategic Corridors</th></tr>
<tr><td rowspan="3">Action 15
Tactran, the Councils and the National Park Authorities will improve walking and cycling opportunities</td><td colspan="2">Connected neighbourhoods, enabling people to access local facilities, including mobility and public transport hubs, by walking and cycling
Cycle hire schemes, Increasing access to cycles through cycle hire schemes (whether that be conventional or electric cycles)</td><td rowspan="2"></td></tr>
<tr><td></td><td>Active freeways, cycle priority routes into our town and city centres</td></tr>
<tr><td colspan="3">Strategic, high quality, walking and cycling network, providing walking and cycling links between villages, towns and cities, connecting settlements and public transport interchanges by walking and cycling routes; and supporting the National Cycle Network
Ensuring secure cycle parking at homes, workplaces, schools, interchanges and other destinations</td></tr>
<tr><td>Action 16
Tactran and the Councils will promote active and sustainable access to schools</td><td colspan="2">(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</td><td></td></tr>
<tr><td>Action 17</td><td></td><td colspan="2">Strategic Bus Priority Corridors, improving journey time and reliability through bus priority measures, traffic management etc.</td></tr>
</table>

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
Tactran and the Councils will work with operators to improve public transport services	**Increasing Bus Services,** improving the frequency, quality and coverage of public transport through fixed routes and feeder services (including Demand Responsive Transport)		
	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		
	Improved rail services: making the most of the rail network to provide a sustainable transport links between settlements within and outwith the region		
Action 18 **Tactran and the Councils will investigate and support Community and shared transport services where commercial fixed route services are not financially sustainable**	**Community Transport Services**: Support for community and volunteer transport services **Car Clubs**: to provide access to a car without the need to own one		
Action 19 **Tactran and the Councils will work**	**Encourage & support public transport providers to review fares** to: (i) enhance social inclusion by providing a realistic alternative to a wider range of people, including disadvantaged communities		

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
with Transport Scotland and operators to Promote Fair Fares	(ii) help balance demand for public transport throughout the day and reduce pressure on services at peak times		
Action 20 **Tactran and the Councils will work with industry, the port authorities and the rail industry to identify and promote opportunities to reduce road freight**	First and last mile distribution services, such as vans, drones, cargo bikes etc. Work with Stirling and Tayside Timber Transfer Timber Group to identify and support timber transfer facilities		(i) Road and rail freight hubs (ii) Consolidation centres (iii) Improving opportunities for freight modal transfer onto the rail network

Notes

Action 15: See Scotland's Let's Get Scotland Walking The National Walking Strategy and Cycling Framework for Active Travel - A plan for everyday cycling ("local authorities to prioritise investment in the creation of connected cycling infrastructure, protected from traffic and integrated with public transport")

Action 16: Such physical improvements should be linked to the school travel planning process (see Action 4)

Action 17: The Forth Valley and TayCities Bus Alliances will both lead on this action

Action 19: Fair Fares will not only serve the objective of making public transport more affordable and inclusive, they would also assist working towards public transport being competitively priced compared to car travel

Action 20: Freight transfer and consolidation hubs within the region to reduce road freight and also allow freight to be moved by rail and water

Table 3.8: Improving access to public transport

<table>
<tr><th rowspan="2">ACTION</th><th colspan="3">WHERE AND HOW AGENCIES MAY APPLY THE ACTION</th></tr>
<tr><th>Rural (Small towns, villages, countryside)</th><th>Urban (Larger towns and cities)</th><th>Strategic Corridors</th></tr>
<tr><td rowspan="5">Action 21
Tactran and the Councils will work with respective partners to provide and improve public transport interchanges</td><td colspan="2">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.</td><td></td></tr>
<tr><td></td><td colspan="2">Strategic multi-modal interchange sites to transfer from bus or car to coach or rail those long-distance trips heading to Scotland's cities
Passenger facilities along strategic bus corridors: improve access to and ensure accessible waiting facilities with information along strategic bus corridors</td></tr>
<tr><td></td><td>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</td><td></td></tr>
<tr><td rowspan="2"></td><td>New and improved bus stations</td><td></td></tr>
<tr><td colspan="2">New and improved rail stations on existing lines to improve access to the rail network and reduce car trips on strategic routes</td></tr>
<tr><td>Action 22</td><td colspan="3">Journey planning tools to help people be aware of all the choices they have to make a journey</td></tr>
</table>

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
Tactran, Councils and public sector agencies will investigate and promote initiatives that allow the easier planning and booking of journeys	**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		
Notes Action22: Mobility as a Service (MaaS)			

Targeted infrastructure improvements

Table 3.9: Improving strategic connectivity

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION
	Strategic Corridors
Action 23 **Tactran and the Councils will work with Transport Scotland to address pinch points on strategic roads to address issues of road safety, freight and**	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**

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION
	Strategic Corridors
bus/coach journey times / journey time reliability	**(iv) Grade separation of the A9 between Kier and Inverness (Kier, Auchterader)** **(v) Dualling of the A9 north of Perth** **(vi) A82 Inverannan – Tarbert**
Action 24 **Tactran and the Councils will work with Transport Scotland and the rail industry to promote improved 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 (i.e. Inverness to Perth) rail corridor enhancements* • *Aberdeen to Central Belt (i.e Dundee/Perth/Stirling to Aberdeen/Edinburgh/Glasgow) 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**
Action 25 **Tactran and the Councils will work with Transport Scotland and the rail and freight industries to improve connectivity to freight destinations**	**Improving journey time reliability** through the Region and to major freight destinations in the Region
Action 26 **Tactran and the Councils will promote direct strategic rail and**	Work with transport operators and the Airport Authorities to: **(i) Promote sustainable access to Scotland's airports by public transport** **(ii) Promote flight connections to and from Dundee Airport**

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION
	Strategic Corridors
air links to and from the Region	Work with train operating companies and other Regional Transport Partnerships to **(iii) Promote direct long distance rail connections into the region and onwards to Aberdeen and Inverness**
Notes **Action 25:** See also Action 20 for improving opportunities for freight modal transfer onto the rail network	

Further information

During autumn 2022, we sought your veiws on the proposed objectives and outcomes; the step changes required; and the potential interventions to be included in the RTS via a conversation about changing how we travel (Consultation Summary) and also quantative public opinion research.

We have also undertook qualitative impact assessments of the delivery themes above. These are

- Draft Integrated Impact Assessment Report: incorporating the suggested content of the Human Rights & Equality; Fairer Scotland Duty; Children's Rights and Wellbeing; Health Inequalities impact assessments
- Draft Strategic Enviromental Appraisal (SEA) Environmental Report: including Cumulative and Comparative Impact Assessments
- Appraisal Summary Tables: Qualitative assessment against RTS objectives and STAG criteria

It is important to note that we are currently consulting on both the Draft RTS and also the Draft Integrated People Impact Assessment and Draft SEA Environmental Reports.

4.How we will measure success

How we will measures success

To understand if the strategic objectives of the strategy are being achieved within the desired timescales, it is vital that the strategy includes a robust monitoring framework. Table 4.1 below identifies indicators which can track progress through available information sources[15]. We will prepare a monitoring report every other year during the lifetime of this strategy. Further information is available in the RTS Monitoring Framework.

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES

Outcome (summary)	Outcome (detailed)	Indicator	Baseline		
Reduce greenhouse gas emissions	Increase the share of EV and low emission vehicle use	% of vehicles which are EV and low emission vehicles[16]	Dec 2021		
			Angus	1.0%	
			Dundee	1.4%	
			Perth & Kinross	1.2%	
			Stirling	5.7%	
	Reduce estimated CO2 emissions from transport in the region	estimated Transport kt C02 emissions per capita[17]	2020	Kt C02 / capita	
			Angus	1.69	
			Dundee	1.13	
			Perth & Kinross	2.8	
			Stirling	2.18	
Modal shift to more sustainable modes of travel	Personal travel: Increase the share of trips made by sustainable modes such as walking, cycling and public transport	mode share: main mode of travel[18]	*Main Mode 2019*	% Car	% Other
			Angus	58	42
			Dundee	49	51
			Perth & Kinross	66	34

[15] Whilst 2021 data is available (eg in Transport and Travel in Scotland and Dft Road Traffic Statistics) due to the ongoing impact of the covid pandemic in 2021, 2019 data is considered a more realistic baseline for selected outcomes

[16] DfT / DVLA Vehicle licensing statistics data tables

[17] UK local authority and regional greenhouse gas emissions national statistics

[18] Transport and Travel in Scotland

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
			Stirling	69	31
	Reducing freight mileage by road	% road mileage that is freight[19]	23.3% (731 million miles) 2019		
Reduce car kilometres driven	Reduce car kilometres driven	Car km travelled on roads[20]	Cars & taxis	Million vehicle km	
			Angus	837.6	
			Dundee	680.64	
			Perth & Kinross	1870.24	
			Stirling	1025.76	
Ensure our transport networks are resilient	Ensure strategic and lifeline routes (& services) are resilient to climate change, extreme weather and emergencies	no of road/bridge closures per year on strategic road network	*Monitoring framework required*		
		TBC Rail services cancelled/delayed as a consequence of weather	*Network Rail reviewing data available*		
Reduce fatalities and injuries	Improve road safety for vulnerable users (pedestrians, cyclists, children and elderly)	• people killed • people seriously injured • children (aged <16) killed • children (aged <16) seriously injured • pedestrians killed or seriously injured • cyclists killed or seriously injured • motorcyclists killed or seriously injured • road users aged 70 and over killed or seriously injured • road users aged between 17 and 25 killed or seriously injured • Percentage of motorists driving/riding within the posted speed limit;	2016-2020 average[21]	Killed	All severities
			Angus	5	163
			Dundee	1	156
			Perth & Kinross	9	233

[19] DfT Road Traffic Statistics

[20] DfT Road Traffic Statistics

[21] Reported Road Casualties Scotland 2020 NB No local datasets other than KSIs

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
		• The casualty rate for the most deprived 10% SIMD areas compared to the least deprived 10% SIMD areas.	Stirling	5	178
Reduce the impact of traffic on communities	Reduce transport emissions in declared air quality management areas	NO2 annual mean (not to exceed 40µg m^{-3}) and number of NO2 exceedances (200µg m^{-3} not to be exceeded more than 18 times a year)	Air Quality in Scotland: Annual Statistic Reports		
	Reduce the impact of traffic on communities on strategic routes	(i) traffic volumes/type for identified communities[22] (ii) noise monitoring for candidate noise management areas (iii) accident data for identified communities (iv) air quality monitoring for identified communities	*Some, but not all, the data sets are available for identified settlements on the strategic network. See RTS Monitoring Framework*		
Improve the ability for rural and ~~older people and~~ disadvantaged communities to access healthcare	~~Improve the ability of over 65s to access healthcare (Primary health care /Hospitals)~~	Suggest removal of outcome: This indicator was included based on an assumption that older people are more likely to require health services. However, NHS published data supporting this assumption cannot be found. All data draws a stronger link between deprivation and health rather than age and health. Access to health is covered elsewhere for less affluent and rural communities			
	Ability of all in the least affluent SIMD datazones (health domain) targeted by the respective Council to access healthcare	% of population within least affluent SIMD datazones able to access (a) primary (GP) and (b) secondary (hospitals) healthcare by public transport within 30mins / 60mins	2023:% of 20% SIMD within[23]	30mins of GPs	30mins of Hospitals
			Angus	100%	41,.7%
			Dundee	100%	38.6%
			Perth & Kinross	100%	100%
			Stirling	100%	73.3%
		% of population within rural areas able to access (a) primary (GP) and (b) secondary (hospital)	2023[24]	30mins of GPs	60mins of Hospitals

[22] (i) Local authority counts and https://roadtraffic.dft.gov.uk/regions/3 (ii) Scotland's Noise Map (iii) DfT Think (iv) Air Quality in Scotland

[23] Tactran NAPTAT Accessibility Modelling 2023

[24] Tactran NAPTAT Accessibility Modelling

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
	Ability of rural communities to access healthcare	healthcare by public transport within 30mins / 60mins	Angus	60.5%	58.1%
			Perth & Kinross	72.3%	73.5%
			Stirling	76.7%	46.5%
Improve ability for the most vulnerable to access social activities	Ability of older people and those in least affluent SIMD data zones (health domain) targeted by the respective Council to access social activities	% population unable to access community facilities by public transport within 30mins / 60mins	Whilst likely that there are more community facilities than local shops, suggest access to local centres be used as a reasonable proxy.		
	Levels of walking and cycling in the least affluent SIMD data zones (health domain) targeted by the respective Council	Pedestrian and cycle counts in least affluent SIMD data zones	Limited data available. SHS includes 'Adults (16+) - frequency of walking in previous 7 days. This question could be repeated in a separate survey aimed at the region's least affluent areas[25].		
		Mode share travel to school in least affluent SIMD data zones[26]	Sustrans Hands Up Survey data available. Being collated		
Increase levels of physical activity	Improved ability to access active leisure facilities and green space least affluent SIMD data zones	% of population within the least affluent SIMD data zones within 5min walk of their local green or blue space[27]	2019		
			Angus		65%
			Dundee		48%
			Perth & Kinross		66%
			Stirling		84%
		% population within the least affluent SIMD data zones able to access a public leisure centre by	2023	30mins	60mins
			Angus	100%	100%

[25] Transport and Travel in Scotland Table 9: Adults (16+) - frequency of walking in previous 7 days
[26] Sustrans Hands Up Scotland Survey
[27] Scottish Household Survey Table 10.15: Walking distance to nearest useable green or blue space

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
		public transport within 30mins/60mins by public transport [28]	Dundee	100%	100%
			Perth & Kinross	100%	100%
			Stirling	80%	100%
Improve ability for young people, and disadvantaged and rural communities to access jobs, education and services	Improve ability of 16-24 year olds to access jobs and further education	% 16-24yr olds able to access a range of employment opportunities within 40mins / 60mins by public transport[29]	2023	40mins	60mins
			Angus	92.0%	76.9%
			Dundee	99.7%	99.7%
			Perth & Kinross	80.5%	63.8%
			Stirling	83.0%	88.7%
		% 16-24yr olds able to access further education facilities within 30mins / 60mins by public transport[30]	2023	30mins	60mins
			Angus	37.4%	87.6%
			Dundee	97.7%	99.7%
			Perth & Kinross	38.0%	74.3%
			Stirling	55.1%	88.8%
	Improve ability of all in the least affluent SIMD data zones (all domains) targeted by the respective Council to access jobs, education and services	% population in least affluent SIMD data zones to access a range of employment opportunities within 40mins / 60mins by public transport[31] [32]	2023	40mins	60mins
			Angus	100.0%	83.3%
			Dundee	100.0%	100.0%
			Perth & Kinross	100.0%	81.8%
			Stirling	100.0%	100.0%

[28] Tactran NAPTAT Accessibility Modelling
[29] Tactran NAPTAT Accessibility Modelling
[30] Tactran NAPTAT Accessibility Modelling
[31] Tactran NAPTAT Accessibility Modelling
[32] SIMD20, comprising the 20% most deprived data zones

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES

Outcome (summary)	Outcome (detailed)	Indicator	Baseline
		Limited data available. SHS includes 'Employed adults(16+) car/van commuters – could they use public transport'[33]. This question could be repeated in a separate survey aimed at the regions least affluent areas.	
	Improve ability of families targeted in local child poverty action plans to access jobs, education and services	Indicators of child poverty exist at Council level. Whilst concentrations of child poverty are most likely in the least affluent SIMD datazones, the problem reaches deeper into society than these geographic areas. Target groups have been identified in the Child Poverty Action Plan which along with SIMD geographical data allows targeting of interventions. An accurate indicator of the ability of the target groups to access jobs, education and services is however difficult to identify.	
	Improve ability of rural communities to access jobs, education and services	% of population within rural areas able to access by public transport within 30mins / 60mins: (a) range of employment opportunities, (b) further education and (c) centres with a large food store and (d) post office[34]	2023: 30mins / Emp[35] / FE / SMrkt Angus: 69.8% / 25.6% / 55.8% Perth & Kinross: 63.9% / 15.7% / 41.0% Stirling: 39.5% / 9.3% / 30.2%
	Ability of people with disabilities to access jobs, education and services	While the issues that people with disabilities have using our transport services are acknowledged as a problem requiring to be addressed, there are limited datasets to understand whether the 'whole journey' is accessible. Data exists for the accessibility of our stations, the % of the public transport fleet which is deemed accessible and the number of publicly available disabled parking spaces.	
	The safety and security of vulnerable and protected characteristic groups in the street environment and on public transport	% felt safe and secure on bus/train in last month[36]	Bus 2021 / Train 2021 Angus: 98% / n/a Dundee: 99% / n/a Perth & Kinross: 100% / n/a

[33] Transport and Travel in Scotland Table2 Employed adults (16+) - place of work: 2019 and car/van commuters - could they use public transport

[34] Tactran NAPTAT Accessibility Modelling

[35] Accessebility by public transport within 40mins

[36] SHS Transport & Travel In Scotland: Adults who used rail services / local bus service in last month who agreed with each statement

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
			Stirling	97%	100%
		% perception of people feeling very/fairly safe when walking alone in their neighbourhood after dark[37]			2019
			Angus		87%
			Dundee		81%
			Perth & Kinross		86%
			Stirling		89%
Reliable inter and intra-regional journey times	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)	Congestion delays experienced by drivers[38]	% delayed		2017-2019
			Angus		5%
			Dundee		14%
			Perth & Kinross		4%
			Stirling		11%
		Journey times to key destinations / reliability[39]	Road/rail (mins)	Edinburgh	Glasgow
			Forfar	107 (road)	125 (road)
			Montrose	102 (rail)	114 (rail)
			Dundee	87 / 65	103 / 96
			Perth	64 / 75	74 / 73
			Stirling	62 / 40	39 / 40
	Improve journey time reliability for freight to key destinations (e.g. major	Journey times to key destinations / reliability[40]	*data currently being collated*		

[37] SHS Perceptions of safety when walking alone after dark

[38] SHS Transport % Travel in Scotland: Congestion delays experienced by drivers

[39] Rail: Scotrail timetables Road: Google maps

[40] INRIX

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES			
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**
	centres and economic locations / air and sea ports)		
Improved ability for young people, and disadvantaged and rural communities to access jobs, education and training	Improve ability of 16-24 year olds to access jobs and further education Improve ability of all in the lowest SIMD data zones (all domains) targeted by the respective Council to access jobs and further education Improve ability of families targeted in local child poverty action plans to access jobs and further education Improve ability of working age population in rural communities to access jobs and further education	See 'Improved ability for young people, and disadvantaged and rural communities to access jobs, education and services' indicators above	

5. How to comment on the draft Tayside and Central Scotland Regional Transport Strategy and Impact Assessment Reports

This draft RTS is accompanied by a separate questionnaire which you can use to respond to this consultation.

This questionnaire can be found at the RTS Homepage

We are also consulting on the Draft Integrated Impact Assessment Report and the draft Strategic Environmental Appraisal Report. Full and summary versions of these documents are available on the RTS Homepage

Responses are required to be submitted by Friday 29th September 2023.

If you have any questions in relation to this consultation please leave a message at Info@tactran.gov.uk or 01738 475775

Summary of the SEA Environmental Assessment by RTS Theme

SEA Theme	Improving Safety	Influencing travel choices and behaviour	Improving access to public transport	Improving sustainable travel opportunities	Decarbonising transport and a just transition	Improving the accessibility and 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	Comments
Biodiversity	0 / -	0 / +	+	0 / +	+ / -	+	++	+ /-	+	Delivery of the Regional Transport Strategy will have largely positive impacts on biodiversity, although some impacts may be negative. In terms of positive impacts, the Regional Transport Strategy primarily seeks to reduce the number of indiscriminate car trips within the region and an increase in the use of sustainable modes of transport. This should have multiple benefits for biodiversity, including: i. Reduced land take from transport by reducing the need for construction of large-scale transport infrastructure such as roads etc. to meet growing demand for car trips within the region. This will reduce damage and disruption to protected and vulnerable habitats and species within the region; ii. Reduced levels of transport related pollution, noise and artificial light which

										can negatively impact upon vulnerable habitats and species within the region; iii. Water quality improvements resulting from a reduction in contaminated road run- off / diffuse pollution. Other potentially positive impacts include: iv. Protection to habitats and species afforded by maintenance and flood prevention schemes. Impacts identified as potentially negative and which will require mitigation, include: i. Disruption to aquatic species from an increase in freight shipping and harbour activity; ii. Disruption resulting from road construction and maintenance works, including winter maintenance; and iii. Potential disruption to habitats and species through an increase in cycle routes and walking and cycling through such areas.
Landscape	--	0 / +	+	+	-	++	+	+ / -	+ / -	The impact on the landscape of delivery of the Regional Transport Strategy is mixed, although more positive than negative impacts are anticipated. The Regional Transport Strategy primarily seeks to reduce the number of indiscriminate car trips within the region and an increase in the use of sustainable modes of transport.

										The main long-term positive impact anticipated from this is a reduced need for construction of new roads etc. which may otherwise be inevitable with continually increasing car usage and which could lead to an unsightly urban landscape. A reduction in traffic, coupled with public realm improvements, including reducing the impact of parking, and the implementation of SUDS would contribute towards more attractive streetscapes, townscapes, and landscapes, less impacted by the presence of vehicles and congestion. Flood prevention schemes serve to offer protection to the landscape. In terms of potentially negative impacts, these include: i. Flood defence infrastructure impacting on the appeal of streetscapes, townscapes and landscapes; and ii. Unsightly traffic management and speed reduction infrastructure leading to a more and more cluttered (urban) environment. There may also be some more short-term negative impacts on the landscape arising from construction and maintenance works leading to an unsightly environment, although such impacts are temporary.
Cultural Heritage	0	+	+	+	+ / -	++	+	+ / -	+ / -	The impact of the Regional Transport Strategy on cultural heritage is anticipated to be mostly positive,

										although some potentially negative impacts have been identified. In terms of positive impacts, these largely relate to the reduction in indiscriminate car trips outlined in the Regional Transport Strategy. These are, subsequently, long-term positive impacts. Less car dominated public realms around historically and culturally important sites will result in improved setting of such sites, ensuring views are not blighted by parked cars, traffic or congestion. Proposals will also reduce emissions and pollution around such sites, which are known to cause deterioration and damage to ancient buildings and monuments. Noise will also reduce, allowing people to better enjoy the experience of being in and around important buildings and sites. Valuable assets will be protected by an increase in flood defences. Accessibility improvements will also have long-term benefits in allowing more people to reach and enjoy such sites. In terms of possible negative impacts, these relate, in the short term, to an unsightly environment around such sites because of transport improvement and maintenance activities, albeit this is a temporary situation. In the longer term, an increase in traffic management infrastructure in conservation areas, could undermine the distinctiveness of such sites,

										while an intensification of maintenance activities around such sites could increase vibrations, potentially resulting in damage to such sites.
Climate Change	+ / -	++	+	+	+ /-	+	++	+ / -	+	Delivery of the Regional Transport Strategy will have a long-term positive impact on climate change, although some potentially negative impacts have been identified. Emissions from transportation, particularly CO_2, are a significant contributor to climate change. Tactran's Regional Transport Strategy seeks to reduce the need to travel, to reduce reliance on the private car, to reduce the indiscriminate use of the car within the region in a shift to sustainable modes of transport. It aims to encourage more responsible car use. Should the Strategy be successful in achieving these aspirations, climate-changing emissions would significantly reduce. In addition, the Regional Transport Strategy contains a specific objective on climate change adaptation and mitigation, which looks to reduce emissions and to develop climate-resilient infrastructure. Those impacts identified as potentially negative and which will require mitigation, include: i. An increase in waterborne freight and associated shipping and activity around the harbours within the region which could increase emissions;

										ii. Congestion and traffic displacement resulting from road improvement and maintenance schemes.
Air Quality	+	++	+	++	++	++	++	+ / -	+	Delivery of the Regional Transport Strategy will have largely very positive impacts on air quality, although some impacts are potentially negative and could lead to disbenefits. Road transport is currently the main contributor to poor air quality in Crieff, Dundee and Perth. The Regional Transport Strategy seeks to reduce the need to travel, to reduce reliance on the private car, to reduce the indiscriminate use of the car within the region in a shift to sustainable modes of transport. It aims to encourage more responsible car use. The Regional Transport Strategy also sees to reduce congestion. For journeys where the car is the most suitable mode of transport, the Strategy seeks to enable and encourage car sharing and car clubs as well as the use of low emission vehicles, all of which will help to reduce the impact of transport on air quality. Those impacts identified as potentially negative for air quality and which will require mitigation, are: i. An increase in waterborne freight and a respective increase in shipping and subsequent traffic around the Port of Dundee, currently within an AQMA;

										ii. Congestion and traffic displacement resulting from road improvement and maintenance schemes.
Noise and Vibration	-	+	+	+	+	+	+	+ / -	0	The impact of the Regional Transport Strategy on noise and vibration is anticipated to be mostly positive, although some potentially negative impacts have been identified. In terms of positive impacts, these largely relate to the reduction in indiscriminate car trips outlined in the Regional Transport Strategy, with reduced noise levels due to reduced traffic levels. These are, subsequently, long-term positive impacts. Those impacts identified as potentially negative for air quality and which will require mitigation, include: i. Increased noise and vibration resulting from an increased number of freight trains on the railway lines within the region. ii. Increased noise and vibration resulting from road improvement and maintenance schemes, albeit these are only short-short term.
Human Health	+	++	+	+	++	++	++	+	++	The impact of the Regional Transport Strategy on human health is anticipated to be mostly very positive, although some potentially negative impacts have been identified. Long-term positive impacts will result from the Strategy's aspirations to enable and encourage more active travel and to reduce car use which will facilitate an increase in physical activity, improve air quality and

										reduce noise, thus improving the health and wellbeing of the population. Improving access to key services such as healthcare facilities has obvious health benefits, while proposals to reduce traffic, reduce speeds, prevent accidents and prevent flooding and an increased social surveillance will improve the safety and security of the travelling public, reducing the number of transport-related accidents and injuries and reducing incidences of assault and abuse. Road maintenance can also successfully reduce noise, with resulting mental health benefits. Potentially negative impacts, identified, which will require mitigation, are: i. A decline in air quality around the region's harbour areas resulting from increased shipping; ii. An increase in congestion during road infrastructure maintenance works and the displacement of traffic, with road safety and health implications.
Population	+	+	++	++	+	++	++	+	++	The impact of the Regional Transport Strategy on the population is anticipated to be largely very positive, although some potentially negative impacts have been identified. In terms of the economy, long-term benefits will result from reduced congestion and improved journey time reliability. Benefits will also accrue from proposals to

										improve the public realm and the appropriate pricing and subsequent more efficient use of the remaining car parking spaces at key destinations. Responsible management of blue badge parking spaces will also improve accessibility for those with disabilities. In terms of accessibility and social inclusion, the Regional Transport Strategy will bring long-term benefits by raising awareness of, and facilitating travel by active travel and public transport, complemented by community and demand responsive transport services, car sharing and car clubs to ensure that all people can access the destinations and services and opportunities they need, and that transport is convenient, safe and affordable. Potentially negative impacts identified are: i. Delays and congestion resulting from improvement and maintenance schemes, albeit these are short- short term.
Geology and Soil	0 / -	+	+	+	+ / -	+	+	+ / -	++	Some positive and negative impacts are anticipated. In terms of the positive impacts, there will be long-term benefits relating to reduced land take resulting from the Regional Transport Strategy supporting consolidated developments and from promoting of non-car modes of transport. This should reduce the need for large-scale transport schemes.

										Further positive impacts result from a reduction in contaminated road run- off / diffuse water pollution. There is also a commitment to introduce blue-green infrastructure as part of any infrastructure required and, improved flood defences. Proposals to improve air quality contained within the Regional Transport Strategy will also positively impact on soil, through reducing the impacts of air pollution. Potentially negative impacts relate to the anticipated increase in ULEVs within the region and the subsequent need for charging infrastructure. ULEVs have a disproportionate negative impact on land use. Both with regards to the materials used in ULEV making and to refuelling. ULEVs will increase land take by approximately 130 %. This is mainly due to the land required for producing the electricity required. With regards to ULEVs the required land take to produce clean fuels increases by a factor of 10 for each kilometre travelled
Water	+	+	+	+	+	+	+	+ / -	++	The impact of the Regional Transport Strategy on water is anticipated to be mostly positive, although some potentially negative impacts have been identified. In terms of the positives, a decrease in motorised traffic as aimed for by the Regional Transport Strategy would reduce the need for new transport infrastructure. Further positive impacts include water quality improvements resulting from a reduction in

										contaminated road run- off / diffuse pollution. There is also a commitment to introduce blue-green infrastructure as part of any infrastructure required. In terms of negative impacts, it is recognised that maintenance, improvement and flood prevention schemes could result in the release of pollutants into watercourses during construction, although this can be overcome by careful mitigation. In addition, increases in shipping and water freight to and from Dundee, Montrose and Perth Harbour could lead to an increase in water pollution.
Material Assets	0 / +	+	+	+	+	+	+	+	+	Delivery of the Regional Transport Strategy is anticipated to have an overwhelmingly positive impact on material assets within the region. This is largely due to the proposals to improvements and additions to the regional transport network which will encourage a more efficient use of the assets and will support the development of a fit-for-purpose, safe and sustainable transport network.

Appendix C

Summary of the Equalities and Fairer Scotland Duty Impact Assessment

This summary provides an overview of the Equalities and Fairer Scotland Duty Impact Assessment of the delivery themes and associated options within the Draft Tactran Regional Transport Strategy 2023-2033 against a current evidence base.

Improving Safety

Recommendations include:

I. 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/junction 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

II. 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

III. Improve 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 HGV drivers regularly traveling long distances. Without sufficient rest, drivers can experience fatigue which can be dangerous for themselves and other road users.

The below provides an overview of the identified impacts.

Appendix C

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	Yes			
Age (Old)	Yes			
Disability	Yes			
Race	Yes			
Religion Belief		Yes		
Sex	Yes			
Pregnancy Maternity	Yes			
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage Civil Partnership		Yes		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	Yes			
Low wealth	Yes			
Material Deprivation	Yes			
Area Deprivation	Yes			
Socio-Economic Background	Yes			

Overall Outcome of the Impact Assessment
Positive. No negative impacts have been identified.

Appendix C

Influencing Travel Choices and Behaviour

Recommendations include:

I. 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

II. 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

III. 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.

   The below provides an overview of the identified impacts.

Appendix C

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	Yes			
Age (Old)			Yes	
Disability			Yes	
Race			Yes	
Religion Belief		Yes		
Sex	Yes			
Pregnancy Maternity	Yes			
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage Civil Partnership		Yes		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income			Yes	
Low wealth			Yes	
Material Deprivation			Yes	
Area Deprivation			Yes	
Socio-Economic Background			Yes	

Overall Outcome of the Impact Assessment
Identified negative impacts can be mitigated. It is possible to adjust any road user charging scheme to reduce the impacts on at-risk groups, such as by adjusting the scheme boundary, by redefining the basis for the charge, by allowing different methods of paying the charge or, by providing exemptions for certain groups, by using the revenues to improve the provision of viable alternative modes of travel, to reduce the impact on at-risk groups or, by relocating services and facilities people need to access on a daily basis. Any adjustments should seriously be considered right from the outset to ensure that the impact on at-risk groups is minimised without compromising the overall objectives of the road user charging scheme.

Improving Access to Public Transport

Recommendations include:

I. Improved Public Transport Interchange

   i. Strategic multi-modal interchange hub 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; Campaigns to promote active and sustainable travel in Travel to Work Areas

II. New and Improved Rail and Bus Stations

   i. New and improved bus stations
   ii. New and improved rail stations on existing lines

III. 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.
   iii. MaaS products can provide both improved journey planning and provide smart, integrated ticketing

The below provides an overview of the identified impacts.

Appendix C

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	Yes			
Age (Old)	Yes			
Disability	Yes			
Race	Yes			
Religion Belief				Yes
Sex	Yes			
Pregnancy Maternity	Yes			
Sexual Orientation			Yes	
Gender Reassignment			Yes	
Marriage Civil Partnership		Yes		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	Yes			
Low wealth	Yes			
Material Deprivation	Yes			
Area Deprivation	Yes			
Socio-Economic Background	Yes			

Overall Outcome of the Impact Assessment
Identified negative impacts can be mitigated.

Improving Sustainable Travel Opportunities

Recommendations include:

I. Improved 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

II. Promoting Active and Sustainable Travel to School

- 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

III. Improved 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

IV. 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

V. 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 and support public transport providers to review fares to:

i. Enhance social inclusion by providing a realistic alternative to a wider range of people, including disadvantaged communities
ii. Help balance demand for public transport throughout the day and reduce pressure on services at peak times

The below provides an overview of the identified impacts.

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	Yes			
Age (Old)	Yes			
Disability	Yes			
Race	Yes			
Religion Belief		Yes		
Sex	Yes			
Pregnancy Maternity	Yes			
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage Civil Partnership	Yes			

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	Yes			
Low wealth	Yes			
Material Deprivation	Yes			
Area Deprivation	Yes			
Socio-Economic Background	Yes			

Overall Outcome of the Impact Assessment
Positive. No negative impacts have been identified.

Decarbonising Transport and a Just Transition

Recommendations include:

I. 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

II. 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

III. 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.

   The below provides an overview of the identified impacts.

Appendix C

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	Yes			
Age (Old)	Yes			
Disability	Yes		Yes	
Race	Yes			
Religion Belief	Yes			
Sex	Yes			
Pregnancy Maternity	Yes		Yes	
Sexual Orientation	Yes			
Gender Reassignment	Yes			
Marriage Civil Partnership	Yes			

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	Yes		Yes	
Low wealth	Yes		Yes	
Material Deprivation	Yes		Yes	
Area Deprivation	Yes		Yes	
Socio-Economic Background	Yes		Yes	

Overall Outcome of the Impact Assessment
Identified negative impacts can be mitigated.

Appendix C

Improving the Accessibility and Security of our Transport Networks

Recommendations include:

I. Improved Accessibility and 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

II. Improved Accessibility and 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

The below provides an overview of the identified impacts.

Appendix C

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	Yes			
Age (Old)	Yes			
Disability	Yes			
Race	Yes			
Religion Belief				Yes
Sex	Yes			
Pregnancy Maternity	Yes			
Sexual Orientation	Yes			
Gender Reassignment	Yes			
Marriage Civil Partnership		Yes		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income		Yes		
Low wealth		Yes		
Material Deprivation		Yes		
Area Deprivation		Yes		
Socio-Economic Background		Yes		

Overall Outcome of the Impact Assessment
Identified negative impacts can be mitigated.

Appendix C

Reducing the Need to Travel by Car through the Location of Development and Services

Recommendations include:

I. 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. Development management processes ensuring that new development is realistically accessible by a range of modes

II. Locate new and existing services within communities

i. 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

III. Measures in neighbouring authorities that reduce car use

i. The ease and ability to make many trips will be influenced by the measures being applied in neighbouring areas. Where applicable we could work with neighbouring authorities on measures that can reduce the number of vehicular trips.

The below provides an overview of the identified impacts.

Appendix C

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)	Yes			
Age (Old)	Yes			
Disability	Yes			
Race	Yes			
Religion Belief		Yes		
Sex	Yes			
Pregnancy Maternity	Yes			
Sexual Orientation	Yes			
Gender Reassignment	Yes			
Marriage Civil Partnership		Yes		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income	Yes			
Low wealth	Yes			
Material Deprivation	Yes			
Area Deprivation			Yes	
Socio-Economic Background			Yes	

Overall Outcome of the Impact Assessment
Identified negative impacts can be mitigated.

Improving Strategic Connectivity

Recommendations include:

I. 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
iv. Grade separation of the A9 between Kier and Inverness (Kier, Auchterader)
v. Dualling of the A9 north of Perth
vi. A82 Inverannan – Tarbert

II. 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. Improved resilience of West Highland line

III. Improve Connectivity to Freight Destinations

i. Improving journey time reliability to major freight destinations
ii. Improving freight capacity on the rail network

IV. Improve Access to Airports

i. Promoting sustainable access between the region and Scotland's airports

The below provides an overview of the identified impacts.

Appendix C

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)		Yes		
Age (Old)		Yes		
Disability		Yes		
Race		Yes		
Religion Belief		Yes		
Sex		Yes		
Pregnancy Maternity		Yes		
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage Civil Partnership		Yes		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income		Yes		
Low wealth		Yes		
Material Deprivation		Yes		
Area Deprivation	Yes			
Socio-Economic Background	Yes			

Overall Outcome of the Impact Assessment
Identified negative impacts can be mitigated.

Appendix C

Improving Network Resilience

Recommendations include:

I. 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

The below provides an overview of the identified impacts.

Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)		Yes		
Age (Old)		Yes		
Disability		Yes		
Race		Yes		
Religion Belief		Yes		
Sex		Yes		
Pregnancy Maternity		Yes		
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage Civil Partnership		Yes		

Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income		Yes		
Low wealth		Yes		
Material Deprivation		Yes		
Area Deprivation		Yes		
Socio-Economic Background		Yes		

Overall Outcome of the Impact Assessment
Positive. No negative impacts have been identified.

Appendix D

Tactran's Draft Tayside and Central Scotland Regional Transport Strategy 2023 – 2033: Engagement Strategy

Introduction

1. The purpose of this document is to set out the engagement strategy, which will inform how the Tayside and Central Scotland Transport Partnership (Tactran) will engage with different stakeholders on the draft new Regional Transport Strategy 2023 - 2033.
2. Tactran aims to involve everybody in shaping transportation within the region in a way that is fit for future generations, and the Partnership will ensure everybody knows how to make comments on the policies and proposals.

Commitments

3. Tactran is committed to improving the way in which the community is involved in planning for the region. We will start with ensuring that all sections of the community, statutory bodies and other interested parties, have an opportunity to engage in this new Regional Transport Strategy.
4. The Partnership is moving into next phase of engagement, a statutory consultation on the Draft Regional Transport Strategy 2023 - 2033, that includes the range of policies and proposals for the Angus, Dundee City, Perth and Kinross and Stirling Council area.

Principles

5. The below principles will guide the engagement on the Draft Tayside and Central Scotland Regional Transport Strategy 2023 - 2033.

    - Engage widely, by ensuring we are talking to communities we have not reached before to take into consideration local insights and the lived experience of communities that we might not have.
    - Engage widely, by producing information that is clear and understandable to the different community groups and by building processes that are accessible to different people, such as different educational needs, disabilities, demographics etc.
    - Engage honestly about:
        - Our priorities – Climate change, inequality etc.
        - The task ahead – We have no small task ahead etc.
        - The limitations on us – Time to change etc.
        - What value communities are getting from this.
    - Engage by actively listening to our communities and drawing up an effective feedback loop that truly reflects what people have said.
    - Engage transparently, by ensuring all changes are clear and visible.

What engagement has already happened?

6. The Tayside and Central Scotland Transport Partnership have been undertaking continued engagement to inform the development of the new Regional Transport Strategy 2023 – 2033. In preparing the strategy, Tactran we previously sought views on the main issues.

7. In autumn last year, Tactran sought views on:

    i. Draft objectives and outcomes;
    ii. The scale of change required, and what this will mean for people;
    iii. The extent to which individual measures can help deliver the objectives and outcomes, and subsequently address the issues previously identified.

8. The public engagement comprised a representative sample of the population. This was augmented with views collated via an online survey and social media feeds.

Outreach and Engagement

9. Outreach: The Partnership will use a range of outreach methods to advertise the launch of the draft New Regional Transport Strategy 2023 – 2033 consultation. Outreach will outline why it is important to get involved and how. Tactran will publish a list of engagement events and times to attend and will provide links to the surveys and the other ways available to provide feedback.

10. Engagement: The Partnership will carry out engagement through different methods such as workshops, events, exhibitions, walks, presentations and focus groups. Engagement will include an introduction to what the Regional Transport Strategy is, the document structure and what to comment on, and activities to engage people. Attendees will be directed to other forms of engagement to provide feedback.

Engagement Methodologies

Outreach	Activity	Outcomes
Social Media: Facebook, Instagram, Twitter		More focused representations on very specific policies and proposals.
Tactran website: Regional Transport Strategy 2023 – 2033 Tactran webpage		
'Give your view'[1] marketing	'Give your View' digital survey with a shorter survey to engage a large proportion of the local community and a longer survey embedded in the document.	Motivating and inspiring different communities to make representations on set policies and proposals.
Emails to already existing members on the Regional Transport Strategy 2023 – 2033 database		Creating a sense of shared ownership of the strategy with the public as they will be commenting on policies and proposals that they have helped shape during the previous engagement phases
Leaflets, posters, presentations, info stalls, conversations, notice boards	All policies workshops to discuss policy options and proposals. Presentation sand conversations assisted by community representatives (such as Members of the Scottish Youth Parliament)	A more developed draft Regional Transport Strategy that truly represents what the Angus, Dundee City, Perth and Kinross and Stirling region needs.
Internal communications	Internal communications with departments.	

11. The Tayside and Central Scotland Transport Partnership will deliver an inclusive, accessible, and far-reaching approach to consultation by identifying key groups and adopting an approach for engaging those groups.

Young people

12. Young people want to be part of change, but they are the most under-represented age group in the planning process. They want to be heard and taken seriously.

13. The Partnership will engage this age group through workshops and events that are also part of conversations themed on climate action, and equality supported

[1] Working title

by members of the Scottish Youth Parliament and the Perth College University of the Highlands and Islands.

14. These conversations will stem from their lived experiences of place.

15. Social media will also play a key role in reaching this demographic. Twitter, Instagram, Facebook will be used to advertise, engage and inform younger people within the region throughout the consultation on the Draft Regional Transport Strategy 2023 – 2033.

16. Other marketing methods could include information on notice boards and campus webpages, assemblies etc.

Audience	Outreach	Method of Engagement	Method of Response
Young people 0 – 16	Youths' programmes targeting youths within the region (via representatives of the Scottish Youth Parliament) Social media	Engage through local events etc. (Scottish Youth Parliament!) Social media	'Give your view'[2] survey
Young adults 16 – 25	Youths' programmes targeting youths within the region (via representatives of the Scottish Youth Parliament) Social media	Engage through local events etc. (Scottish Youth Parliament!) Social media	'Give your view'[3] survey
Young adults 25 – 35	Perth College University of the Highlands and Islands Social media	Themed conversations and events and/or policy workshops (Perth College University of the Highlands and Islands!)	'Give your view'[4] survey Themed conversations Discussions
Adults 35 – 55	Newsletters and / or other local community publications Social media	'Give your view'[5] website	'Give your view'[6] survey. Responses also by email and letter

[2] Working title
[3] Working title
[4] Working title
[5] Working title
[6] Working title

Older people

17. Older people and especially those aged 75 years and over have been through a lot over the past few years, and just like younger people, they are generally under-represented in the planning process. For them, the pandemic has exacerbated social isolation and loneliness and, in doing so, has dramatically deteriorated people's well-being and mental health.

18. A majority of the older population is digitally excluded. In 2019, according to the Centre for Ageing Better, there were four million people who had never used the Internet in the UK. Therefore, the methods for engaging with people over 50 will need to be more traditional such as in-person focus groups, and using organisations like Age UK and other charities, social prescribers etc. to reach and engage with the older population on the draft Regional Transport Strategy 2023 - 2033.

Adults aged 55+	Focus groups Newsletters and / or other local community publications	Targeted focus groups	'Give your view'[7] survey. Responses also by email and letter
Adults aged 75+	Focus groups Newsletters (printed) and / or other local community publications	Targeted focus groups	Responses by email and letter

People with migration background, refugees and asylum seekers

19. Tactran will go to the people by reaching out to community organisations and representatives from BAME communities and hold presentations at their community events and hold discussions on the Regional Transport Strategy and issues that directly affect those communities[8].

20. The Partnership will then ask for representations through different formats such as the 'Give my View' survey[9] and traditional methods such as printed surveys. Tactran will support those who want to respond but do not know how to.

[7] Working title

[8] Via Mahdi Saki, Programme Development Officer (Refugees and Asylum Seekers), Mental Health Foundation

[9] Translated into different languages.

People with migration background, refugees and asylum seekers	Focus groups Newsletters and / or other local community publications	Targeted focus groups	'Give your view'[10] survey. Responses also by email and paper survey.

Businesses

Businesses	Local Chambers of Commerce Email	Themed conversations and events and/or policy workshops	'Give your view'[11] survey. Responses also by email and paper letter.

[10] Working title
[11] Working title

Tayside and Central Scotland Regional Transport Strategy 2024-2034: Draft for Consultation

Questionnaire

Commenting on the draft Tayside and Central Scotland Regional Transport Strategy and Impact Assessment Reports

Have we got it right?

For individuals and organisations

The Challenge - Our region faces a number of growing challenges as outlined in Section 1. In order to re-examine the way people move about the region in the context of these challenges, it is important that they have been correctly identified.

The draft RTS recognises:

- The scale of the challenge required to meet local and national targets, especially those in relation to Climate Change
- That meeting these targets means a step change in behaviour both for individuals and businesses, and also for the delivery agencies, including the Councils and other Regional partners. Maintaining the status quo in what and how we deliver improvements to our transport networks are unlikley to enable these targets to be met
- When asking individuals and business to change their behaviour, there is a need to ensure that the ask is fair, timely and proportionate

Q1: Do you agree with the challenges outlined in the strategy? Please describe any you disagree with and / or others you think should be considered.

The Scale of Change - What does this Regional Transport Strategy mean for you?

At the heart of the strategy is a proposed approach which:

- Seeks to focus activity on the locations and groups in society where support to access facilities or encourage behaviour change is most required
- Encourages co-ordination of activity across partners, to ensure that improvements programmes provide a genuine alternative to car use through integrated solutions
- In discouraging car use, aims to ensure it is co-ordinated across the respective travel to work areas in the region:
    - Improving those corridors/location within which the most kilometres are driven by car and improving alternatives in these corridors
    - Promoting national charging mechanisms as the most effective approach to reducing car kilometres driven
    - Subject to the effectiveness of the national mechanisms, consider local charging mechanisms
- Enables a step change in electric and low emission vehicle use

Q2: Adressing the identified challenges will mean significant changes to how we move about the region.

i. Do you agree or disagree with the need to look at how we can significantly change the way people choose to move around our region?

ii. If you disagree, is there anything else that we should consider when finalising our approach?

Delivering the Strategy

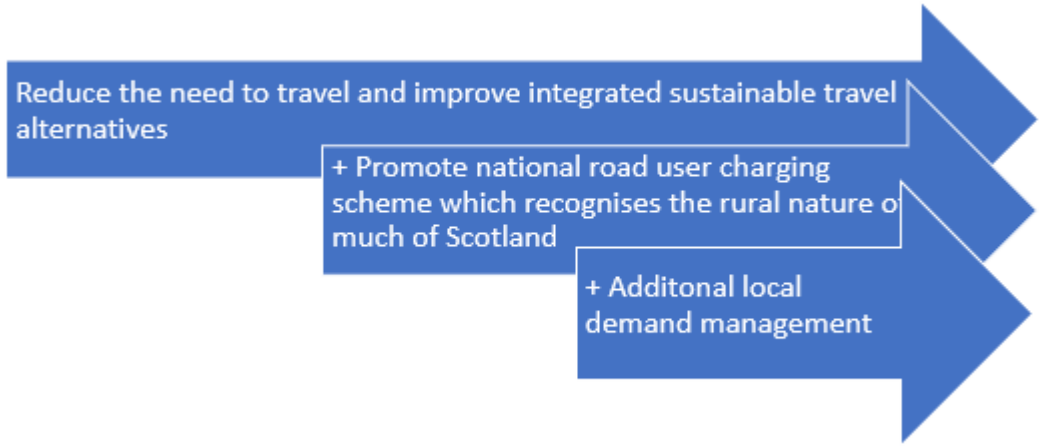
Considering the outlined challenges, the Regional Transport Strategy puts emphasis on taking climate action, reducing inequalities, contributing to better safety, security and health, and helping to deliver inclusive sustainable growth. It aims to achieve longer term benefits for climate change and measures to improve equality of opportunity within the region.

But we also need to look at how we can significantly change the way people choose to move around our region as the current trends are increasingly causing problems for the region.

The Scottish Government has set a target to reduce car km driven by 20% by 2030 compared to 2019 levels. The Scottish Government suggest that this will deliver approximately 27% of the transport carbon emission reductions required by 2030.

Tactran and the Councils are supportive of this target, but are also conscious of the implications of delivering this target.

Consequently, Tactran and the Councils will investigate and support an approach to deliver the Regional Transport Strategy as shown below



The below gives you a better idea of the the potential to reduce car kilometres within the region in the long-term and the potential impact on the urban and rural areas.

- Maximising alternatives (e.g. public transport, active travel) to the car holds the potential for 9% reduction in car kilometres. Our research shows that it is easier to maximise alternatives to car in urban areas where the car mileage is least, but more difficult to implement in rural areas where car mileage is greatest.

- Maximising local demand management (i.e. increased parking charges workplace parking levy etc.) holds the potential for an additional 8-10% reduction in car kilometres.

- National distance based road pricing holds the potential for the single biggest impact (10% reduction in car kilometres).

Q3. Do you agree or disagree that the proposed approach would provide for people to significantly change the way they choose to move around our region as required?

Q4. If you oppose the proposed approach, is there anything else that we should consider when finalising our approach to deliver the strategy? Please also describe any other measures you think should be included.

Q5. Any other comments welcomed

i. Main issues (Section 1)
ii. Objectives and outcomes (Section 2)
iii. Strategy Delivery (Sections 3.1 and 3.2)
iv. Actions (Section 3.3)
v. Monitoing and review (Section 4)

For organisations only

The Tayside and Central Scotland Regional Transport Strategy is a partnership plan. The achievement of the desired outcomes outlined in the Strategy will be dependent on the continued work of many local, regional and national partners. Please outline how your organisation will help support or deliver the outcomes and/or the actions proposed in the Strategy.

My organisation will support the proposed outcomes by:

Commenting on the draft Impact Assessment Reports

As functions or policies are reviewed, or new ones developed, an Integrated Impact Assessment (IIA)[1] should be carried out to help the Partnership to meet the various stages of the Equalities Standard for Local Government and increasingly service inspections are asking questions about the findings of EqIAs.

An EqIA is a process to determine whether a policy or function has any differential impacts that could have an adverse (negative) implication on the basis of a person's race, gender, disability, sexual orientation, religion/belief or age. It is a method to ensure that a function or policy will not create any barriers which could prevent access to services or employment opportunities.

Similarly, the Strategic Environmental Assessment (SEA) process assess the environmental effects of the third draft Regional Transport Strategy for the Tayside and Central Scotland Transport Partnership.

The purpose of the SEA is to provide a high level view of the environmental consequences of the plan in order that they are brought into consideration in the preparation and adoption of the plan with a view to promoting sustainable development. The purpose of the Environmental Report is therefore to inform decisions rather than make decisions.

Integrated Impact Assessment

Q6. To what extent do you agree with the assessment outcomes of the Integrated Impact Assessment report?

Q7. Do you think the proposed actions are sufficient to address the outcomes in the Integrated Impact Assessment?

[1] Integrating the Equalities and Fairer Scotland Duty Impact Assessment (EqIA), Children's Rights and Wellbeing Impact Assessment (CRWIA), and Health Inequality Impact Assessment (HIIA).

Strategic Environmental Assessment

Q8. To what extent do you agree with the assessment outcomes of the Strategic Environmental Assessment report?

Q9. Do you think the proposed actions are sufficient to address the outcomes in Strategic Environmental Assessment?

About you

If you are responding on behalf of an organisation

Name and/or organisation	
First half of your postcode	
Could you please outline if your organisation has any responsibility for representing aspects of the environment or groups of people	

If you are responding as an individual

it will be helpful if you could fill in the box below

Name	
First half of your postcode	

Your personal data and how it will be used: We will be unable to identify you from the information you have provided and all personal information will be destroyed once it has been summarised for the consultation. We will only use your email address if you wish to provide it for the purposes of being kept up to date with the progress of the RTS.

Do you want to be kept informed of the progress of the Regional Transport Strategy?

If you would like to be kept informed of the RTS assessment processes, please write your email address in the box below. This will only be used to forward information to you during the course of writing this RTS and will be deleted immediately thereafter. It will not be stored in relation to any responses you gave in relation to the survey.

Email address	