

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**12 SEPTEMBER 2023****DIRECTOR'S REPORT**Purpose

The report asks the Partnership to note updates on Regional Transport Strategy (RTS) progress, Bus Alliances, and the Integrated Mobility Partnership. The Partnership is also asked to consider and approve a proposed response to the Scottish Government's Just Transition discussion paper on Transport and to note a response to the Scottish Government's Local living and 20 minute neighbourhoods: planning guidance draft for consultation.

Summary

Updates are provided on RTS progress, Bus Alliances and Integrated Mobility Partnership, as follows:

- The draft Regional Transport Strategy has been launched for consultation with a closing date of 27 October 2023.
- The Tayside Bus Alliance has provided more details to Transport Scotland regarding the requirements for the next stage of development and is awaiting a decision from Transport Scotland. The Forth Valley Bus Alliance is to submit its STAG assessment to Transport Scotland.
- An Integrated Mobility Partnership has been formed to take forward and develop MaaS proposals.

A response to Scottish Government's Just Transition discussion paper on Transport is included for approval. The Executive Committee approved a response to Scottish Government's Local living and 20 minute neighbourhoods planning guidance draft for consultation and it is included for noting.

1 RECOMMENDATIONS**1.1 That the Partnership:**

- (i) notes the update on RTS progress and considers the need for a Special Partnership meeting in early 2024.
- (ii) notes updates on Bus Alliances and Integrated Mobility Partnership;
- (iii) considers and approves the proposed response to Scottish Government's Just Transition discussion paper on Transport, as detailed in Appendix A; and
- (iv) notes the response to the Scottish Government's Local living and 20 minute neighbourhoods: planning guidance draft for consultation, as detailed in Appendix B.

2 DISCUSSION

Regional Transport Strategy Progress Update

- 2.1 On 13 June 2023 the Tactran Board approved a twelve-week consultation on the draft Regional Transport Strategy 2024 - 2034. The consultation started on 4 August and will close on 27 October 2023. Responses are invited via an online survey.
- 2.2 The consultation documents, including both the Integrated Impact Assessment and the Strategic Environmental Assessment are available on the [RTS page](#) of the Tactran website. Alternative formats of the survey are available from the Tactran office.
- 2.3 The Partnership notified all the names of individuals, groups and organisations held on the Regional Transport Strategy database. These are made up of local residents, businesses, environmental, civil and community groups. The names on this database are persons who have indicated they wish to be consulted on the development of the Regional Transport Strategy in accordance with General Data Protection Regulation (GDRP).
- 2.4 During the consultation the Partnership is posting consultation awareness messages on social media platforms such as Facebook and Twitter. In addition, the Partnership placed adverts on Facebook.
- 2.5 Social listening, also referred to as social media listening, complements the consultation. Social listening describes the process of monitoring the Partnership's social media channels for any customer feedback and direct mentions in relation to the Regional Transport Strategy.
- 2.6 The Director has also written to constituent local authorities Chief Executives and Leaders offering further engagement opportunities for local elected members.
- 2.7 The launch of the consultation was also announced by a press release. The release was issued to the local press on 7 August with respective articles appearing in the Perthshire Advertiser on 11 August. The news article featured in the Dundee Courier was informed by an interview with the Partnership Chair.
- 2.8 Officers are available to offer short workshop session as an initial engagement with interested stakeholders to talk through the Draft RTS or, attend community groups/association meetings and forums.
- 2.9 Tactran has also appointed a provider of market research services to undertake engagement with a representative sample of the public on the Draft Regional Transport Strategy 2024 – 2034 to help identify whether any further changes are required before the Strategy is considered for adoption.

- 2.10 It is intended to provide a report on the consultation and the changes that may be required to the final RTS at the Partnership meeting to be held on 12 December 2023. However, in order to agree the final RTS for submission to Scottish Ministers at the earliest opportunity it may be prudent to schedule a Special Partnership meeting in early 2024, rather than wait until the next scheduled meeting in March 2024.

Bus Alliances Update

- 2.11 Two bus alliances operate within the Tactran region: the Tayside Bus Alliance, and the Forth Valley Bus Alliance. Both have completed the substantive work for a STAG appraisal, and the preparation of a Strategic Business Case (SBC).
- 2.12 The Tayside Bus Alliance submitted its findings and SBC for the continuation of Bus Priority schemes to Transport Scotland on 6 April 2023 for Gateway Review and is awaiting approval for the next phase of delivery.
- 2.13 The Tayside Bus alliance has participated in a Gateway Workshop as a part of the Gateway process. As a result of the workshop and follow up communications the Tayside Bus Alliance has confirmed next stage to include the development of 12 corridors within the Perth and Kinross Council, Dundee, Angus, and [North East] Fife council areas. More details of the costs of the next stage Outline Business Case (OBC) have been provided by the Tayside Bus Alliance, including costs for design work that includes integration between sustainable modes on the corridors. In the meantime, Transport Scotland has also approved a change request that will finance the continuation of the Tayside Bus Alliance Project Manager's post to the end of financial year 2023/24. Therefore, the Tayside Bus Alliance Project Manager's contract has been extended accordingly.
- 2.14 A further ask related to Early Interventions is also in discussion, focused on the delivery of a number of Urban Traffic Control (UTC) traffic signals bus priority measures.
- 2.15 The Forth Valley Bus Alliance has similarly completed all aspects of the STAG and SBC and are in the process of obtaining final approvals prior to submission to the Transport Scotland Gateway.

Tactran ENABLE / Integrated Mobility Partnership

- 2.16 Members will be aware of the Tactran ENABLE project funded by the Transport Scotland Mobility as a Service (MaaS) Investment Fund (MIF), Tactran, Paths for All and the Loch Lomond and the Trossachs National Park Authority (LLTNPA). The project developed and piloted a MaaS platform which powers journey planning interfaces (apps and websites) for Dundee & Angus College, LLTNPA and NHS Tayside. Members will be aware that Tactran and SEStran have worked jointly on the project since SEStran were successfully awarded funding from the second round of the MaaS Investment Fund (Report/23/04 refers).

- 2.17 Members will also be aware that Tactran and SEStran have been awarded funding by Paths for All from the Smarter Choices Smarter Places fund to continue the pilots until March 2024 (Report RTP/23/14 refers).
- 2.18 Tactran and SEStran will use the extension of the pilots to:
- Continue to run, develop and learn from the existing Tactran and SEStran pilot projects
 - Establish the Integrated Mobility Partnership (IMPs)
- 2.19 The purpose of the Integrated Mobility Partnership (IMPs) is to:
- Work with interested public sector partners (including existing partners (ie D&A College, LLTNPA and NHS Tayside) to explore funding opportunities and understand their MaaS requirements to inform potential future procurement and governance processes to enable progress if the continuation of the projects is deemed beneficial.
 - Share the learnings of the Tactran ENABLE and GoSEStran projects to inform a wider audience in Scotland of developing and delivering MaaS journey planning tools (*the second National Transport Strategy, and the second Strategic Transport Projects Review both promote MaaS journey planning tools as a means of enabling multi-modal travel to make the most of our transport networks*)
- 2.20 The reason for promoting a collaborative approach to MaaS via IMPs is that the provision of MaaS journey planning tools is likely to only be affordable to public sector agencies if a collaborative approach is undertaken. There is also a need to be prepared to progress if funding becomes available, provided the Tactran and SEStran Partnerships determine that there is benefit in continuing to run the programmes.
- 2.21 The Partnership will in due course be presented with reports on the initial Tactran ENABLE pilot; the report of the Tactran/SEStran 2023/24 extension; and the report of Transport Scotland's MIF programme, to inform the Partnership's view on continuing the MaaS programme.
- 2.22 Tactran, together with the other MIF projects, will continue to work with Transport Scotland to help inform the future of MaaS in Scotland. To this end, Tactran officers have been invited to join Transport Scotland's MaaS Working Group.

Consultations

Just Transition - Transport discussion paper

- 2.23 On 20 June 2023 the Scottish Government published a discussion paper on a [Just Transition for Transport](#) to support engagement on a just transition for the transport sector. Building on this engagement, a draft targeted action plan and route map will be published for consultation in late 2023 / early 2024 that will outline the key steps to delivering a fair transition for the sector.

- 2.24 As a sector, transport has implications for the lives and livelihoods of all people in Scotland. It impacts on how we access services and opportunities. The transition to net zero will fundamentally change how people will travel around their region. The Scottish Government aims for the transport offer to be more equitable, making sure everyone's needs are met to help reduce existing inequalities.
- 2.25 Tactran's response to the discussion paper, welcomes the opportunity to contribute and identifies a number of differential impacts. It is considered difficult, however, to respond to the guiding questions on behalf of the individuals and groups affected. It is also felt somewhat challenging to identify any social and distributional impacts without having any knowledge about what any proposed scheme would entail. This is because the types of equity issues that arise will be varied based on any scheme design.
- 2.26 At minimum, Tactran considers it key for the Scottish Government to engage directly with affected individuals or groups that represent them to understand the specific issues they face and to develop models that estimate the impacts of, for example, alternative road pricing schemes on financial costs and overall welfare.
- 2.27 Tactran's response to the discussion document is provided in Appendix A, which the Partnership is asked to approve.

Local living and 20 minute neighbourhoods: planning guidance draft for consultation

- 2.28 On 27 April 2023 Scottish Government published consultation on planning guidance for [Local living and 20 minute neighbourhoods](#) to support the implementation of National Planning Framework 4 (NPF4), with the consultation period ending on 20 July 2023. At its meeting on 13 June 2023, the Partnership delegated authority to the Executive Committee to consider and approve a response to the consultation (Report RTP/23/15 refers).
- 2.29 The Scottish Government note that the complex challenges faced, from the climate and nature crises to poverty and disadvantage and stark health inequalities, require a joined-up and collaborative approach to deliver positive outcomes for people and the environment.
- 2.30 Local living and 20-minute neighbourhoods draft planning guidance aims to help to deliver the healthy, sustainable and resilient places required to support a good quality of life and balance our environmental impact. The Local Living and 20-minute neighbourhood concepts aim to create places where people can meet most of their daily needs within a reasonable distance of their home, by walking, wheeling or cycling.
- 2.31 Tactran's response welcomed the guidance, although considered that it remained rather high level and is light on practical advice.

- 2.32 The recognition that the application of the principle will depend on the locality, especially within distinctively rural communities was welcomed. However, the Partnership considered that the term 20-minute neighbourhood is rather misleading and can lead to misunderstanding of the concept. It was stated that consideration should, subsequently, be given to only using Local Living, as this appears to be a better description.
- 2.33 Transport or Movement play a key role in enabling the delivery of the Local Living Framework. However, Tactran's response recommended including bus, DRT and community transport in the list of related key considerations.
- 2.34 Tactran welcomed the development of the Local Living Approach focusing on creating places that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about.
- 2.35 The consultation document includes a Local Living Framework diagram that supports and encourages flexible place-based approach. Tactran's response recommended complementing the diagram with a Local Living check for developers, providing a spreadsheet tool to support developers, similar to that adopted in other parts of the UK e.g. Transport for London Healthy Streets Indicators.
- 2.36 Tactran agreed that both qualitative and quantitative data are important in establishing a baseline for a place. While qualitative research will help to provide an understanding of the existing facilities and current and future needs required to develop an appropriate approach to supporting local living in each locality, there is a need to collect quantitative data. This would best be collected at a local level, particularly as local authorities develop their LDPs. In order to ensure consistency of data type collected there might be a role for Scottish Government to define quantitative datasets required and to audit essential daily facilities such as shops, schools and surgeries across local authority areas in Scotland. This will support consistency in application of the policy across Scotland.
- 2.37 Tactran welcomed the cross section of case studies and the inclusion of distinctively rural places, as well as urban. It was noted that one of the case studies included a funding link to Place Based Investment Programme. If this funding continues to be available, Tactran recommended this to be included in the main text rather than as part of one case study.
- 2.38 Tactran's response to the consultation, as detailed in Appendix B, was considered and approved by the Executive Committee and submitted to Scottish Government by the deadline of 20 July 2023.

3 CONSULTATIONS

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

4 RESOURCE IMPLICATIONS

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

5 EQUALITIES IMPLICATIONS

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

Mark Speed
Director

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

NOTE

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

Report to Partnership RTP/23/04, Tactran ENABLE MaaS Programme, 14 March 2023

Report to Partnership RTP/23/14, 2023/24 Budget and Monitoring, 13 June 2023

Report to Executive Committee RTP/23/16 Local Living and 20 minute neighbourhoods: Planning Guidance – draft for Consultation, 26 June 2023.

Scottish Government – Just Transition Transport Discussion Paper

Tactran Comments/Response

The Tayside and Central Scotland Regional Transport Partnership (Tactran) welcomes the Scottish Government's discussion paper on a Just Transition for Transport and the opportunity to contribute to the discussion.

Please find below comments from Tactran.

1. 20% Reduction in Car Kilometres Driven by 2030 - Pull Measures

Areas of deprivation have a below average car ownership and high reliance on bus services to access employment opportunities, services and facilities they need to access on a daily basis. Improving access to public transport will help reduce severance and increase the accessibility of services and opportunities across the region via public transport, and therefore, the accessibility of services and opportunities to a wider range of user groups.

Increased opportunities for walking and cycling should be of particular benefit to poorer members of society as these are relatively inexpensive transport modes. However, Tactran would note that a reliance on walking or cycling for transport while offering benefits to a wide range of people may also be a dis-benefit to some segments of the population. BOSTOCK¹, for example, recognises the disadvantages associated with walking. For some segments of the population, walking is compulsory and a source of both physical fatigue and psycho-social stress. It could be said to have contradictory health effects for such groups: positive features include exercise, while negative effects create fatigue and stress. At worst, walking may be health damaging.

The extent to which walking may provide health benefits or dis-benefits relates to the degree of choice of travel mode, with those individuals who walk or cycle for pleasure experiencing the former whilst those without alternatives experiencing the latter. As access to private transport is necessarily related to socioeconomic status, there are clear class dimensions to the health benefits of active travel. BOSTOCK identifies three main negative health effects associated with compulsory active travel, including psycho-social pressures associated with managing the demands of children whilst walking; physical fatigue as a result of long journeys; and limited access to health care and retail services, including hospitals and food shops.

At minimum, Tactran considers it key to engage directly with affected individuals or groups that represent them in order to understand the specific issues they face.

2. 20% Reduction in Car Kilometres Driven by 2030 - Push Measures

Recent transport statistics clearly show that the higher a household's net income, the more likely it is that employed adults within that household will drive to work.

¹ BOSTOCK, L. (2001) Pathways of disadvantage? Walking as a mode of transport among low-income mothers. In: Health and Social Care in the Community. 9(1), pp. 11-18.

While 74% of adults from households with an income over £50,000 per annum drive to work, 43% of those adults from households with an income up to £10,000 per annum drive to work².

In addition, data further shows that the possession of a full driving licence is also strongly related to net household income. While 91% of households with an income over £50,000 per annum hold a driving licence only 50% of those with an income up to £10,000 per annum hold a driving licence³.

Not all car owners, however, are affluent. Recent evidence (TRANSPORT FOR SCOTLAND 2022) indicates that 40% of households in the lowest income group have access to a car (an increase from 26% in 1985/86). JONES (1998) notes that there is a particular problem for people on low incomes who need to use a car to access their work⁴.

Some of those for whom the Workplace Parking Levy would be an imposition will reduce their car use due to the charge and others will have to make economies elsewhere. Either could have serious consequences for some people and could make it difficult for them to continue to participate in society.

RAJE ET AL. (2004) identify several groups who are at risk from the introduction of road user charges, including those on low income. However, other circumstances will significantly exacerbate the problem, such as a difficulty or inability to use public transport would make individuals for whom the car is essential to their current pattern of participation in society particularly vulnerable to the introduction of road charges. Subsequently, the below groups are particularly at-risk: those suffering from disabilities (access problems), elderly people (access problems and security fears), females (potential security fears), ethnic minority groups (potential security fears and inability to understand how to use public transport) and, of course, those whose trip is not served by public transport.

Tactran considers it difficult to think about equity in the context of social and distributional impacts without knowing precisely what any scheme would entail. This is because the types of equity issues that arise will be varied based on the design of the road pricing scheme. Tactran considers it somewhat challenging to identify any social and distributional impacts without having some knowledge about how generated revenues would be used. Uses of revenue are consequential for identifying and understanding impacts.

Further information is, therefore, required to understand which form of road user charging would minimise the unwanted impacts on at-risk groups without compromising the overall objectives of any road user charging scheme.

At minimum, Tactran considers it key to engage directly with affected individuals or groups that represent them in order to understand the specific issues they face.

² <https://www.transport.gov.scot/media/49874/scottish-transport-statistics-2020-may-2021.pdf>

³ IBID

⁴ JONES, P. (1998) Urban Road pricing: public acceptability and barriers to implementation. In: BUTTON, K., VERHOEFF, E. (Eds), Road pricing, Traffic Congestion and the Environment, Edward Elgar, Cheltenham.

In some situations, bespoke analysis and modelling techniques may also be used to better understand and quantify potential impacts (Cp. ARENTZE ET AL. (2004); SALEH and FARRELL (2005); WASHBROOK ET AL. (2006)). For instance, stated preference surveys, in which selected people are asked how they might respond to road pricing options, can be used to develop models that estimate the impacts of alternative pricing schemes on financial costs and overall welfare.

This analysis would provide an understanding of the distribution of people with protected characteristics and socio-economically deprived communities across the Country's regions and, would provide an indication of people who might be particularly at-risk from the introduction of road user charging schemes. This is especially important where these households and individuals make commuter trips, for which road user charging will impose significant additional financial costs.

Information at this level of detail will help to introduce measures to reduce the unwanted impacts of road user charging schemes on vulnerable at-risk groups without compromising the overall objectives of any road user charging scheme and will assist Transport Scotland/Scottish Government in considering national Road User Charging.

3. Acceleration of the Uptake of Electric Vehicles

A recent set of figures from the SOCIETY OF MOTOR MANUFACTURERS AND TRADERS (SMMT) in the UK shows that registrations for ULEVs in the first 9 months of 2021 were up to 174% compared to 2020⁵. However, this market comprises higher-income consumers, with over half of EV owners still primarily concentrated among the top 20% wealthiest income earners.

Most private EV owners are still middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and the ability to charge at home⁶. Indeed, those in the lowest two income brackets made up just 4% of EV owners from 2015 to 2017⁷.

Current business models for EV ownership and the transition to net-net zero emissions are not working for households in the lowest income brackets.

A recent study⁸ showed less than 0.1% EV uptake in rural areas, which means those regions are less likely to attract investors due to the risk in installation and management of charging infrastructure. However, rural areas do not just connect regions but attract tourists with their visitor attractions.

⁵ Electric car market statistics (<https://www.nextgreencar.com/electric-cars/statistics>)

⁶ LYNDHURST B. Uptake of Ultra Low Emission Vehicles in the UK, A Rapid Evidence Assessment for the Department for Transport. London: Department For Transport Brook Lyndhurst Ltd; 2015.

⁷ Electric car market statistics (<https://www.nextgreencar.com/electric-cars/statistics>)

⁸ KAI SHENG, MAHDIEH DIBAJ, MOHAMMAD AKRAMI (2021): Analysing the Cost-Effectiveness of Charging Stations for Electric Vehicles in the U.K.'s Rural Areas (<https://www.mdpi.com/2032-6653/12/4/232>)

Respective business models need to be developed and applied to enable business opportunities to deliver charging infrastructure to be delivered in such rural places with lower risk and higher Return on Investment compared to other models.

4. Resilience of the Transport Network

Improving the resilience of the trunk road and rail network in Scotland to the anticipated impacts of climate change and reduce the need for closures during adverse weather.

Improving the resilience of a strategic transport network across Scotland is of strategic importance as disruption to the road network can have significant consequences for communities and the wider economy. A resilient network will help to maintain economic activity and access to key services during disruptive events. This is especially important for the rural population and the most vulnerable groups in society.

Local Living and 20 Minute Neighbourhoods Planning Guidance - Draft for Consultation

Tactran Response

Question 1

How helpful is Part 1 of the guidance to further the understanding of local living and 20 minute neighbourhoods in a Scottish context?

Additional information for question 1:

Part 1 - Local living, the benefits of local living and 20 minute neighbourhoods.

Part 1 of the guidance explains that local living and 20 minute neighbourhoods in Scotland have the potential to contribute to global, national as well as local goals around climate action, decreased health inequalities, improved local economy and improved liveability/quality of life.

It explains how local living and 20 minute neighbourhoods can be a means of tackling the interrelated environmental, social and economic challenges we face in Scotland through the alignment with policy context, the place context and the rural and island contexts.

More information can be found in part 1 of the guidance document.

- Very helpful
- Somewhat helpful
- Not at all helpful

Please explain your response explaining what else could be helpful

Part 1 gives a good policy context, but perhaps some recognition should be given to other policies that need to be implemented to meet the desired outcomes i.e. climate emergency - local living and 20 minute neighbourhoods only part of solution.

Tactran welcomes the recognition that the application of the principle will depend on the locality, especially within distinctively rural communities. Reference is made to research into the concept of 20 Minute Neighbourhoods in a rural context and what would need to happen for a rural settlement to successfully apply the concept. While this reference is welcomed, it is considered that the term 20 minute neighbourhood is rather misleading and can lead to misunderstanding of the concept. Consideration should be given to only using Local Living, as this appears to be a better description.

Question 2

Please refer to the Local Living Framework Diagram on page 19 of the guidance. How helpful is the framework diagram in encouraging flexible, place-based approaches to support local living?

Additional Information for question 2:

Part 2 of draft guidance - local living framework diagram

20 minute neighbourhoods are one method of achieving 'local Living' and the benefits that flow from it. The way in which 'local living' works will vary from place to place and should evolve, over time as a result of place-based activity with communities and across sectors.

The local living framework diagram was developed to support and encourage the type of flexible, place-based approach when considering the daily needs in a place that supports local living - whilst avoiding tick box approaches.

More information can be found in part 2 of the guidance document.

- Very helpful
- Somewhat helpful
- Not at all helpful

Please explain your response explaining what else could be helpful

Figure 5 on page 19 makes it clear that all 5 categories and 14 place based themes need to be considered together with local people at the heart of the decision making process. Good to see public transport included in this – as elsewhere in the document reference is only to walking, wheeling and cycling. Public Transport, particularly road based public transport (bus, DRT, community transport) as part of the sustainable transport hierarchy has a significant role to play and is more inclusive than wheeling and cycling.

Tactran welcomes the development of the Local Living Approach focusing on creating places that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about.

While the diagram supports and encourages flexible place-based approach, we would recommend complementing the diagram with a Local Living check for developers, providing a spreadsheet tool to support developers, similar to that adopted in other parts of the UK e.g. Transport for London Heathy Streets Indicators.

Such a tool will help developers to make sure any proposed development result in improvements in line with the Local Living Approach, scoring the proposals against the identified Local Living indicators.

Such an assessment could be used to show planning authorities and the public alike how development will result in improvements. While such a check might not hold formal status in guidance and decision making, it will encourage developers and decision makers to actively consider the identified indicators and will advise on how a project fits with the Local Living policy agenda.

Question 3

Looking at part 2 of the draft guidance: how helpful are the 'categories' and 'key considerations for local living' that are captured within this part of the document?

Additional Information for question 3:

Part 2: Categories and key considerations

The 'categories' - Movement, Space, Resources, Civic, and Stewardship, and the related key considerations support the local living framework and are detailed in part 2 of the guidance. They provide detail on the important issues that should be considered and where appropriate, addressed for successful local living.

More information can be found in part 2 of the guidance document.

- Very helpful
- Somewhat helpful
- Not at all helpful

Please explain your response explaining what else could be helpful

It is useful to get an overview of all the considerations with a brief description and further information in the annex and gets across the need for integrated collaborative working across all aspects of designing for local people. While in a presentational context it may make sense to use annex for more detail, it does give the impression that the guidance is very high level and theoretical.

Tactran agrees with the key consideration. Transport or Movement play a key role in enabling the delivery of the Local Living Framework. However, we would recommend to include bus, DRT and community transport in the list of related key considerations. It is noticeable that the case studies for '*Edinburgh: embedding 20-Minute Neighbourhoods as a new approach to service delivery and regeneration*' includes using public transport as part of the 20 minute round trip (diagram page 39) and '*Living well locally – 20 Minute Communities in the Highlands and Islands*' includes community transport.

Question 4

How helpful is the proposed 'structured approach' for use?

Additional Information for question 4:

A structured approach to delivering local living.

Part 3 of the draft guidance offers a structured approach that can assist with delivering local living. Three 'key steps' are detailed that can be repeated for incremental change. These are:

1. understand context - understanding the context of the place through the use of quantitative and qualitative information
2. collaborate, plan, design- developing collaborative models of working to inform place-based planning and design processes
3. implement and review - aligning investment, developing delivery capacity and supporting new ways of working

More information can be found in part 3 of the guidance document.

- Very helpful
- Somewhat helpful
- Not at all helpful

Please explain your response explaining what else could be helpful

Tactran considers that the structured approach helps identify all groups required, the data needed and the importance of a collaborative approach and is supportive of the criteria set out in Part 3.

Question 5

Does part 3 of the guidance clearly communicate the importance of both qualitative and quantitative data in establishing a baseline for a place?

Additional Information for question 5:

Part 3 - Ways to support local living and 20 minute neighbourhoods; key step 1 - understand the context

Part 3 of the draft guidance offers a structured approach to support local living. Three 'key steps' are detailed that can be repeated for incremental change.

Key step 1: Understand context - understanding the context of the place through the use of quantitative and qualitative information.

This step explains that gaining a full understanding of the context of a place, at the outset, is critical for forming a baseline and for understanding a place.

This part of the guidance aims to communicate and emphasise that while quantitative data is important in this regard, the gathering of qualitative information and the way in which this informs action is equally as critical.

More information can be found in part 3 of the guidance document.

- Very useful
- Somewhat useful
- Not at all useful

Please explain your response explaining what else could be useful

Tactran agrees that both qualitative and quantitative data are important in establishing a baseline for a place. Part 3 of the guidance underlines the importance.

While qualitative research will help to provide an understanding of the existing facilities and current and future needs is required to develop an appropriate approach to supporting local living in each locality, there is a need to collect quantitative data. This would best be collected at a local level, particularly as local authorities develop their LDPs. In order to ensure consistency of data type collected there might be a role for Scottish Government to define quantitative datasets required and to audit essential daily facilities such as shops, schools and surgeries across local authority areas in Scotland. This will support consistency in application of the policy across Scotland.

The access to work bullet point seems to be very white collar orientated and calls in to question the context of local living for SIMD deprivation areas.

Question 6

How helpful is the 'collaborate, plan, design' section of part 3 in supporting collaborative practices?

Additional Information for question 6:

Part 3 - Ways to support local living and 20 minute neighbourhoods - key step 2 - collaborate, plan, design

Key step 2: Collaborate, plan, design - developing collaborative models of working to inform place-based planning and design processes.

Land-use planning is a fundamental tool for embedding local living and 20 minute neighbourhood principles in our places. National Planning Framework 4 (NPF4) provides a new approach to planning by combining the long term spatial strategy with national planning policies to form part of the statutory development plan.

This section explains the context for the delivery of local living and 20 minute neighbourhoods beyond planning mechanisms.

Local living requires input from a broad range of stakeholders and a cross sector commitment to collaborative working, informing place based planning and design. It involves coordination across investment plans and opportunities and the bringing together of the knowledge and skills of different organisations and sectors.

More information can be found in part 3 of the guidance document.

- Very helpful
- Somewhat helpful
- Not at all helpful

Please explain your response explaining what else could be helpful

Tactran considers this to be a very high level view on the proposed approach but is supportive of the criteria set out in Part 3. However, the guidance document is light on practical advice on how to get the various parties needed and the conditions required to ensure all parties including private businesses etc, are on-board to make the local living concept work in real terms.

Question 7

How helpful is the 'implement and review' section of part 3 in assisting the delivery of collaborative approaches to support local living?

Additional Information for question 7:

Part 3 - Ways to support local living and 20 minute neighbourhoods - key step 3 - implement and review

Key step 3: implement and review - aligning investment, developing delivery capacity and supporting new ways of working.

This is the stage at which the action identified in the previous steps could be taken forward or planned for.

This section of the guidance explains that while a number of cross government policies, strategies and investments are aligned to support local living and 20 minute neighbourhoods, there needs to be a cross sectoral alignment of knowledge, skills and resources, local knowledge, insights and capacity to maximise the benefits of local living.

The 'trip chain' diagrams in this section demonstrate the issues that can arise for local services when decisions about key infrastructure are made and local living is not prioritised.

More information can be found in part 3 of the guidance document.

- Very helpful
- Somewhat helpful
- Not at all helpful

Please explain your response explaining what else could be helpful

Tactran agree that there is a need to implement and review as good practice, but consider that this section and figures 11 and 12 do not particularly add anything in the way of good practice examples of how this could be done.

Question 8

Looking at part 4 of the draft guidance: do the case studies provide a useful and appropriate range of examples of good practice?

Additional Information for question 8:

The case studies in part 4 of the document are included to demonstrate real place-based action being undertaken that helps support local living and 20 minute neighbourhood principles.

More information can be found in part 4 of the guidance document.

- Very useful
- Somewhat useful
- Not at all useful

Please explain your response explaining what else could be useful

Tactran welcomes the cross section of case studies and the inclusion of distinctively rural places, as well as urban. As noted in response to question 3 the case studies seem to include public transport as part of the living locally sustainable transport, which is welcomed.

It is noted that one of the case studies includes a funding link to Place Based Investment Programme. If this funding continues to be available, this should be included in the main text rather than as part of one case study.

Question 9

Looking at the impact assessment update report: do you have any views about the initial conclusions of the impact assessment update report that accompany and inform this guidance?

Additional Information for question 9:

The impact assessment report update relates to the draft guidance on Local living and 20 Minute Neighbourhoods, produced to support the fourth National Planning Framework (NPF4).

Local Living and 20 minute neighbourhoods are included within the policy framework of NPF4, adopted by Scottish Ministers on 13th February. The concept of local living and 20 minute neighbourhoods is intended to support places where people can meet the majority of their daily needs within a reasonable distance of their home, preferably through active travel modes or by public transport.

NPF4 was the subject of extensive consultation and parliamentary scrutiny and an Integrated Impact Assessment (IIA), involving a number of statutory and non-statutory assessments, was prepared for NPF4 and is available on the [Transforming Planning](#) website.

The policy intent and outcomes for Local Living and 20 minute neighbourhoods were included within this assessment process. Therefore, the impact of the policy has already

been assessed and this updated report summarises key content relevant to local living and 20 minute neighbourhoods gathered as part of the previous impact assessment process. Additional content on the impacts of the draft guidance has been added where relevant or necessary.

Read the impact assessment update report.

Yes

No

Please tell us here

Tactran does not have a particular view on the Impact Assessment Update Report, but notes that for a number of reasons the implementation of local living is likely to be more difficult in areas of deprivation.

Question 10

Please provide any further comments on the draft guidance document in the box below.

With transport being a key consideration in the application of the concept of Local Living, the role of appropriate and effective transport appraisals undertaken in line with relevant transport appraisal guidance should be strengthened. In line with NPF4, proposals should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan's infrastructure first approach. Policy 12 of the NPF4 refers.