



Tayside and Central Scotland Regional Transport Strategy

2024 - 2034
Executive Summary

June 2024



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Foreword

I know that we all care passionately about the climate emergency that faces us; the health problems that poor air quality causes; the inequalities that prevent people having equal opportunities and living comfortable, healthy and happy lives; poor health in our population and the consequences of this not only on individuals now but also public services in the long term; and the impact that travel constraints place on our economy.

The role of the Tayside and Central Scotland Regional Transport Strategy is to provide a framework for all public sector agencies in the region to perform their functions as they relate to transport and travel in order to address these issues.

The scale of the challenge is significant, and we recognise that for meaningful progress to be made, step changes are required by the public sector, organisations, businesses and individuals.

We do not underestimate the scale of this challenge. You have told us about your travel needs and the potential implications of change. We have listened. We know the changes will be difficult for all of us.

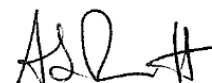
But we also know that the majority of you do care about addressing the issues identified above, and are prepared to make changes provided opportunities exist and the ask of yourselves is fair and equitable.

To help address the priorities identified, this Regional Transport Strategy seeks to:

- Focus activity on where it will have the greatest impact on reducing carbon emissions; improving air quality; improving health outcomes; enabling the most vulnerable in society to access services and opportunities; and enabling inclusive and sustainable economic growth

- Co-ordinate partner resources and programmes to ensure that we provide integrated solutions that present realistic options for yourselves

The changes for all are significant. We know we need to keep this conversation open to help us all understand, plan for, and navigate the changes required in a fair and equitable manner. We cannot do this alone, we need everyone to do what they can. Please continue to play your role in this transformation, and tell us when we're getting it right, and especially, when you think we're getting it wrong.



**Depute Provost Andrew Parrott,
Chair Tactran**

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 & 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 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 strategic objectives.

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 to support climate change targets, aims to ensure activity is co-ordinated across the respective travel to work areas in the region:

- **Improving alternatives to the car** in those corridors/locations, and for those trips, which generate the most kilometres driven by car

- **Promoting national fiscal measures** as the most effective approach to reducing car kilometres (car km) driven

- Subject to the effectiveness of the national fiscal measures, **consider local charging mechanisms**

- Enables a **step change in electric and low emission vehicle use**

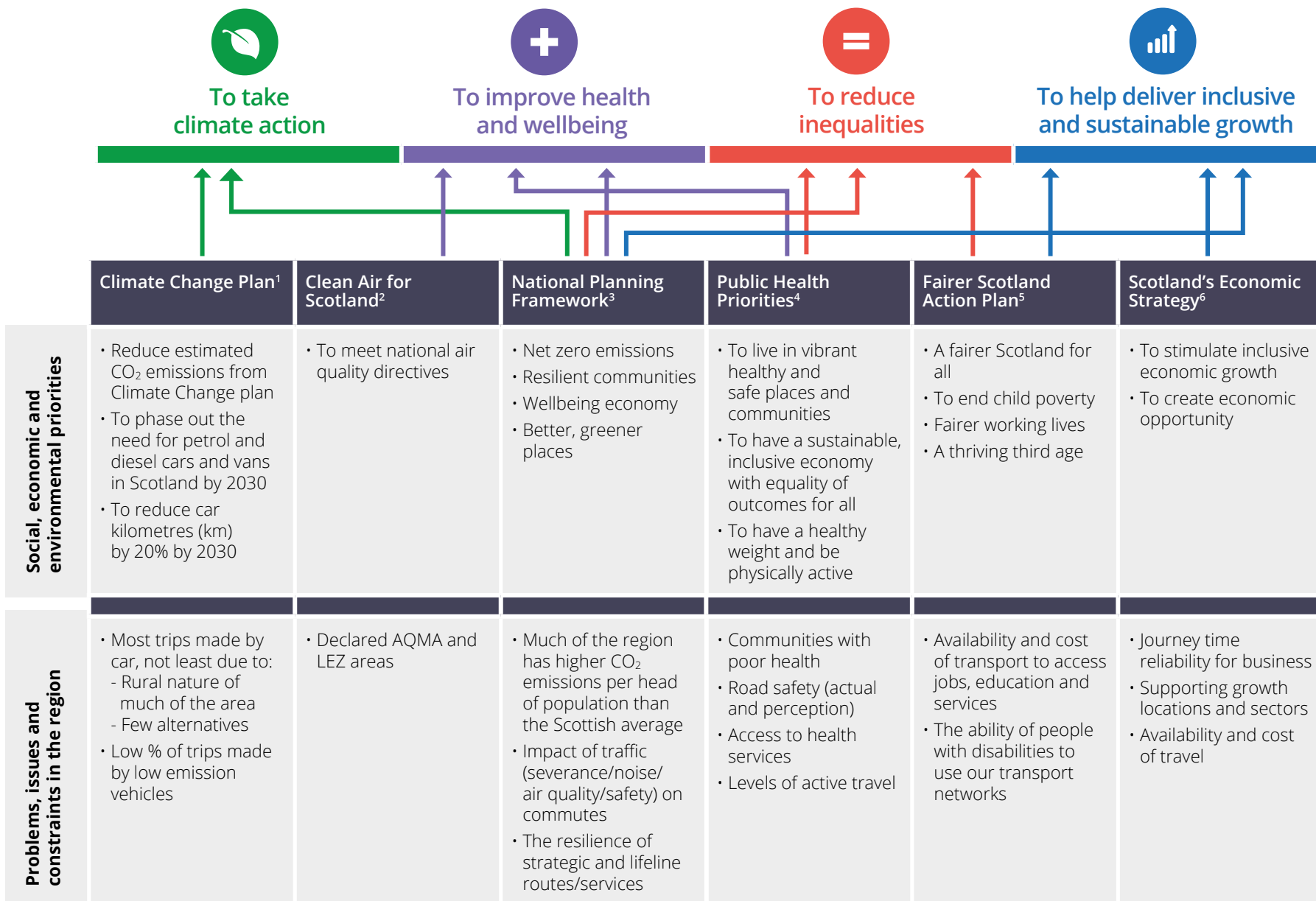


Figure 1: Relationship between strategic objectives and key issues

Where we need to get to

Here are the key RTS outcomes, and the actions we need to take.

To take climate action

We need to reduce estimated CO₂ emissions from transport in the region by 100% by 2045^A by:

- **Increasing the share of EV and low emission vehicle use:** Phasing out the need for new petrol or diesel cars or vans by 2030, including light commercial vehicles in public bodies (by 2025) and public sector fleets (by 2030) by:
 - Adopting low and zero emission technologies, and increasing electric and low emission vehicle (LEV) use
- **Reducing the volume of car kilometres (car km) driven** by 20% by 2030^B by:
 - Improving alternatives for longer trips
 - Facilitating local services for shorter trips
 - Improving access to public transport

To improve health and wellbeing

- **We need to reduce fatalities and injuries,** meeting 2030 targets set in Scotland's Road Safety Framework by:
 - Reducing traffic speeds
 - Providing road safety education
 - Considering new engineering solutions
- **We need to increase the levels of walking and cycling in the least affluent SIMD data zones** achieving Transport Scotland's forecasts for average proportion of journeys walked and cycled by 2030, by:
 - Improving walking, wheeling and cycling opportunities to local facilities
- **We need to reduce transport emissions in declared air quality management zones (AQMAs)** in line with National Emission thresholds by:
 - Encouraging low and zero-emission technologies
 - Reducing the number of car journeys in towns by promoting walking, wheeling, cycling and public transport

To reduce inequalities

- **We need to improve the ability of all in the least affluent SIMD data zones to access jobs, education and services by:**
 - Improving provision, awareness and affordability of public and shared transport opportunities

To help deliver inclusive and sustainable growth

- **We need to improve journey times and journey time reliability on strategic road and rail routes to key destinations for public transport and freight by:**
 - Lobbying for improved rail journey times and capacity
 - Reducing vehicular traffic passing through pinch points
 - Making improvements in how the consequences of residual traffic at pinch points are addressed

^A Compared to 1990

^B Compared to 2019

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.


Whilst this strategy sets out where we need to focus activity to support the national targets and aspirations, we need to:

- Continue to understand the implications of the scale of change for our communities, our businesses, our visitors and those that travel through the region, to help design and bring forward solutions which are fair and equitable
- 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


Key statistics



4.5% of vehicles registered in the region in 2023 were hybrid, electric or ULEVs⁷



82% of car km are driven to, from or between our rural areas and towns⁸



76% of personal km travelled is generated by trips over 10km⁹



60% of trips made by residents of the region in 2019 were by car¹⁰

References

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1. Scottish Government [Climate Change Plan](#)
2. Scottish Government [Cleaner Air for Scotland 2](#)
3. Scottish Government [National Planning Framework 4](#)
4. Scottish Government [Public Health Priorities for Scotland](#)
5. Scottish Government [Fairer Scotland Action Plan](#)
6. Scottish Government [Scotland's National Strategy for Economic Transformation](#)

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7. Gov.UK (DfT / DVLA) [Vehicle licensing statistics data tables \(table veh0132\) Licensed ultra low emission vehicles \(ULEVs\) at the end of the quarter by fuel type, keepership \(private and company\) and upper and lower tier local authority: United Kingdom 2023](#)
8. Transport Scotland [Annex: Reducing car use for a healthier, fairer, and greener Scotland](#)
9. Transport Scotland [Transport and Travel in Scotland Table LA19](#)
10. Transport Scotland [Transport and Travel in Scotland Table LA16](#)

Further information

For further information, please visit the RTS page on the Tactran website <https://tactran.gov.uk/> or contact: info@tactran.gov.uk or 01738 47577