

Appendix A: Policy Context – Links to other Policies, Plans, Programmes and Sustainability Objectives (PPS)

	Name of PPS	Requirement of PPS	Impact on the emerging RTS	
International Plans and Policies	1	Kyoto Protocol to the United Nations Framework Convention on Climate Change (1992)	Sets binding obligations on industrialised countries to reduce emissions of greenhouse gases.	The RTS must ensure that the policies and projects it promotes aim to reduce greenhouse gas emissions and do not contribute to, or hasten the acceleration of, climate change.
	2	European Habitats Directive (92/43/EEC)	Promotes the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species at a favourable conservation status, including robust protection for those habitats and species of European importance.	Care must be taken to ensure that any projects proposed or promoted by the RTS do not have a negative impact on habitats or species and that opportunities for enhancement are taken advantage of where appropriate.
	3	United Nations Framework Convention on Climate Change (1994)	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change. It recognises that the climate system is a shared resource whose stability can be affected by industrial and other emissions of carbon dioxide and other greenhouse gases.	As above 1.
	4	UNECE (United Nations Economic Commission for Europe) Gothenburg Protocol to Abate Acidification, Eutrophication and Ground-Level Ozone (1999)	Sets emissions ceilings for 2010 for four pollutants – sulphur, oxides of nitrogen (NO _x), Volatile Organic Compounds (VOCs) and ammonia – and sets limit values for specific emissions sources (including cars and lorries) and requires best	Transport is a significant contributor to NO _x emissions. The RTS should, therefore, look to implement measures to reduce transport's contribution to such emissions.

			available techniques to be used to keep emissions down. The protocol was amended in 2012 to include national emission reduction commitments to be achieved in 2020 and beyond.	
	5	European Emissions Standards for Vehicles	Define acceptable limits for exhaust emissions of new vehicles sold in EU member states. NO _x , total hydrocarbon (THC), non-methane hydrocarbons (NMH), carbon monoxide (CO) and PM regulated for most vehicle types with different standards applying for each.	The RTS should encourage all vehicles operating in the Tactran region (private cars, vans, taxis, buses and freight vehicles) to have the highest possible Euro rating.
	6	WHO Air Quality Guidelines (2005)	Offer global guidance on thresholds and limits for key air pollutants that pose health risks. Guidelines apply worldwide and are based on expert evaluation of current scientific evidence for particulate matter (PM10 and PM2.5), ozone (O ₃), nitrogen dioxide (NO ₂) and, sulphur dioxide (SO ₂).	As emissions of these pollutants in urban areas are largely the result of transport, the LIP3 must address this and identify ways of reducing transport's contribution to poor air quality, including traffic reduction measures and the promotion and facilitation of non-polluting modes of transport.
	7	European Ambient Air Quality Directive (2008/50/EC)	Sets legally binding limits for concentrations in outdoor air of major pollutants that impact upon public health such as particulates (PM10 and PM2.5) and nitrogen dioxide (NO ₂).	As above under 6.
	8	European Wild Birds Directive (2009/147/EC)	Promotes the protection of wild birds and their habitats.	
	9	European Environmental Noise Directive (2000/14/EC)	Sets out actions to avoid, prevent or reduce the harmful effects of	The RTS must recognise transport's contribution to noise

			noise, and aims at providing a basis for developing measures to reduce noise emitted by major sources, including road, rail and, air traffic.	and seek to address this through developmental decisions and the promotion of quiet modes of transport.
	10	Water Framework Directive (2000/60/EC)	Safeguards the sustainable use of water systems and, supports the status of aquatic ecosystems and environments. Addresses groundwater pollution; flooding and droughts; river basin management planning.	The RTS should avoid adverse effects on the water environment or add to or create any significant flood risks.
	11	European Biodiversity Strategy (2011)	Promotes the conservation and sustainable use of biological diversity.	As above under 2.
	12	EU White Paper, Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System (2011)	Presents the European Commission’s vision for the future of the EU transport system and sets the policy for the next decade, identifying four vision statements: <ul style="list-style-type: none"> • Growing transport and supporting mobility while reaching a 60% emissions reduction target; • An efficient core network for multimodal intercity travel; • A global level playing field for long-distance travel and inter-continental freight; and • Clean urban transport and commuting. 	The LIP3 must recognise and reflect the EU’s emphasis on carbon reduction and clean transport, as well as the policies set out for rail, air and sea travel which include completion of a single European sky, revision of airport slot regulation, innovation, technology and safety.
	13	United Nations Framework on Climate Change COP21 (2015) – Paris Agreement	Signatories (including the UK) agree to:	The RTS must ensure that the policies and projects it promotes aim to reduce greenhouse gas emissions and

			<ul style="list-style-type: none"> • Keep the rise in global temperatures well below 2.0°C and endeavour to limit them even more to 1.5°C; • Limit the amount of greenhouse gases emitted by human activity to the same level that trees, soil and oceans can absorb naturally, beginning between 2050 and 2100; • Review each country's contribution to cutting emissions every five years; and • Richer countries to help poorer nations by providing 'climate finance' to adapt to climate change and switch to renewable energy. 	do not contribute to, or hasten the acceleration of, climate change.
	14	National Emission Ceilings Directive (2016/2284/EU)	Seeks to reduce emissions of those pollutants (sulphur dioxide, oxides of nitrogen, VOCs and ammonia) that cause acidification, eutrophication and ground-level ozone in order to protect the environment and human health. Revised in 2013 as part of the European Clean Air Package. As well as setting new ceilings for the four established pollutants, the revision addresses the primary emissions of PM _{2.5} .	As above under 4.
	15	WHO Global Action Plan on Physical Activity - More Active People for a Healthier World (2018)	Aims to increase the proportion of people across the world who are physically active.	Recognising that transport choices impact on physical activity levels, the emerging must seek to increase the number of journeys undertaken

				by walking and cycling (both as a means of travel and for recreation) at the expense of sedentary forms of transport. This will involve improving the local environment to make walking and cycling safer and more attractive, putting the right infrastructure in place to ensure those that want to walk and cycle can, and raising awareness of the benefits of active travel.
	16	United Nations Framework on Climate Change COP26 (2021) – Glasgow Agreement	Signatories (including the UK) agree to rapidly accelerating the transition to 100% zero emission cars and vans to achieve the goals of the Paris Agreement.	The RTS must ensure that the policies and projects it promotes aim to reduce greenhouse gas emissions and do not contribute to, or hasten the acceleration of, climate change.

	Name of PPS	Requirement of PPS	Impact on the emerging RTS	
National Plans and Policies	1	Wildlife and Countryside Act 1981 (as amended)	Gives protection to listed species from disturbance, injury, intentional destruction or sale.	Projects emanating from the emerging RTS should ensure that listed species are protected at all times.
	2	Conservation (Natural Habitats, &c.) Regulations 1994	Implement the Habitats and Birds Directive, providing for the: <ul style="list-style-type: none"> • Designation and protection of European sites (e.g. SACs); • Protection of European protected species from deliberate harm; and • Adaptation of planning and other controls for the protection of European sites. 	The emerging RTS must not adversely affect habitats and species protected under the Habitats and Birds Directives. An appropriate assessment will be required should the RTS be judged likely to have a significant effect on a European site.
	3	Planning (Listed Buildings and Conservation Areas) Act (1997)	Prescribes the approach to be taken in planning for listed buildings, conservation areas and designed landscapes and gardens.	The emerging RTS should ensure that listed buildings, conservation areas and designed landscapes and gardens are not adversely affected by transport problems and transport projects.
	4	Ancient Monuments and Archaeological Areas Act (1979)	Defines scheduled monuments as sites that warrant protection and makes damage to and metal detecting on scheduled monuments a criminal offence.	The emerging RTS should ensure that scheduled monuments are not adversely affected by transport problems and transport projects.
	5	Air Quality (Scotland) Regulations (2000)	Guidance to assist local authorities with their local air quality management duties under Part IV of the Environment Act 1995. Includes guidance of the role of transport-related measures in improving air	The emerging RTS must complement air quality plans and look to reduce the impact of transport on air quality, particularly reducing emissions on NO _x and PM.

		quality, such as road user charging, traffic regulation and Low Emission Zones.	
6	Air Quality (Scotland) Amendment Regulations (2002)	Specify the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates	As above under 4.
7	Water Environment and Water Services (Scotland) Act (2003)	Ensures that all human activity that can have a harmful impact on water is controlled.	The emerging RTS must not promote development that would have adverse impacts on the water environment and lead to the authorities failing to ensure water bodies achieve good ecological status, as required in the Water Framework Directive.
8	Flood Risk Management Plans (2022)	Ensures that efforts to reduce flood risk are coordinated. The plans outline the long-term ambition by setting objectives and identifying actions. There are multiple organisations responsible for flood risk management and the plans focus their efforts to where the risk of flooding and benefits of actions are greatest.	The emerging RTS must not promote development that would have adverse impacts on flood risks and lead to the authorities failing to mitigate the risk of flooding.
9	River Basin Management Plan 2021 – 2027 (2021)	Sets out a framework for protecting and improving the benefits provided by the water environment across Scotland.	The emerging RTS must not promote development that would have adverse impacts on the water environment and lead to the authorities failing to ensure water bodies achieve good ecological status.
10	Nature Conservation (Scotland) Act (2004)	Sets out a series of measures to conserve biodiversity and to	The emerging RTS must seek to further the conservation of

			protect and enhance the biological and geological natural heritage of Scotland. Places a general duty on all public bodies to further the conservation of biodiversity.	biodiversity and ensure that projects emanating from the Strategy do not have a negative impact on species or their habitats.
	11	Groundwater Protection Policy for Scotland: Environmental Policy 2004 (as amended)	Seeks to protect groundwater quality by minimising the risks posed by point and diffuse sources of pollution and to maintain the groundwater resource by influencing the design of abstractions and developments, which could affect groundwater quantity.	As above under 6.
	12	Water Environment (Controlled Activities) (Scotland) Regulations (2005)	<p>Implements the obligations of Section 20 of the Water Environment and Water Services (Scotland) and the requirements of the Water Framework Directive (2000/60/EC).</p> <p>Sets out the framework for protecting the water environment that integrates the control of pollution, abstractions, dams and engineering activities in the water environment.</p>	As above under 6.
	13	Choosing our Future: Scotland's Sustainable Development Strategy (2005)	Sets out action which will be taken in Scotland to turn the shared priorities set out in the UK framework for sustainable development into action.	The emerging RTS must reiterate the role that transport can play in sustainable development and identify measures to contribute to the development of a sustainable, low-carbon future.
	14	Scottish Landscape Forum – Scotland's Living Landscapes. Report to Scottish Ministers (2007)	Sets out a set of actions to protect and safeguard Scotland's	The emerging RTS must seek to protect the varied and

			most special landscapes while giving greater attention to Scotland's degraded landscapes.	distinctive landscapes of the region and also support regeneration of degraded landscapes.
15	All Our Futures. Planning for a Scotland with an Ageing Population (2007)		Sets out the Scottish Government's strategy for responding to and planning for an ageing population in Scotland, addressing themes such as the role of public services, increased opportunities for older people, better intergenerational relationships, improving health and providing lifelong learning opportunities.	The emerging RTS must reiterate the role that transport can play in supporting an ageing population and identify measures to address the associated issues, such as access to public services and healthcare.
16	Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)		Seeks to render polluting emissions harmless. Sets objectives for protecting human health to be included in regulations for the purposes of Local Air Quality Management relating to concentrations of, amongst others, carbon monoxide, lead, nitrogen dioxide, ozone and particulates.	As the majority of the region's air quality problems are caused by transport, the RTS must seek to lessen transport's impact through the implementation of measures that will reduce motorised travel, particularly in the town centres, and promote the uptake of cleaner, less harmful modes of transport.
17	Scotland's Strategic Transport Projects Review (STPR ¹) (2008)		Identifies interventions to be designed, developed or delivered in Scotland between 2012 and 2032. Relevant to the Tactran region are the A9 Upgrading from Dunblane to Inverness, Edinburgh to Glasgow / Aberdeen to the Central Belt / Highland Mainline rail improvements and the Park and	The emerging RTS must reflect and support these committed STPR / STPR2 projects, identifying how the constituent Councils will take advantage of these schemes in meeting their vision for transport in the Tactran region.

¹ Scotland's Strategic Transport Projects Review 2 (STPR2) is currently being prepared by the Scottish Government. STPR2 is due to be published in 2022.

			Choose sites at Bannockburn and on the approaches to Dundee as well as the Dundee Norther Relief Road	
18	Scottish Soil Framework (2009)		Promotes the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland.	The emerging RTS must seek to protect soils from pollution.
19	Our Seas - A Shared Resource High Level Marine Objectives (2009)		Sets out the Scottish Government's vision for clean, healthy, safe, productive and biologically diverse oceans and seas.	The emerging RTS must seek to protect oceans and seas from pollution.
20	Making the Links: Greenspace for a More Successful and Sustainable Scotland (2009)		Sets out the key actions that are needed to ensure that greenspace delivers for people, communities and places across the whole of urban Scotland.	The emerging RTS should take account of the actions required to deliver quality accessible greenspaces.
21	Flood Risk Management (Scotland) Act (2009)		The Act creates a framework in which organisations involved in flood risk management can co-ordinate actions to deliver sustainable and modern approaches to flood risk management.	The emerging RTS should actively support sustainable flood risk management.
22	Scotland's Road Safety Framework to 2020 (2009)		Sets a vision to reduce the injury rate and the number of people killed on Scotland's roads and the commitments required to achieve this. Sets casualty reduction targets.	A safe transport system is a key priority of the emerging RTS. Looking to provide a safe network (via road construction, accident investigation and analysis, traffic calming, setting speed limits and facilities for pedestrians and cyclists) and to deliver road safety education and provision of a safe network.
23	Climate Change (Scotland) Act (2009)		Sets targets for a reduction in greenhouse gas emissions in	While other sectors have seen a reduction in emissions since

			Scotland of 42% by 2020 and 80% by 2050. One of the outcomes identified in the Act is the almost complete decarbonisation of road transport by 2050 with significant progress by 2030 through wholesale adoption of electric cars and vans, and significant decarbonisation of rail by 2050.	1990, transport emissions (including international aviation and shipping) have continued to rise. Meeting the targets set out in the Act will therefore require a significant contribution from the transport sector, which currently accounts for about 25% of total Scottish carbon emissions. The emerging RTS must therefore demonstrate how emissions from transport will reduce in the region during the RTS period.
24	Scotland's Zero Waste Plan (2010)		The plan outlines Scotland's key objectives in relation to waste prevention, recycling and reducing the amount of waste sent to landfill on the journey to a zero waste Scotland. The plan proposes targets for Scotland's waste.	The emerging RTS should have regard to the Scottish Government's recycling targets.
25	Marine (Scotland) Act (2010)		Provides a framework to help balance competing demands on Scotland's seas. It introduces a duty to protect and enhance the marine environment and includes measures to help boost economic investment and growth in areas such as marine renewables.	The emerging RTS should promote objectives that promote clean, safe, healthy and productive coastal and water environments.
26	Designing Streets (2010)		Encourages an improvement in the quality of urban street design, stressing that this should derive from an intelligent response to location rather than the rigid application of standards. An appropriate balance must be struck between the needs of	The emerging RTS must recognise and reflect these guidance documents, encouraging all new and upgraded streets to conform to their principals.

			different user groups, and traffic capacity will not always be the primary consideration in designing individual roads and road layout.	
27	Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight (2010)		<p>Sets the direction of national and local government decision-making to avoid the consequences of obesity and aims for the majority of people in Scotland to be in a normal weight range.</p> <p>One of the intervention categories identified is Energy Expenditure, with increasing opportunities for the uptake of walking, cycling and physical activity in our daily lives and minimising sedentary behaviour identified as a priority.</p>	Recognising that transport choices impact on physical activity levels, the emerging must seek to increase the number of journeys undertaken by walking and cycling (both as a means of travel and for recreation) at the expense of sedentary forms of transport. This will involve improving the local environment to make walking and cycling safer and more attractive, putting the right infrastructure in place to ensure those that want to walk and cycle can, and raising awareness of the benefits of active travel.
28	Air Quality Standards (Scotland) Regulations (2010)		Specify the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates.	As above under 4.
29	Green Infrastructure: Design and Placemaking (2011)		Identifies Scotland's existing green network and promotes key Development Principles to ensure high quality, multi-functional green infrastructure is delivered in new development that is well connected into the existing network to be enjoyed, cared for and valued.	The emerging RTS must promote and support green infrastructure investment as a key component in climate change adaptation and resilience.

	30	Better Places for People and Nature (2012)	Sets out the main priorities on creating and promoting well-managed and accessible greenspaces, paths and landscapes and identifies ways to achieve them.	The emerging RTS should take account of the actions required to deliver quality and accessible greenspaces.
	31	Creating Places: A Policy Statement on Architecture and Place for Scotland	The policy statement on architecture and place for Scotland identifies the role of design in making places for people, focussing on how the build environment links to the quality of life.	The emerging RTS should take account of the actions required to deliver high-quality public spaces for people.
	32	Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013)	Sets a vision that, by 2050, Scottish towns, cities and communities will be free from the damaging effects of petrol and diesel fuelled vehicles, building on the Government's existing commitment to the almost complete decarbonisation of road transport by 2050. Establishes an ambition that, from 2040, almost all new vehicles sold will be near zero emission at the tailpipe and that, by 2030, half of all fossil-fuelled vehicles will be phased out of urban environments.	The emerging RTS must reflect this new emphasis on alternative fuelled vehicles and demonstrate how the region can contribute to meeting the national vision and targets.
	33	Scottish Planning Policy (SPP) (2014)	Identifies how land use planning matters should be addressed and sets out national policies for the planning system and the development and use of land.	The emerging should be complementary and consistent with SPP, supporting the emphasis on reducing the need to travel and affording opportunities for sustainable transport and active travel.

			<p>Establishes four outcomes, all of which transport will play a role in achieving:</p> <ul style="list-style-type: none"> • A successful, sustainable place; • A low carbon place; • A natural, resilient place; and • A more connected place. <p>In terms of transport, the planning system should support development which:</p> <ul style="list-style-type: none"> • Optimises the use of existing infrastructure; • Reduces the need to travel; • Provides safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport; • Enables the integration of transport modes; and • Facilitates freight movement by rail or water. <p>Also emphasises the promotion of sustainable transport and active travel with the development of active travel networks, inclusion of electric vehicles and implementation of maximum parking standards.</p>	
	34	Our Place in Time – Historic Environment Strategy for Scotland (2014)	Provides a framework for more detailed strategic and operational	The emerging RTS should contribute to the management

			policies for managing the historic environment	of the historic environment in a sustainable way which avoids adverse impacts as a result of new development.
	35	Historic Environment Policy for Scotland (HEPS) (2019)	<p>Provides a policy framework which define how the historic environment should be managed, including:</p> <ul style="list-style-type: none"> • Policies for managing the historic environment • Decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance. • Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations. • Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and 	The emerging RTS should contribute to the management of the historic environment in a sustainable way which avoids adverse impacts as a result of new development.

			<p>mitigation measures should be put in place.</p> <ul style="list-style-type: none"> Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place. Decisions affecting the historic environment should contribute to the sustainable development of communities and places. <p>HEPS should be read alongside two new documents. The designation policy and selection guidance and the scheduled monument consents policy.</p>	
	36	Let's Get Scotland Walking - National Walking Strategy (2014)	<p>Sets a national vision for walking, with 3 strategic aims:</p> <ul style="list-style-type: none"> Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being; 	<p>The emerging RTS should share the vision of the National Walking Strategy and identify ways of achieving the aims regionally through a combination of measures to encourage and enabling more walking in the region.</p>

			<ul style="list-style-type: none"> • Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and • Enable easy, convenient and safe independent mobility for everyone 	
37	National Planning Framework for Scotland 4 (NPF4) (2023)		Sets out the Government's development priorities for the next years, including on the promotion of sustainable transport.	<p>The emerging RTS must reflect the Government's commitment to, and support the delivery of, these national development priorities.</p> <p>Tactran appreciates the advancement in thinking of biodiversity and climate change. Biodiversity is an issue that the RTS can (and wishes to) support. It should be noted, though, that it is not a problem that is fundamentally addressed through regional transport strategies.</p>
38	A Long-Term Vision for Active Travel in Scotland 2030 (2014)		Aims to encourage more people to walk and cycle for everyday shorter journeys. Focuses on areas such as infrastructure, transport integration, cultural and behaviour change, community ownership and planning.	The emerging RTS should share this vision and identify ways of meeting the target regionally through a combination of measures to encourage and enabling more walking and cycling in the region.
39	Scottish Biodiversity Strategy (2015)		Sets a vision for the future health of Scotland's biodiversity.	As above under 7.
40	Scotland's Economic Strategy (2015)		Identifies six priorities to accelerate economic recovery, drive sustainable economic growth and develop a more	The emerging RTS must reiterate the role that transport can play in stimulating economic growth and identify

			resilient and adaptable economy. Transition to a low carbon economy is an essential element within all of these. Recognises that an efficient transport system is key to enhancing productivity and delivering sustainable growth.	measures to contribute to the development of an efficient and low-carbon transport system.
41	Air Quality (Scotland) Amendment Regulations (2016)		Specify the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates.	As above under 4.
42	Going Further: Scotland's Accessible Travel Framework (2016)		<p>Sets out the policy framework to:</p> <ul style="list-style-type: none"> • Support disabled people's rights by removing barriers and improving access to travel; and • Ensure disabled people are fully involved in work to improve all aspects of travel. <p>Supported by annual Delivery Plans.</p>	The emerging RTS should share this aspiration and identify ways of meeting the target regionally, enabling disabled people to access travel opportunities to meet their needs.
43	Cycling Action Plan for Scotland 3 (2017-2020)		Sets a national vision for cycling and a target that 10% of all trips in Scotland will be by bicycle by 2020.	The emerging RTS should share this aspiration and identify ways of meeting the target regionally through a combination of measures to encourage and enabling more cycling in the region.
44	Clean Growth Strategy: Leading the Way to a Low Carbon Future (2017)		Sets out the Government's proposals for decarbonising all sectors of the UK economy through the 2020s. including a	As above under 36.

			set of proposals to accelerate the shift to low carbon transport.	
45	Scotland's 2018-2032 Climate Change Plan (2018)		Details how Scotland will achieve its emissions reduction target of 66% by 2032. It sets out policies and proposals to reduce emissions from electricity generation, housing, transport, services, industry, land use, waste, and agriculture. Includes goals for 35% of homes to be heated by low-carbon technologies (including heat supplies by low-carbon electricity) and a 15% reduction in residential heat demand through energy efficiency measures.	As above under 20.
46	A More Active Scotland – Scotland's Physical Activity Delivery Plan (2018)		Aims to increase the proportion of people in Scotland who are physically active.	As above under 24.
47	National Low Emission Framework (NLEF) (2019)		Sets out the methodology for local authorities to undertake air quality assessment through the National Low Emission Framework (NLEF) to inform decisions on transport-related actions.	As above under 4.
48	Conservation (Natural Habitats, &c.) (EU Exit) (Scotland) (Amendment) Regulations (2019)		As above under 2.	As above under 2.
49	Climate Change (Emissions Reduction Targets) (Scotland) Act (2019)		Sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045, with interim targets for reductions of at least 56% by 2020, 75% by 2030, and 90% by 2040.	The emerging RTS must demonstrate how transport schemes and initiatives will be implemented regionally to meet the set targets.
50	A Fairer Scotland for Older People: A Framework for Action (2019)		As above under 12.	As above under 12.

	51	Transport (Scotland) Act (2019)	<p>Provides the legal framework to make Scotland's transport network cleaner, smarter and more accessible than ever before, aiming to empower local authorities and establish consistent standards in order to tackle current and future challenges, while delivering a more responsive and sustainable transport system for everyone in Scotland.</p> <p>This includes:</p> <ul style="list-style-type: none"> • Powers which offer an ambitious new model for bus services, providing local transport authorities with options to influence and improve bus services in their area, whether they wish to pursue partnership working, local franchising or running their own bus services. • Powers to local authorities to introduce schemes under which a charge may be levied for employers providing workplace parking places. 	The emerging RTS must ensure regional synergies.
	52	Scottish Government / COSLA - The Place Principle (2019)	Promotes a shared understanding of place, and the need to take a more collaborative approach to a place's services and assets to achieve better outcomes for the people and communities.	As above under 28.

			Encourages and enables local flexibility to respond to issues and circumstances in different places.	
53	Update to Scotland's 2018-2032 Climate Change Plan (2020)		<p>Sets out the high level measures required to meet the targets set out in the 2019 Act, a number of which affect the transport sector including:</p> <ul style="list-style-type: none"> • Phasing out the need for new petrol and diesel cars by 2030; and • Reducing the use of cars generally, with the number of kilometres driven to be reduced by 20% by 2030. <p>Other policies include establishing Low Emission Zones (LEZs), decarbonising passenger rail services by 2032 and scheduled flights within Scotland by 2040.</p>	As above under 20 and 45.
54	Scotland's National Transport Strategy 2 (2020)		<p>Sets the Scottish Government's long-term vision for transport, establishing four strategic priorities to be delivered over the next 20 years:</p> <ul style="list-style-type: none"> • Reduce inequalities • Take climate action • Help deliver inclusive economic growth • Improve our health and wellbeing. 	<p>The emerging RTS must conform to the NTS2 and outline regional policies and actions to contribute to the delivery of the national vision.</p> <p>The emerging RTS will need to reflect in particular the four strategic outcomes of the NTS2.</p>

	55	Connected & Autonomous Vehicles (CAVs) – A CAV Roadmap for Scotland (2020)	<p>Sets out the Scottish Government’s vision for how Scotland can be at the forefront of developments in the CAV industry.</p> <p>Supports the Scottish Government’s desire to take the progressive actions needed to make Scotland the best place in the world to grow up, learn, work and live in.</p> <p>Supports the Programme for Government commitments to put sustainable transport at the heart of decision making to ensure that transport plays a key role in delivering net zero emissions by 2045.</p>	The emerging RTS should share this vision and identify ways of supporting the implementation of CAVs regionally to realise their full potential where appropriate in order to address the transport issues pertinent to the Tactran region.
	56	Scottish Government: The Big Climate Conversation - Findings from a Programme of Public Engagement on Climate Change (2020)	<p>Summarises the findings from the Big Climate Conversation, a public engagement programme about climate change held over six months across Scotland.</p> <p>The discussions about travel focused largely on public transport and electric vehicles.</p> <p>Highlights that the discussions between groups in rural, urban and island communities were quite varied, with transport options being very dependent on many variables like location.</p>	As above under 20 and 45.
	57	Scottish Government Infrastructure Investment Plan (IIP) 2021/22 to 2025/26	Provides an overview of the Scottish Government’s plans for	The emerging RTS must reflect and support these committed projects, identifying how the

			<p>investment over the next decade, setting out the key requirements for each sector.</p> <p>For transport, the IIP identifies three themes:</p> <ul style="list-style-type: none"> • Decarbonisation of Transport and Active Travel; • Driving Economic Growth; • Building Resilient and Sustainable Places <p>The IPP builds on projects identified in the STPR(2), as well as both the Stirling and Clackmannanshire and Tay Cities Region Deals, and reaffirms both the need to support investment in active travel infrastructure projects (mainly through the Places for Everyone Programme) and improve bus priority infrastructure to tackle the negative impacts of congestion on bus services and raise bus usage (cp. Tay Cities Park & Choose Bus Partnership Fund Project)</p>	<p>constituent Councils will take advantage of these schemes in meeting their vision for transport in the Tactran region.</p> <p>It is worth noting that much of the transport infrastructure is of historic interest and the RTS must reflect and support its continued use and maintenance in line with the published Infrastructure Investment Plan.</p>
58		Cleaner Air for Scotland 2 – The Road to a Healthier Future (CAFS 2) (2021)	Draws together Scottish Government policies which impact upon air quality into a single framework and sets out a series of actions for delivering further improvements to air quality. The approach also highlights the opportunities to	The emerging RTS must ensure synergies between climate change and air quality actions.

			generate efficiencies and cost savings by linking air quality to other areas, such as climate change adaption and mitigation, transport and planning.	
	59	A Scotland for the Future: Opportunities and Challenges of Scotland's Changing Population	Sets out the demographic challenges that Scotland faces at national and local level and, puts forward a programme of work to address these challenges while taking advantage of emerging opportunities.	The emerging RTS must reiterate the role that transport can play in addressing the prevalent demographic challenges in Scotland and identify measures to address the associated issues, such a, in particular in relation to an increasingly ageing (rural) population.
	60	Historic Environment Scotland: Our Place, Our Future (2023)	<p>Sets the direction of travel for the historic environment sector and identifies the priority areas of action to focus work to support this mission.</p> <p>Details the importance of the contribution that the maintenance, reuse and adaptation of our historic environment can make in preventing waste and reducing carbon emissions is recognised under the transition to net zero priority.</p>	The emerging RTS should contribute to the management of the historic environment in a sustainable way which avoids adverse impacts.

		Name of PPS	Requirement of PPS	Impact on the emerging RTS
Regional and Local Plans and Policies	1	Tay Cities Region Economic Strategy	<p>Provides a vision and strategy for the future of the Tay Cities Region of Scotland's economy, with 3 key strategic themes:</p> <ol style="list-style-type: none"> 1. Supporting key business sectors in which the region has particular strengths; 2. Supporting improvements in digital and transport connectivity, investing in key business infrastructure and improving business support arrangements; and 3. Improving workforce skills, re-skilling and up-skilling workers, tackling barriers to employment for disadvantaged groups, enhancing working life choices, supporting employer investment in workforce development and streamlining the skills system. <p>Recognises that rapid population and economic growth has put significant pressure on transport infrastructure and that public investment has not kept pace with the demands placed on it, resulting in relatively poor (rural) transport links.</p>	<p>The Strategic Transport Appraisal is a key City Region Deals (CRD) project, and must subsequently reflect the aspirations of the Economic Strategy and the CRD. A key outcome of the Appraisal will be a programme of recommended infrastructure improvements that will facilitate continued economic growth and diversification, in support of the Economic Strategy.</p> <p>The RTS will also contribute to economic regeneration by identifying the role that transport can play in economic development and setting out policies and actions that will be pursued to achieve this.</p>
	2	Tay Cities Region Deal (CRD)	One delivery mechanism for the regional economic vision.	
	3	Clackmannanshire and Stirling Cities Region Deal	Outlines a commitment	

			<p>(incl. financial commitments) from the UK Government, Scottish Government and local leaders to work in partnership to address the economic challenges facing the region and capitalise on the substantial opportunities.</p> <p>The Strategic Transport Appraisal is as a key strand of this, identifying regional transport requirements over the next 20 years in order to facilitate the level of growth envisaged by the CRD.</p>	
4	TAYplan Strategic Development Plan		<p>Presents a spatial strategy for the region, identifying three strategic growth areas which will comprise the main focus of future development in the region. Proposes to significantly increase the region's population to 553,230 by 2036.</p>	<p>The level of growth aspired to in the region will have a considerable impact on the transport network as the number and pattern of trips increases and changes.</p> <p>The RTS must recognise and reflect these growth aspirations, as one of the key aims of both is to facilitate and support sustainable growth by identifying measures to ensure that new trips on the network can be accommodated sustainably so that transport limitations are not a barrier to growth.</p>
5	Angus Local Development Plan		<p>Present spatial strategies for the local authority areas in line with the SDP, and the policies by which development will be guided</p>	
6	Dundee Local Development Plan			
7	Perth and Kinross Local Development Plan			
8	Stirling Local Development Plan			
9	Ensuring a Choice in Access to New Development – Stirling's Supplementary Planning Guidance			
10	Tactran Regional Transport Strategy 2015-2036		<p>The current RTS sets a vision for transport in the Tayside and</p>	<p>Strategic Transport Appraisal projects should accord with</p>

			<p>Central Region to 2036, addressing six strategic themes:</p> <ul style="list-style-type: none"> • Economy, ensuring transport helps to deliver regional prosperity • Accessibility, Equity and Social Inclusion, improving accessibility for all, particularly for those suffering from social exclusion • Environment, ensuring that the transport system contributes to safeguarding the environment and promotes opportunities for improvement • Health and Well-Being, promoting the health and well-being of communities • Safety and Security, improving the real and perceived safety and security of the transport network • Integration, improving integration, both within transport and between transport and other policy areas <p>It identifies 31 Strategic Actions aimed at supporting the above objectives.</p>	<p>the existing RTS. At the same time, any appraisal outcomes will inform the development of the emerging RTS.</p>
	11	Angus Local Transport Strategy	<p>Sets out the policies and interventions adopted by Angus Council to guide the planning and</p>	<p>Strategic Transport Appraisal projects should reflect the vision, aims and outcomes of</p>

			<p>improvement of the local transport network, addressing five objectives:</p> <ul style="list-style-type: none"> • To maintain and improve accessibility to jobs, services and facilities for all members of the Angus Community in the most sustainable way; • To promote greater integration within and between transport modes and across transport, land use, social, economic and environmental policies aimed at reducing the need for travel; • To widen travel choices and improve the convenience and efficiency of transport services for the benefit of Angus residents, visitors and businesses; • To take full account of the effect of transport movements on the environment and to reduce adverse environmental impacts; and • To reduce accident casualties associated with the transport network, improve road safety and assist safe travel throughout Angus. 	<p>the Local Transport Strategies of all four constituent Councils</p> <p>Any significant change in direction of the RTS will require to be reflected in future LTS updates.</p>
	12	Dundee Local Transport Strategy	Sets out the policies and interventions adopted by Dundee City Council to guide the	

			<p>planning and improvement of the local transport network, addressing five objectives:</p> <ul style="list-style-type: none"> • Citizens will have a genuine choice in fulfilling their transport needs, with less need for reliance on the private car and greater opportunity for public transport use, walking and cycling; • Social exclusion is reduced through the provision of good quality, affordable, reliable and accessible public transport; • The attractive pedestrian environment in the city centre is protected and enhanced, and pedestrian conditions in district centres are improved where the opportunity arises; and • People will be better informed of their transport choices and how to access them. 	
	13	Stirling Local Transport Strategy	<p>Sets out the policies and interventions adopted by Stirling Council to guide the planning and improvement of the local transport network, addressing six objectives:</p> <ul style="list-style-type: none"> • A safer Stirling; • A connected Stirling; 	

			<ul style="list-style-type: none"> • An active and sustainable Stirling; • An inclusive Stirling; • A quality place; and • A quality transport network. 	
14	Tactran Regional Electric Vehicles (EV) Strategy	<p>Identifies a regional strategic framework and actions to support the further roll-out of EVs and respective charging infrastructure within the Tactran region.</p> <p>It identifies 60 Strategic Actions aimed at supporting vehicle uptake, developing infrastructure and, promoting electric mobility.</p>	The emerging RTS will set the context for any future revision of the Regional EV Strategy.	
15	Tactran Regional Bus Information Strategy	Sets out in detail how certain bus aspirations of the RTS and Bus Strategy and Action Plan will be met, with an aim to help to maintain and improve the availability and consistency of information on bus services across the Tactran region.	The emerging RTS will set the context for any future revision of the Regional Bus Information Strategy.	
16	Tactran Bus Strategy and Action Plan	Presents a programme of actions to achieve the bus proposals set out in the RTS 2015 - 2036, including infrastructure, information and ticketing proposals.	<p>Strategic Transport Appraisal projects should support aspirations for bus travel identified in the Bus Strategy and Action Plan and, identify projects to increase the number of bus service and improve bus journey times and hence bus patronage.</p> <p>The emerging RTS will set the context for any future iterations of the Bus Strategy and Action Plan.</p>	

	17	Tactran Transport Carbon Assessment (Parts I and II)	Identifies key drivers to reducing carbon emissions from transportation, concluding that the transition to electric vehicles offers the greatest potential to reduce transport carbon emissions.	The emerging RTS should be complementary and consistent with Carbon Assessment, supporting the emphasis on the need to advance clean and alternative fuels and associated infrastructure.
	18	Tactran Park and Ride Strategy	Sets out a policy framework under which actions can be delivered at a local level to ensure the provision and management of Park and Ride sites in the Tactran region works towards and supports the wider objectives of the RTS and the Local Transport Strategies of Angus, Dundee and Stirling.	The Park and Ride Strategy seeks to complement and support the objectives of the RTS, in terms of stimulating economic activity, ensuring access to services, managing demand and encouraging the use of more sustainable modes. The emerging RTS will set the context for any future iterations of the Park and Ride Strategy.
	19	Stirling Parking Policy	Sets out a policy framework under which actions can be delivered at a local level to ensure the provision, management and control of parking in the region works towards and supports the wider objectives of both Stirling's LTS and the Tayside and Central RTS.	The Policy seeks to complement and support the objectives of the Stirling LTS, in terms of stimulating economic activity, ensuring access to services, managing demand and encouraging the use of more sustainable modes.
	20	Tactran Travel Information Strategy	Sets out in detail how certain of the RTS and subsidiary strategies will be met, with an aim to always provide accurate, coherent, up to date and reliable to ensure that the travelling public are aware of, and have on offer journey and	The emerging RTS will set the context for any future revision of the Travel Information Strategy.

			ticket options which reflect their travel needs.	
21	Tactran Walking and Cycling Strategy		Sets out the policies and actions required to achieve increased walking and cycling.	<p>Initiatives and schemes should support the aspirations for active travel identified by looking to enhance opportunity for active travel in all schemes.</p> <p>The emerging RTS will set the context for any future iterations of regional and local Walking and Cycling Strategies.</p>
22	Angus Active Travel Strategy		Sets out the policies and actions that the Council will adopt to achieve increased levels of walking and cycling .	
23	Dundee Cycling Strategy		Identifies the policies and design principles that Dundee City Council will abide by and a series of actions and interventions that will be pursued in order to increase the proportion of journeys by cycling in Dundee.	
24	Stirling Active Travel Action Plan		Sets out the policies and actions that the Council will adopt to ensure walking and cycling are convenient, safe, comfortable, healthy and attractive travel choices for everyday journeys and, identifies a strategic network of active travel routes.	
25	Stirling Road Safety Plan		Identifies strategies to assist in the monitoring of performance in reducing casualties.	
26	Stirling Towns, Villages and Rural Areas Transport Plan		Sets out the Council's policies to address the key (transport) issues affecting Stirlingshire's rural communities, including the negative impact on motorised traffic on small rural communities	<p>The Plan supports Stirling's Local Transport Strategy's emphasis on road safety.</p> <p>A safe transport system must continue to be a key priority of the emerging RTS.</p> <p>Transport is key to address the issues affecting rural communities across the region and, this needs to be reflected in the emerging RTS, particularly in relation to the increasingly ageing population.</p>

			and the problems to access services and opportunities.	
	27	Angus Core Paths Plan	Identify a network of paths for the purpose of giving the public reasonable access throughout the area.	The emerging RTS and subsequent initiatives and schemes should look to protect and enhance the core path network wherever possible.
	28	Dundee Core Paths Plan		
	29	Perth and Kinross Core Paths Plan		
	30	Stirling Core Paths Plan		