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.

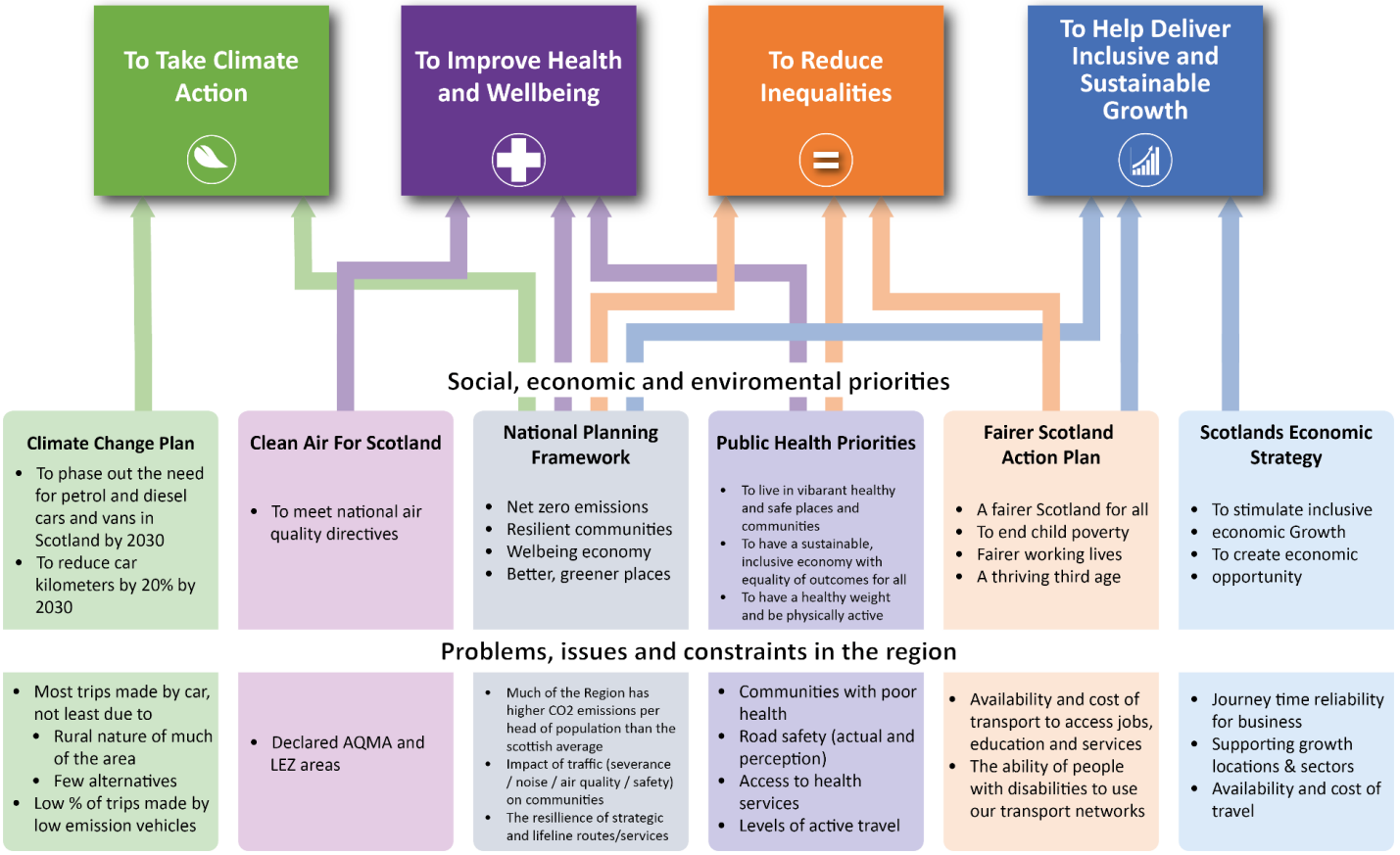

Fig. 1: Relationship between strategic objectives and key issues

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 aspirations 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 unlikely 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 improvement programmes provide a genuine alternative to car use through integrated solutions
- Recognises that alternative models for bus provision need to be investigated
- 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.	Decarbonisation of vehicle transmissions Reduce mileage driven
Increase the share of EV and low emission vehicle use	Promote Ultra Low Emission Vehicles (ULEV) adoption to achieve 72.7%[1] 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 kilometres 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] Research commissioned by the Scottish Government suggests changing technology will achieve 72.7% of 2030 target and behaviour change 27.3% of target (Element Energy 'Decarbonising the Scottish transport sector' 2021)

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	Meet the targets set out in 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	For the least affluent SIMD data zones achieve Transport Scotland's[3] forecasts for average proportion of journeys walked and cycled by 2030[4] • 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] Transport Scotland's Second Strategic Transport Projects Review (STPR2)

[4] 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 2030), 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 Emission Ceiling Directive[5] thresholds are reflected in the 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 data zones targeted by the respective Council to access jobs, education and services	% 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[6]	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 to key destinations for (a) public transport (b) freight	• 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

[5] National Emission Ceilings Directive

[6] To monitor this outcome, a survey repeating the SHS question '% of employed adults who could use public transport for work' would need to be undertaken in the regions' least affluent areas

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

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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.

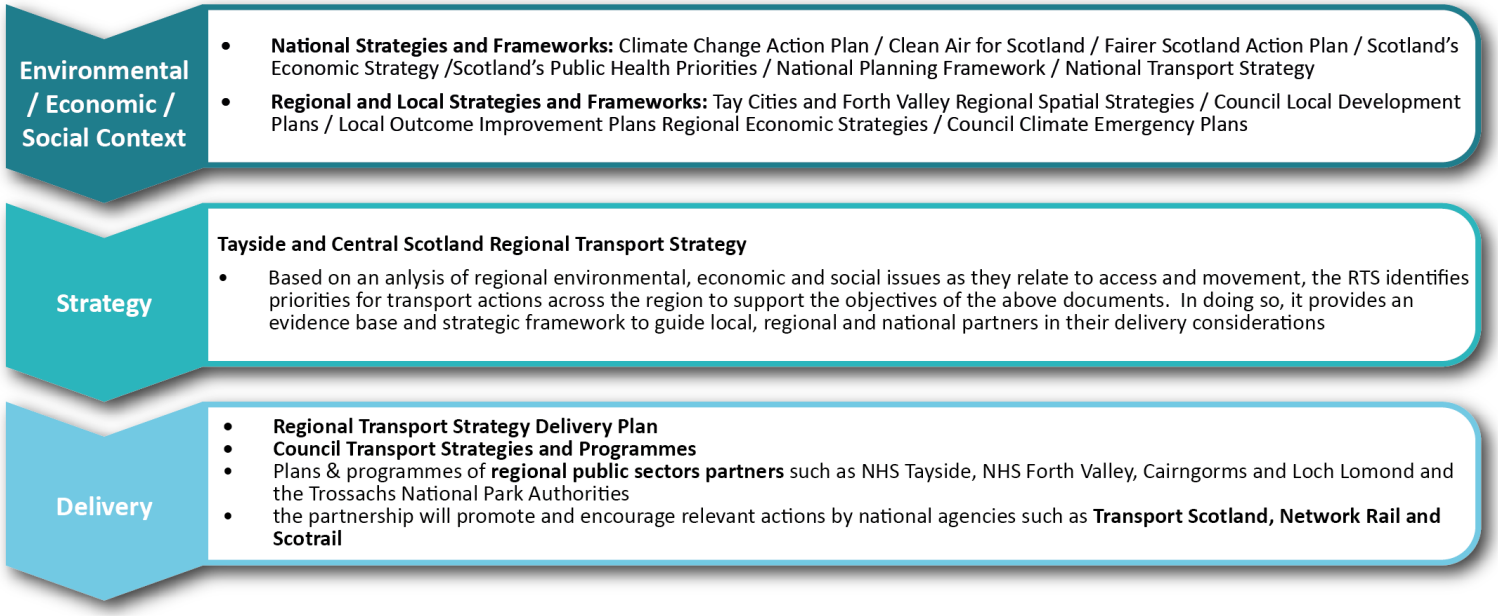
It provides a unique and complementary role to support local and national strategies, focusing on regionally significant issues. Figure 1 highlights the strategies it seeks to support, and the plans and programmes which are vital to delivering the RTS.

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.

The 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 strategic objectives, outcomes and actions to focus activity on where it is most required. And a monitoring and review framework to enable progress to be measure

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



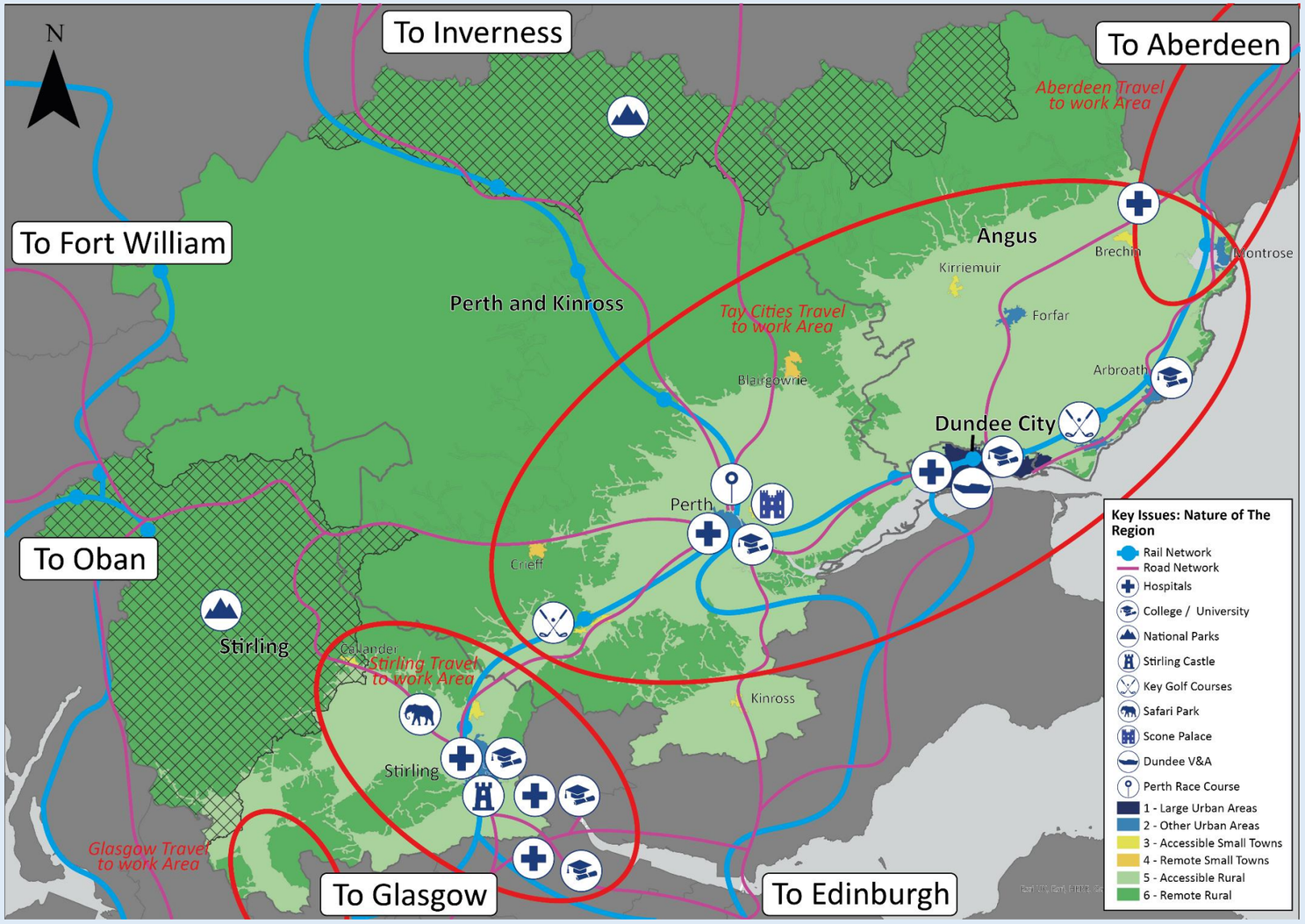
1.2: Key issues: nature of the region

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 [i]. 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[ii]

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)[iii]



Travel to work

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

- 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 the region and 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[ii] / 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)[v]. 5.5% of 16-19yr olds are not participating in education, training or employment [vi]

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)[ii]

1.3: Key Issues: transport

Consequences of rural hinterlands

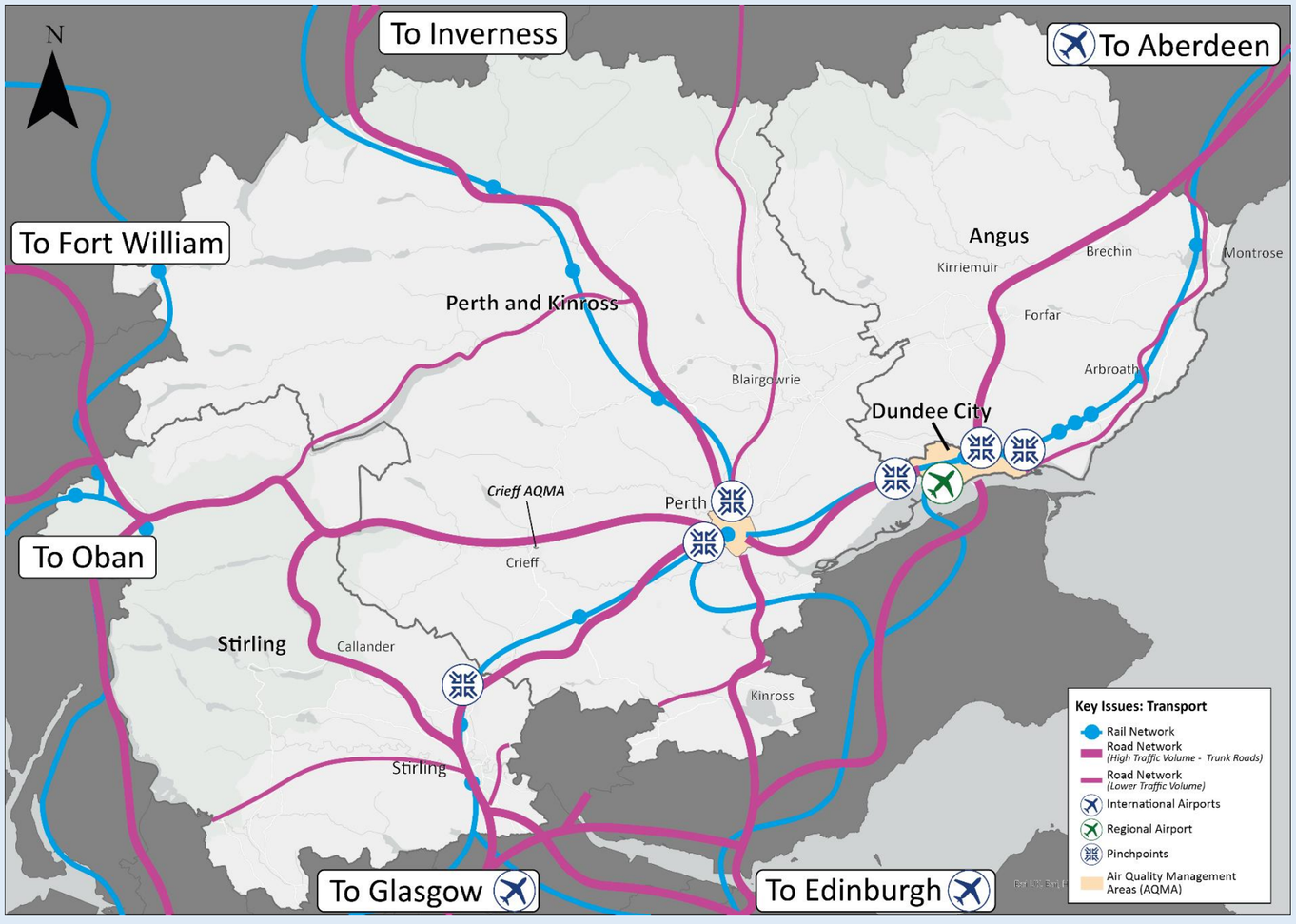
- Average car km driven/person/year is 12,547km in Perth & Kinross, 11,054km in Stirling, 7,512km in Angus, and 4,471km in Dundee (the Scottish average is 6,723km) [vii]
- Our towns & cities serve large rural hinterlands. 60% of trips made by those living in the region are by car[vii]
- Angus, Perth and Kinross and Stirling all have higher per capita transport CO_2 emissions compared to the Scottish average[viii]

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 driven. In Dundee 91% of the trips are under 10km[vii]
- Approximately 2.2 % of vehicles registered in the region were hybrid, electric or ULEV in 2021[ix]

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[vii]
- 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 [x]

Freight

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

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
- Approximately a 1/5th of the jobs in the region cannot be accessed within 60minutes by public transport by the working age population [xiii]
- 12% of 16-24 year olds cannot access further education within 60minutes by public transport [xiii]
- 14% of the population cannot access a hospital within 60mins by public transport; and approximately 8% cannot access a GP within 30mins by public transport[xiii]

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[xiv]

1.4 Key Issues: Climate Emergency

The Scottish Government and all four Councils in the region have declared a Climate Emergency[7]. At a national level this has resulted in targets included in the Climate Change Action Plan[8] relating to:

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

Climate change targets will only be met by[9]

- 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

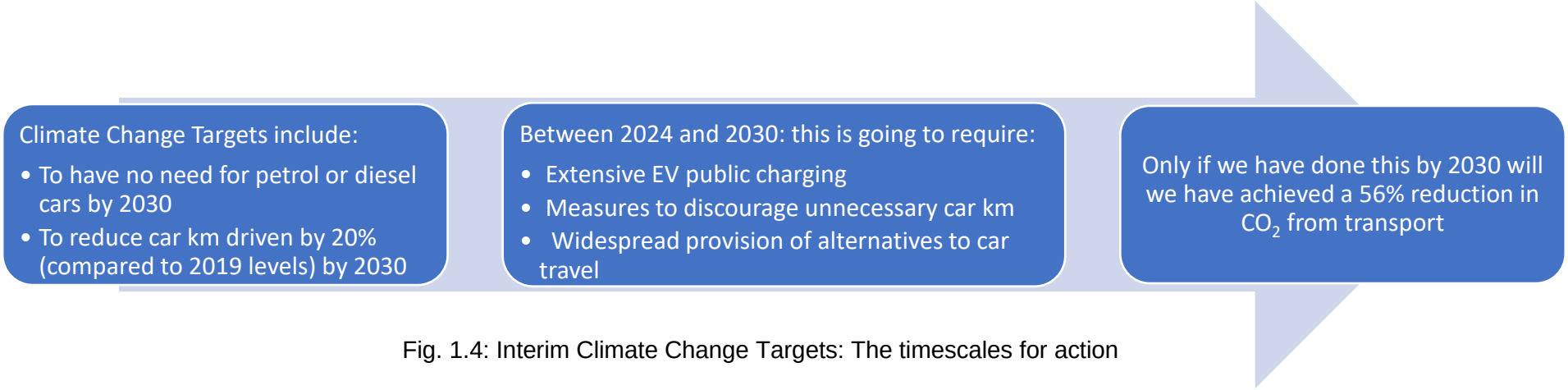


Fig. 1.4: Interim Climate Change Targets: The timescales for action

[7] 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
[8] See also Transport Scotland Mission Zero for transport
[9] Decarbonising the Scottish Transport Sector Final Report for Transport Scotland

1.5 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)

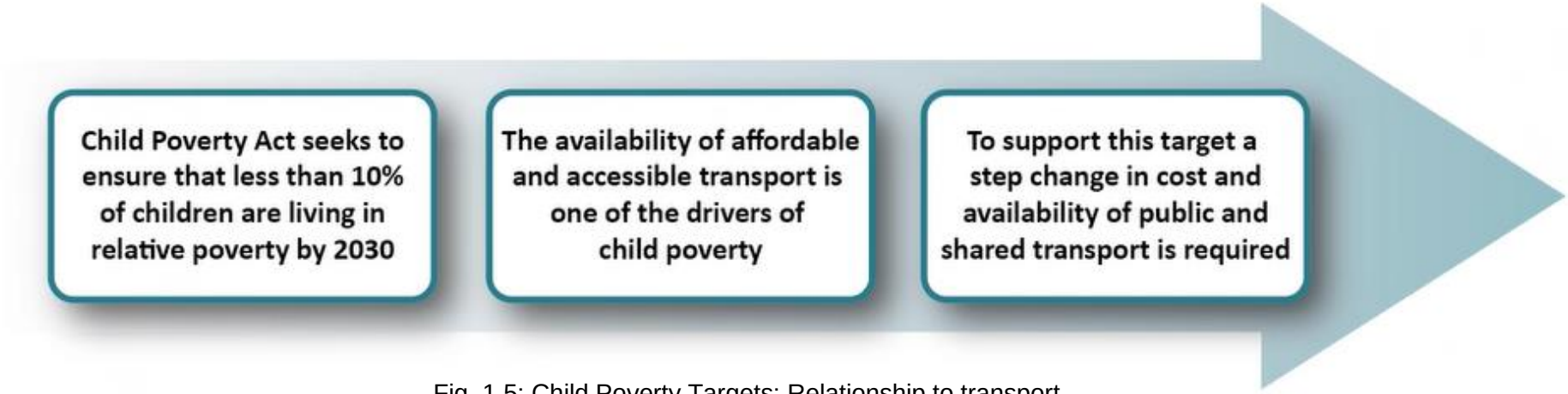


Fig. 1.5: Child Poverty Targets: Relationship to transport

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	
i. Scottish Urban Rural Classification 2020 ii.. Local and national share calculator, Scottish Indices of Multiple Deprivation iii. Census iv. 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 v. Children in low income families: local area statistics, financial year ending 2021 vi. Skills Development Scotland Annual Participation Measure for 16 – 19 year olds in Scotland 2021 vii. Transport and Travel in Scotland 2019	viii. UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 ix. Vehicle licensing statistics data tables DVLA / DfT x. Transport Scotland Transport Forecasts 2018 xi. Freight DfT Road Traffic Statistics 2019 xii. Table 3.8: Average freight lifted by UK HGVs Scottish Transport Statistics 2020 xiii. 2023Public transport accessibility mapping RTS Monitoring Framework xiv. 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).

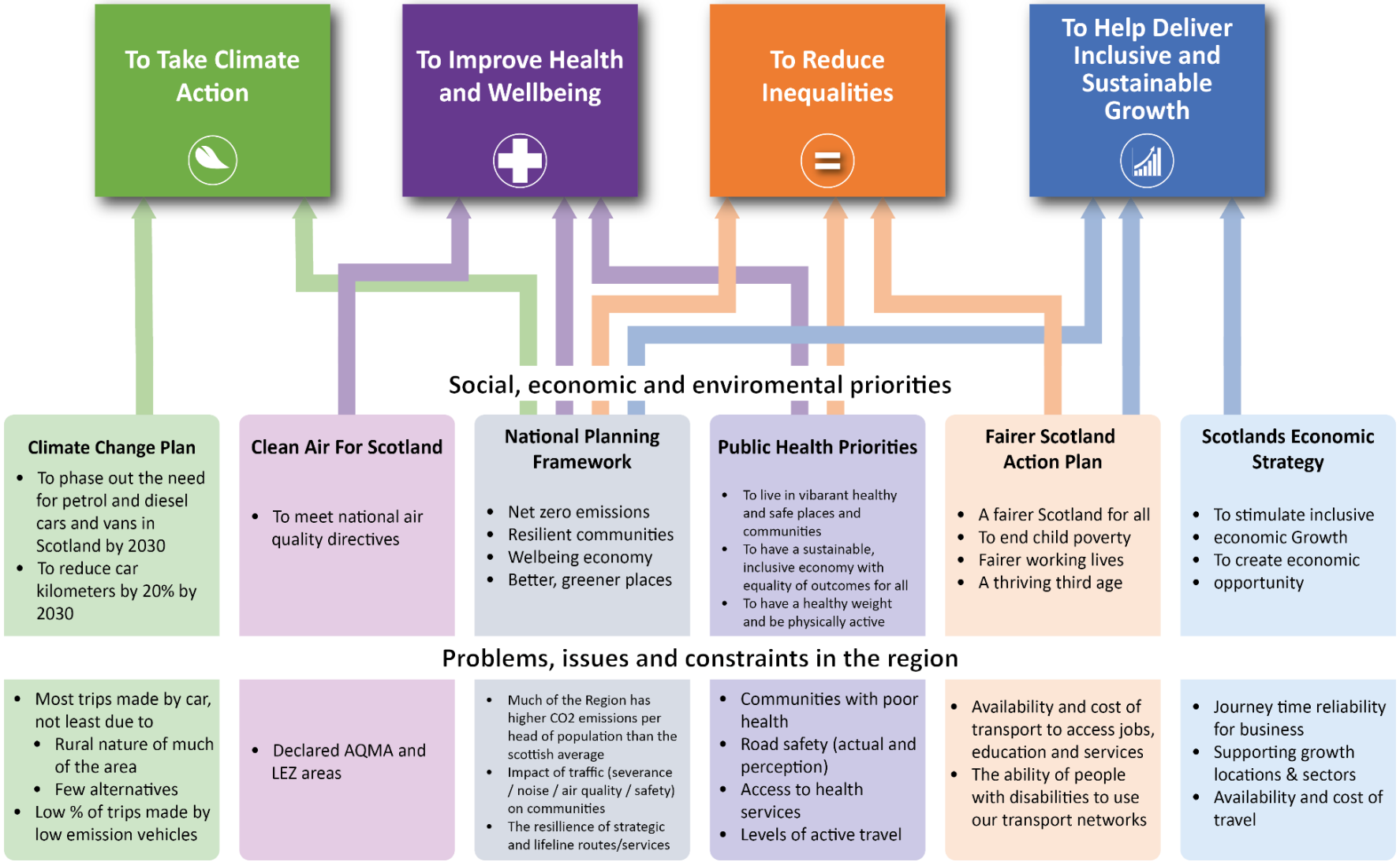


Fig. 2.1: Relationship between strategic objectives and key issues

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 identified 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 older people, 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 • Improve the ability of over 65s to access healthcare (Primary health care / Hospitals) **Increase the share of personal trips made by sustainable modes such as walking, cycling and public transport** **Increase levels of physical activity** • 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

TABLE 2.1: OUTCOMES
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 highlighted 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.	Decarbonisation of vehicle transmissions Reduce mileage driven
Increase the share of EV and low emission vehicle use	Promote Ultra Low Emission Vehicle (ULEV) adoption to achieve 72.7%[10] 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 kilometres 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 Facilitate shorter trips through more services being delivered locally Discourage car trips where there are reasonable alternatives and facilitate shorter trips

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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 access to public transport
Reduce fatalities and injuries	Meet the targets set out in Scotland's Road Safety Framework to 2030[11]	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 data zones	For the least affluent SIMD data zones achieve the Transport Scotland's[12] forecasts for average proportion of journeys walked and cycled by 2030[13] • 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	Improve the proportion of facilities that are within walking/cycling distance of communities. Improve walking and cycling opportunities to local facilities

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

[12] Transport Scotland's Second Strategic Transport Projects Review (STPR2)

[13] 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 2030), the STPR2 forecasts are to 2033.

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Improve ability of all in the least affluent SIMD data zones targeted by the respective Council to access jobs, education and services	% 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[15]	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 the proportion of facilities that are within walking/cycling distance of communities. Improve public and shared transport opportunities Improve ability to access and use public and shared transport opportunities

[14] National Emission Ceilings Directive

[15] To monitor this outcome, a survey repeating the SHS question '% of employed adults who could use public transport for work' would need to be undertaken in the regions' least affluent areas

TABLE 2.2: WHERE WE NEED TO GET TO AND THE SCALE OF THE CHALLENGE			
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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 National Emission Ceilings Directive 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 Transport Scotland 'Just transition for the transport sector: a discussion paper' June 2023

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**

3.1.1 How this will affect individuals and busineses?

- It is important that there is a Just Transition[16] 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, and 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:

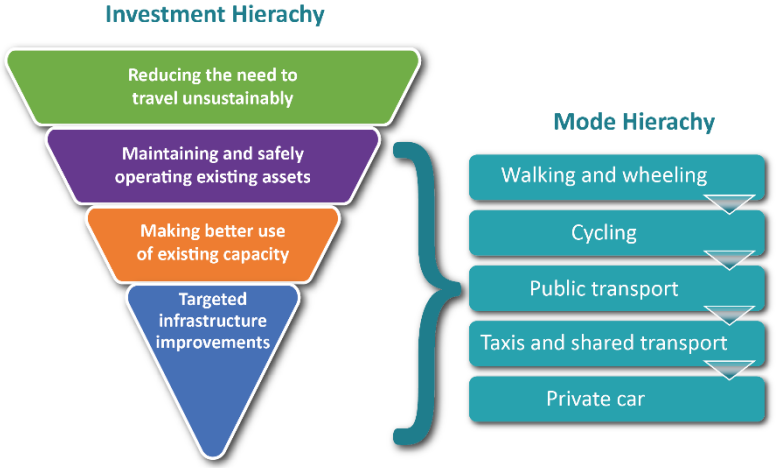
- *People will have the choice to make fewer trips by using technology to reduce the need to travel*
- *People have confidence that they can make car based trips by low emission vehicles and reduce car mileage by making most trips by sustainable modes. Our settlements will be healthier places to live, where people are able to access more services locally by walking and cycling*
- *That reliable and affordable public transport and shared transport[17] 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*

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

[17] 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

3.1.2 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 messaging 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 partners 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 (*i.e. 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 sectors*).
    - 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-ordination 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 activity 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[18] – 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

[18] National Planning Framework 4

3.1.3 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 reliability 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 to the car.

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 discourage 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)

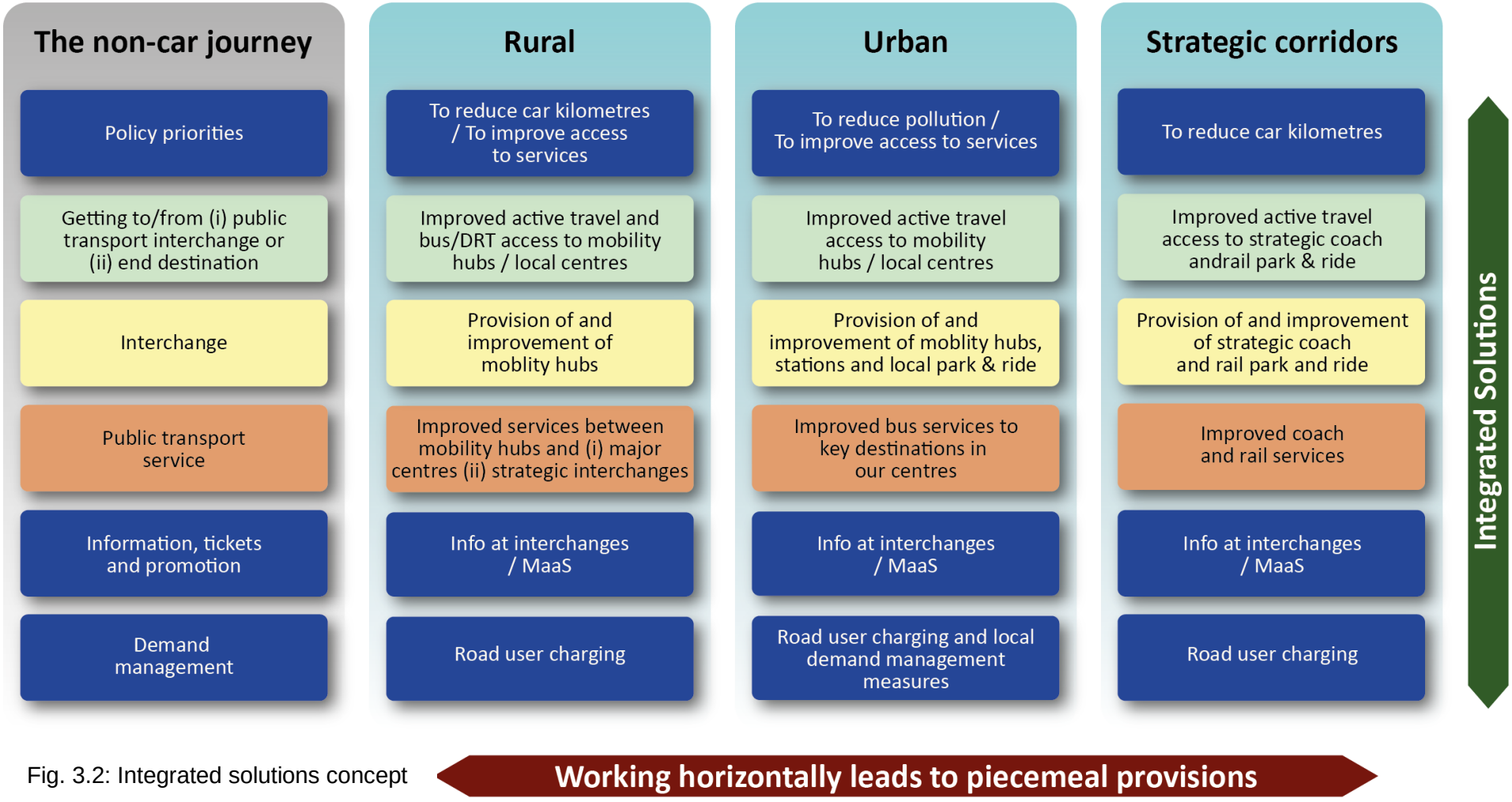


Fig. 3.2: Integrated solutions concept

Working horizontally leads to piecemeal provisions

3.2.1 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 households have access to a car.

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.

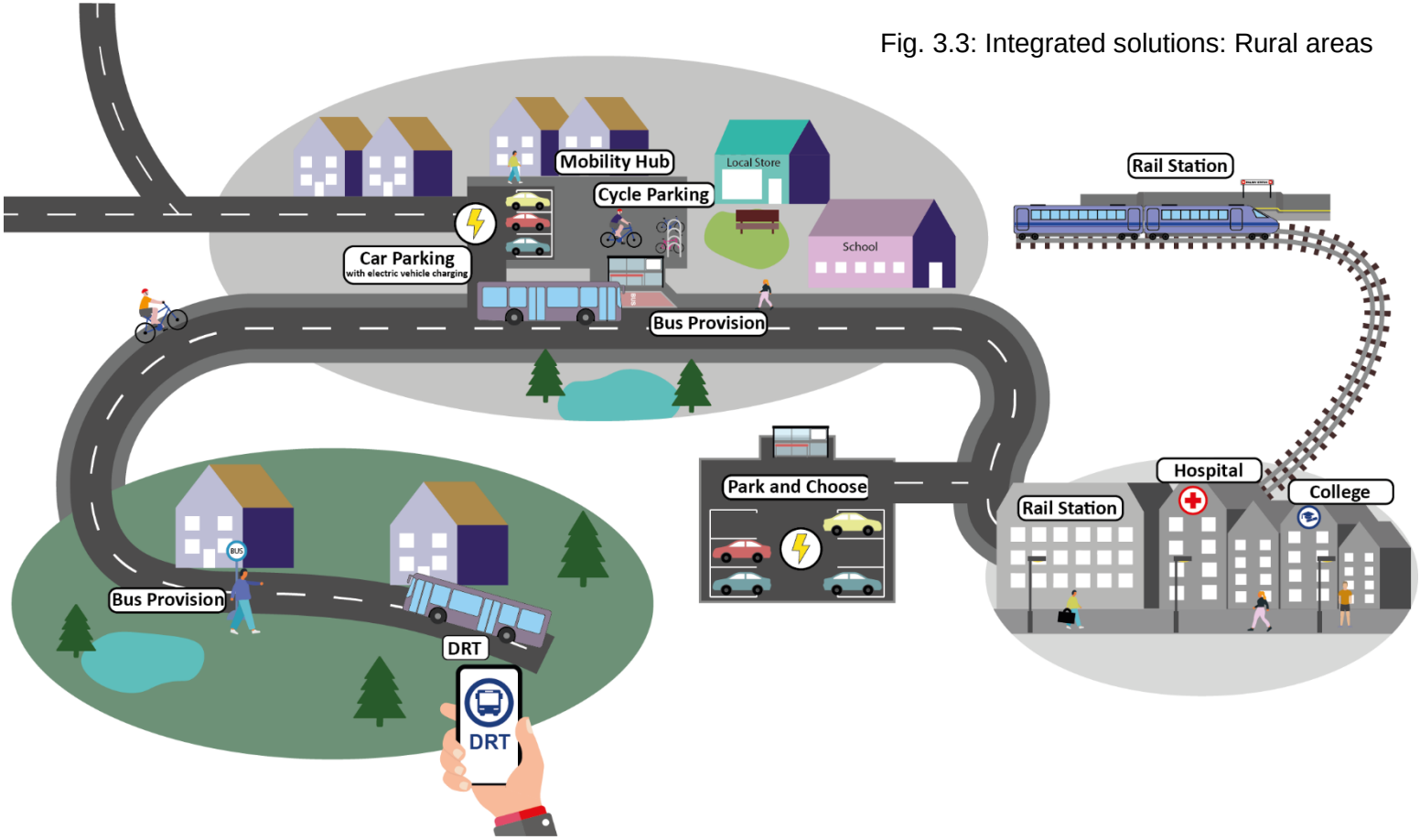


Fig. 3.3: Integrated solutions: Rural areas

3.2.2 Integrated solutions: urban areas

Arbroath, Dundee, Forfar, Montrose, Perth, Stirling (including 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.

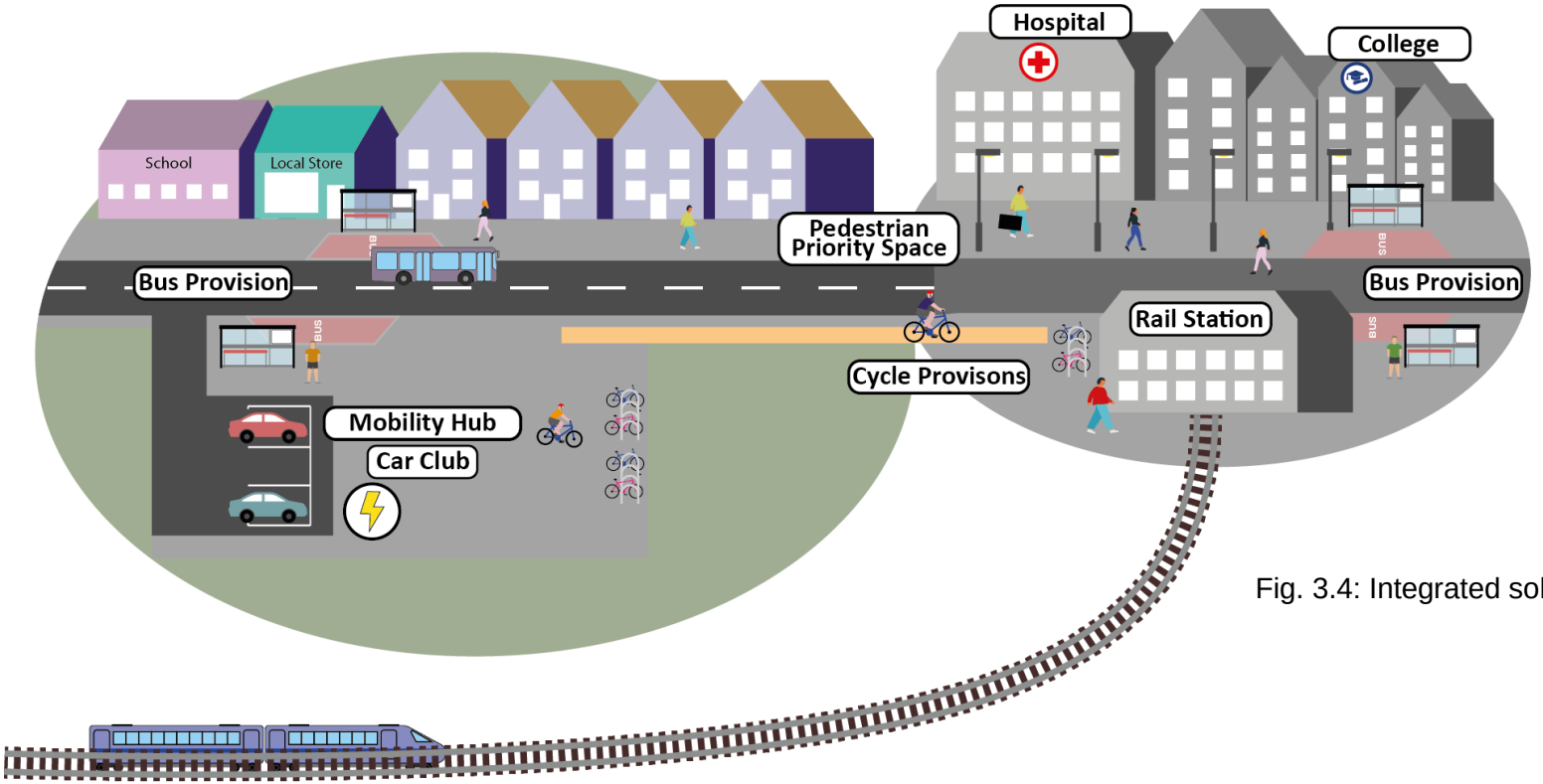


Fig. 3.4: Integrated solutions: Urban areas

3.2.3 Integrated solutions: strategic corridors

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

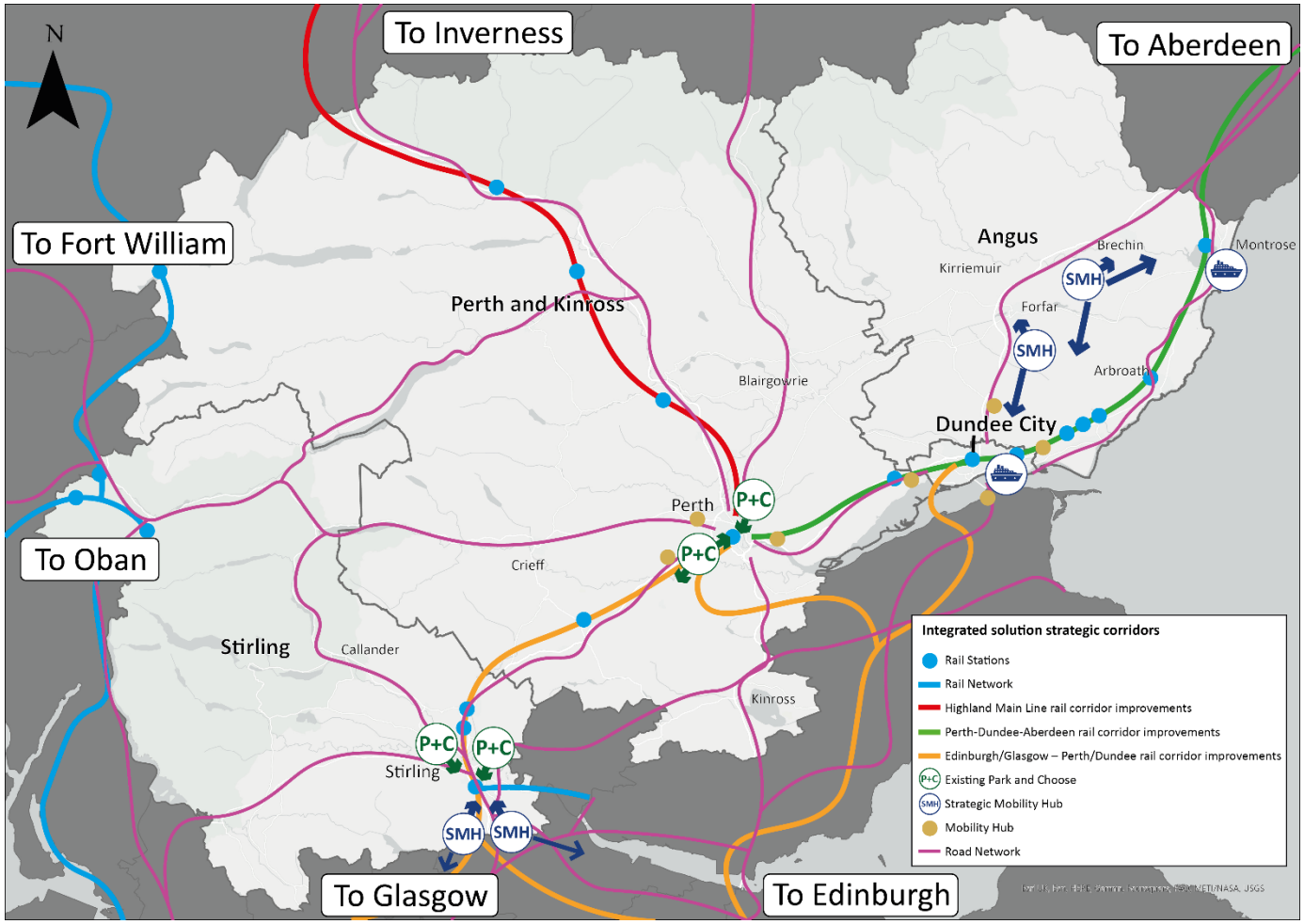
Road: M9 / M80 / M90 / A9 / A90 / A82 / A84 / A85

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.

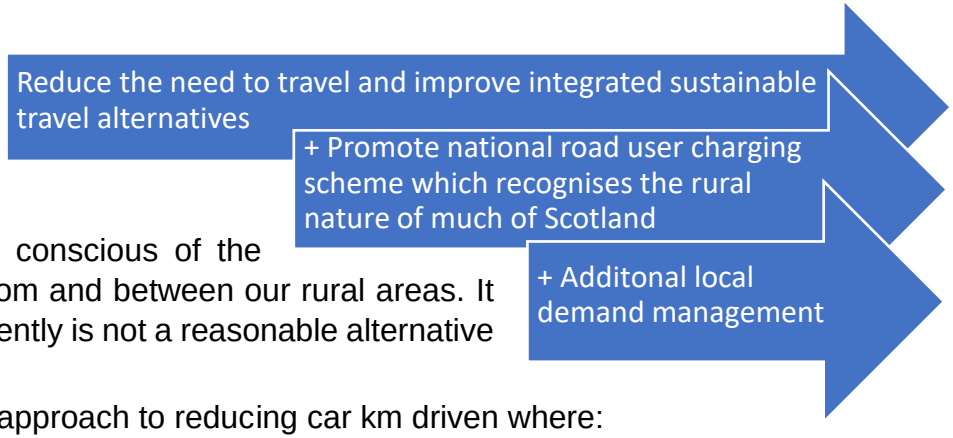
In addition, residents and visitors travel to and from the region from elsewhere in Scotland, and in particular the neighbouring cities of Aberdeen, Dunfermline, Edinburgh, Glasgow and Inverness.

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



3.3 Reducing car kilometres driven[19]



The Scottish Government has set a target to reduce car km driven by 20% by 2030 compared to 2019 levels. Research commissioned by 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

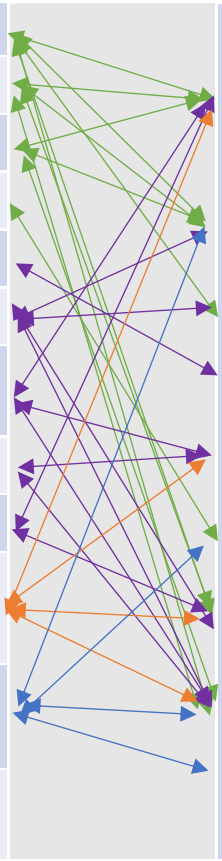
It is also recommended that a national conversation be initiated to ensure public, businesses and all stakeholders are aware of and can participate in this critical issue which will affect, one way or another, everyone.

[19] 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

3.4 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, rural 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 principles of the sustainable investment hierarchy 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.

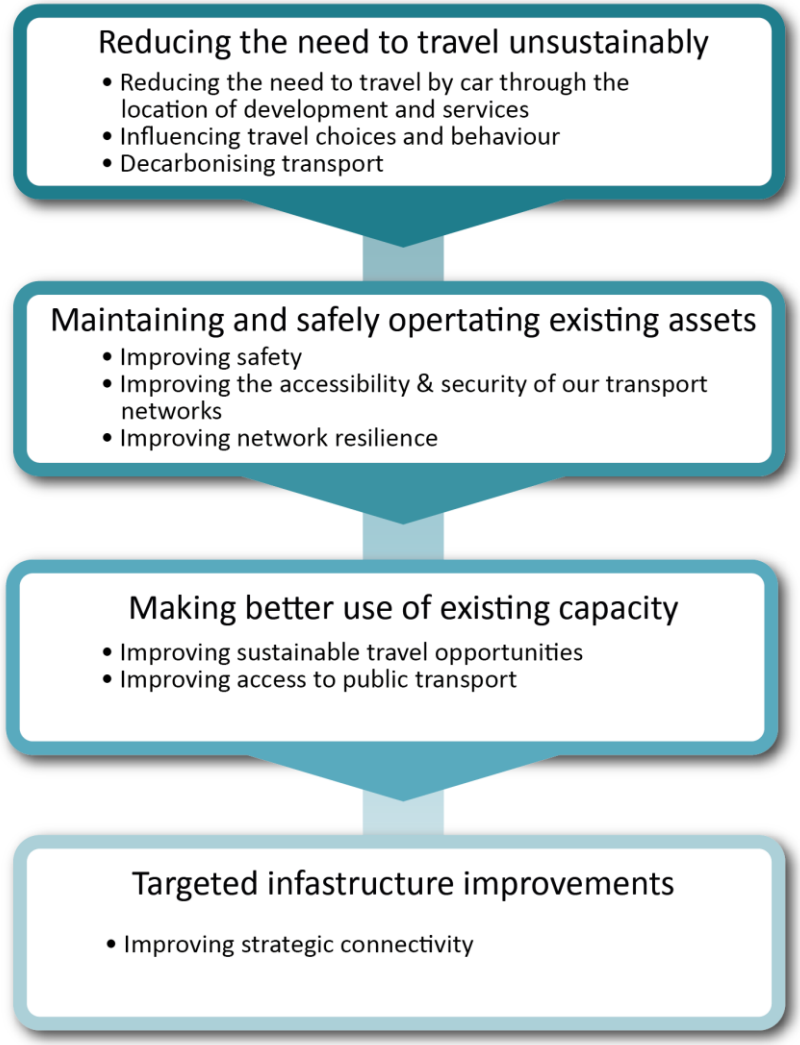


Fig. 3.7: Alignment of delivery themes and the investment hierarchy

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 ensuring 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 and mobile coverage are essential to:
Enable remote access to services and reducing the need to travel
Enable access to MaaS (Mobility as a Service) 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	

<table>
<tr><th>ACTION</th><th colspan="3">WHERE AND HOW AGENCIES MAY APPLY THE ACTION</th></tr>
<tr><th></th><th>Rural (Small towns, villages, countryside)</th><th>Urban (Larger towns and cities)</th><th>Strategic Corridors</th></tr>
<tr><td rowspan="4">travel on communities</td><td></td><td>Reallocation of carriageway, giving more space to active and sustainable modes</td><td rowspan="3"></td></tr>
<tr><td colspan="2">Expansion of 20mph limits and zones</td></tr>
<tr><td colspan="2">Re-routing motorised traffic on longer and/or less direct routes for the benefit of the wider network</td></tr>
<tr><td colspan="3">Speed limits to reduce carbon and particulate emissions</td></tr>
<tr><td>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</td><td colspan="3">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</td></tr>
<tr><td colspan="4">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</td></tr>
</table>

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
• 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		Promote **ULEV coaches**
Action 8 **Tactran and the Councils will work with the rail industry**			Support the **decarbonisation of the rail network** by 2035 through (i) Electrification of Dunblane to Perth / Dundee / Aberdeen

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
to support Rail Decarbonisation			(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 (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 solutions to address identified safety concerns**	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		
	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			Freight is still predominantly road-based with most drivers regularly traveling long distances. Without

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 Transport Scotland and industry to identify opportunities to improve rest and welfare facilities for hauliers			sufficient rest, drivers can experience fatigue which can be dangerous for themselves and other road users. Opportunities to **increase the range of rest facilities** available to drivers should be investigated.
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

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
Action 12 **Roads and planning authorities will improve the accessibility & security of the street environment**	**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**		**Reducing severance & improving active travel on trunk roads** through communities

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION		
	Rural (Small towns, villages, countryside)	**Urban** (Larger towns and cities)	**Strategic Corridors**
	Number and location of **disabled car parking spaces**		
	Promoting changes to our transport networks to people with learning difficulties		
Action 13 **Tactran and Councils will work with transport operators to promote improved accessibility & security for all across public transport:**	**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**		

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

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 networks, 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 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**	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		

<table>
<tr><th>ACTION</th><th colspan="3">WHERE AND HOW AGENCIES MAY APPLY THE ACTION</th></tr>
<tr><th></th><th>Rural (Small towns, villages, countryside)</th><th>Urban (Larger towns and cities)</th><th>Strategic Corridors</th></tr>
<tr><td>with Transport Scotland and operators to Promote Fair Fares</td><td colspan="3">(ii) help balance demand for public transport throughout the day and reduce pressure on services at peak times</td></tr>
<tr><td rowspan="2">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</td><td colspan="2">First and last mile distribution services, such as vans, drones, cargo bikes etc.</td><td rowspan="2">(i) Road and rail freight hubs
(ii) Consolidation centres
(iii) Improving opportunities for freight modal transfer onto the rail network</td></tr>
<tr><td>Work with Stirling and Tayside Timber Transfer Timber Group to identify and support timber transfer facilities</td><td></td></tr>
<tr><td colspan="4">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</td></tr>
</table>

Table 3.8: Improving access to public transport

<table>
<tr><th>ACTION</th><th colspan="3">WHERE AND HOW AGENCIES MAY APPLY THE ACTION</th></tr>
<tr><th></th><th>Rural (Small towns, villages, countryside)</th><th>Urban (Larger towns and cities)</th><th>Strategic Corridors</th></tr>
<tr><td rowspan="6">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 rowspan="2"></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>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

Action 21: Scotland's Railway 'Sustainable Travel to Stations' June 2023

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 bus/coach journey times / journey time reliability**	**Improvements to address key pinch points**, focused on improving public transport and freight 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**
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	**Improving journey time reliability** through the Region and to major freight destinations in the Region

ACTION	WHERE AND HOW AGENCIES MAY APPLY THE ACTION
	Strategic Corridors
Tactran and the Councils will work with Transport Scotland and the rail and freight industries to improve connectivity to freight destinations	
Action 26 **Tactran and the Councils will promote direct rail and air links to and from the Region**	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** 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 views 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

4.1 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[20]. 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[21]	Dec 2021		
			Angus	1.0%	
			Dundee	1.4%	
			Perth & Kinross	1.2%	
			Stirling	5.7%	
	Reduce estimated CO_2 emissions from transport in the region	estimated Transport kt $C0_2$ emissions per capita[22]	2020	Kt $C0_2$ / 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[23]	*Main Mode 2019*	% Car	% Other
			Angus	58	42
			Dundee	49	51
			Perth & Kinross	66	34

[20] 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

[21] DfT / DVLA Vehicle licensing statistics data tables

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

[23] 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[24]	23.3% (731 million miles) 2019		
Reduce car kilometres driven	Reduce car kilometres driven	Car km travelled on roads[25]	Cars & taxis	Million vehicle km 2019	
			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	number 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 older people)	• 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	2016-2020 average[26]	Killed	All severities
			Angus	5	163
			Dundee	1	156

[24] DfT Road Traffic Statistics

[25] DfT Road Traffic Statistics

[26] 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**		
		seriously injured • Percentage of motorists driving/riding within the posted speed limit; • The casualty rate for the most deprived 10% SIMD areas compared to the least deprived 10% SIMD areas.	Perth & Kinross	9	233
			Stirling	5	178
Reduce the impact of traffic on communities	Reduce transport emissions in declared air quality management areas	NO_2 annual mean (not to exceed 40µg m^{-3}) and number of NO_2 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[27] (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 older people and rural and disadvantaged communities to access healthcare	Improve the ability of over 65s to access healthcare (Primary health care /Hospitals)	(i) % of over 65s able to access a hospital within 30mins/60mins by public transport (ii) % of over 65s able to access primary health care (GP) within 30mins/60mins by public transport	2023[28]	30mins of a hospital	30mins of a GP
			Angus	41.5%	89.0%
			Dundee	33.2%	99.8%
			Perth & Kinross	60.3%	87.7%
			Stirling	43.3%	92.9%
	Ability of all in the least affluent SIMD data zones (health domain) targeted	% of population within least affluent SIMD data zones able to access (a) primary (GP) and (b)	2023:% of 20% SIMD within[29]	30mins of GPs	30mins of Hospitals

[27] (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

[28] Tactran NAPTAT Accessibility Modelling 2023

[29] Tactran NAPTAT Accessibility Modelling 2023

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
	by the respective Council to access healthcare	secondary (hospitals) healthcare by public transport within 30mins / 60mins	Angus	100%	41,.7%
			Dundee	100%	38.6%
			Perth & Kinross	100%	100%
			Stirling	100%	73.3%
	Ability of rural communities to access healthcare	% of population within rural areas able to access (a) primary (GP) and (b) secondary (hospital) healthcare by public transport within 30mins / 60mins	2023[30]	30mins of GPs	60mins of Hospitals
			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.		
Increase levels of physical activity	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[31].		
		Mode share travel to school in least affluent SIMD data zones[32]	Sustrans Hands Up Survey data available. Being collated		
			2019		

[30] Tactran NAPTAT Accessibility Modelling 2023
[31] Transport and Travel in Scotland Table 9: Adults (16+) - frequency of walking in previous 7 days
[32] Sustrans Hands Up Scotland Survey

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
	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[33]	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 public transport within 30mins/60mins by public transport [34]	2023	30mins	60mins
			Angus	100%	100%
			Dundee	100%	100%
			Perth & Kinross	100%	100%
			Stirling	80%	100%
Improve ability for young people, 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[35]	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[36]	2023	30mins	60mins
			Angus	37.4%	87.6%
			Dundee	97.7%	99.7%
			Perth & Kinross	38.0%	74.3%
			Stirling	55.1%	88.8%

[33] Scottish Household Survey Table 10.15: Walking distance to nearest useable green or blue space
[34] Tactran NAPTAT Accessibility Modelling
[35] Tactran NAPTAT Accessibility Modelling
[36] 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**			
	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[37] [38]	2023	40mins	60mins	
			Angus	100.0%	83.3%	
			Dundee	100.0%	100.0%	
			Perth & Kinross	100.0%	81.8%	
			Stirling	100.0%	100.0%	
		Limited data available. SHS includes 'Employed adults(16+) car/van commuters – could they use public transport'[39]. 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 data zones, 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[40]	2023: 30mins	Emp[41]	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				

[37] Tactran NAPTAT Accessibility Modelling

[38] SIMD20, comprising the 20% most deprived data zones

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

[40] Tactran NAPTAT Accessibility Modelling

[41] Accessebility by public transport within 40mins

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
	The safety and security of vulnerable and protected characteristic groups in the street environment and on public transport	our stations, the % of the public transport fleet which is deemed accessible and the number of publicly available disabled parking spaces.			
		% felt safe and secure on bus/train in last month[42]		Bus 2021	Train 2021
			Angus	98%	n/a
			Dundee	99%	n/a
			Perth & Kinross	100%	n/a
			Stirling	97%	100%
		% perception of people feeling very/fairly safe when walking alone in their neighbourhood after dark[43]			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[44]	% delayed		2017-2019
			Angus		5%
			Dundee		14%
			Perth & Kinross		4%
			Stirling		11%
		Journey times to key destinations / reliability[45]	Road/rail (mins) 2021	Edinburgh	Glasgow
			Forfar	107 (road)	125 (road)

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

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

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

[45] Rail: Scotrail timetables Road: Google maps

TABLE 4.1: THE INDICATORS WHICH WILL BE USED TO MEASURE PROGRESS AGAINST THE OUTCOMES					
Outcome (summary)	**Outcome (detailed)**	**Indicator**	**Baseline**		
Improved ability for young people, and disadvantaged and rural communities to access jobs, education and training			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 centres and economic locations / air and sea ports)	Journey times to key destinations / reliability[46]	*data currently being collated*		
	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			

[46] INRIX

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 27th October 2023.

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