TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

17 JUNE 2025

DIRECTOR'S REPORT

Purpose & Summary
This report asks the Partnership to note the resignation of Paul Reid and provides updates on RTS Delivery Plan progress, MaaS and Tactran social media, as well as information on Scottish Government's Programme for Government. The Partnership is also asked to note Tactran's Public Sector Equalities Duties reporting and a consultation response on Scottish Government's 'A Draft Just Transition Plan for Transport in Scotland', as approved by the Executive Committee.

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1 RECOMMENDATIONS

1.1 That the Partnership:

(i) notes the resignation of Paul Reid;

(ii) notes updates on RTS Delivery Plan progress, MaaS, Tactran social media and information on Scottish Government's Programme for Government 2025/26;

(iii) notes Tactran's Public Sector Equality Duties reporting, as approved by the Executive Committee; and

(iv) notes response to Transport Scotland's consultation on 'A Draft Just Transition Plan for Transport in Scotland', as approved by the Executive Committee.

2 DISCUSSION

Non-Elected Member

2.1 Paul Reid resigned from the Tactran Board on 5 May 2025. The Director would like to thank Paul for his positive input and engagement throughout his time on the Tactran Board.

2.2 It should be noted that the Board can operate with 4 or 5 non-elected members and with Paul's resignation 3 non-elected members remain on the Board. The position has recently been advertised.

RTS Delivery Plan progress update

2.3 Members considered the next steps regarding delivery of the Regional Transport Strategy in a report to the Partnership Meeting on 18 March 2025 (Report RTP/25/07 refers), namely an Improvement Programme, a Delivery Board consisting of a wider range of Partners and annual progress reporting.

2.4 The Senior Officer Delivery Group (established to consider and prioritise actions to deliver the RTS) is currently considering how the Improvement Programme can be resourced and the details of an introductory session to the RTS Delivery Board for the wider group of Partners.

2.5 Delivery progress is being sought from Councils to inform the 6 monthly (March / September) update to the Partnership Board.

MaaS Update

2.6 As reported to the Partnership at its meeting on 18 March 2025 (Report RTP/25/12 refers), Tactran commenced a Mobility as a Service (MaaS) programme in 2021 following a grant award from Transport Scotland's MaaS Investment Fund (MIF). Also, at the meeting the Partnership approved the continuation of MaaS in 2025/26, guided by Transport Scotland's evaluation report.

2.7 Subsequently to the Partnership meeting in March, Tactran has secured further funding for MaaS for 2025/26, with £100,000 grant awarded by Transport Scotland for MaaS project development and a further £178,000 as part of the People and Place grant award. Details of these funding streams are in the following table:

Proposal	MaaS	People and Place
Platform and current interfaces for 12 months	£46,500	
User research, workshops and focus groups	£15,000	
Improvements to platform and interfaces (features, functions)	£18,500	
Marketing and promotion – targeted ads, promotions and social media	£10,000	
Legal costs	£10,000	
Staffing costs		£50,000
Digital DRT build, running costs, tech integration, GPS live tracking.		£113,000
DRT: Monitoring and Evaluation		£15,000
Total	**£100,000**	**£178,000**

2.8 The procurement process of using G-Cloud 14 digital services procurement framework was reported at its meeting on 18th March (RTP/25/12 refers). This is now close to completion with a contract being finalised in May 2025. An update on this will be provided orally at the Partnership meeting.

Tactran Social Media

2.9 On 17 March 2020, the Partnership received a Digital Marketing and Strategy update report (RTP/20/12 refers). This report outlined the Digital Marketing Strategy, the Tactran website development and continued investment into the Get on the Go campaign and Tactran's co-ordinating role.

2.10 The Get on the Go campaign which was developed across the constituent councils of Angus, Dundee and Perth & Kinross, is a social media-focused campaign providing news, blogs and articles on regional transport events and issues all with the aim of promoting more active and sustainable travel across the region. Until 2022/23, financial support was provided by all three aforementioned Local Authorities and Tactran. This included £16,000 towards Get on the Go and £2,000 specifically for Tactran-only related social media content. Tactran-only content has included promoting awareness of the Tactran Regional Transport Strategy public consultations.

2.11 In September 2022, Flourish Marketing Ltd were appointed to manage Tactran's social media messaging and the Get on the Go campaign. The social media platforms used are tailored to specific messaging and content and align with the outcomes focussed in Tactran's Regional Transport Strategy. Mediums used include LinkedIn, Facebook, Instagram and Snapchat.

2.12 Funding of £16,000 has been allocated to Get on the Go social media campaign for 2025/26 from Tactran's People and Place grant award, to promote active and sustainable travel in general and also including promotion of projects within the People and Place programme.

Public Sector Equalities Duties Reporting

2.13 In accordance with previous practice, the Executive Committee considered and approved an updated Mainstreaming Report and Equality Outcomes Report, provided at Appendices A and B respectively, for publication and submission to the Equalities and Human Rights Commission by the deadline of 30 April 2025, which the Partnership is asked to note.

2.14 Public Sector Equality Duty (PSED) is a legal requirement for public authorities introduced by the Equality Act 2010. Under the duty, authorities must consider equality when carrying out their functions.

2.15 The Equality Act 2010 sets out a General Equality Duty whilst Specific Duties for Scottish public bodies are specified by Scottish Ministers in the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012.

2.16 The General Equality Duty requires public bodies to have regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between people who share a relevant protected characteristic and those who do not; and
- foster good relations between people who share a protected characteristic and those who do not.

2.17 The Equality and Human Rights Commission publishes and updates guidance to assist public authorities in meeting their duties to publish:

- a **Mainstreaming Report** which sets out progress the authority has made to make the Equality Duty integral to the exercise of all its functions
- an **Equality Outcomes Report** setting equality outcomes which are the results the authority aims to achieve in order to further the elimination of discrimination, the advancement of equality of opportunity, and/or the fostering of good relations
- **Gender Pay Gap** information, to be published not more than 2 yearly, and an **Equal Pay Statement**, to be published not more than 4 yearly – these apply to authorities employing more than 20 staff, so are not required for Tactran.

2.18 Public bodies are required by the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 to publish the mainstreaming reports every 2-years. Bodies are also required to publish a fresh set of equality outcomes within four years of publishing its previous set and publish a report on the progress made to achieve its' equality outcomes every two years.

2.19 The Partnership published a Mainstreaming Report and Equality Outcomes Report in April 2023 (Report RTP/23/09 refers) and was required to publish updated reports indicating progress by 30 April 2025.

2.20 The Equality Duty covers the following protected characteristics:

- age
- disability
- gender reassignment
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

2.21 In addition, the Public Sector Equality Duty covers marriage and civil partnerships with regard to eliminating unlawful discrimination in employment.

2.22 Progress on mainstreaming the Partnership's policy, delivery and employment duties, is summarised in the updated Mainstreaming the Equality Duty Report and Employee Information at Appendix A and the equality outcomes that are sought through the work of the RTS are included within the Equality Outcomes Report at Appendix B.

2.23 These incorporate and reflect the Partnership's key focus during the reporting period on reviewing and writing a new Regional Transport Strategy (RTS), culminating in Ministerial approval of the RTS 2024-2034 in April 2024.

2.24 The new RTS included widespread consultation with key stakeholders on RTS policies, proposals and priorities, including production of an Equalities Impact Assessment (EIA) in consultation with all known groups or individuals representing equalities interests.

2.25 It is the intention to review both the Mainstreaming Report and the Equality Outcomes Report in two years' time to reflect any other relevant work in relation to the development and delivery of the RTS Delivery Plan.

2.26 As a small, strategic public body employing 7 staff, the Partnership is exempted from the requirement to publish information on Gender Pay Gap and Equal Pay, which previously applied to bodies with more than 150 employees and now applies to bodies with 20 or more employees. Whilst information on employee gender balance is included within Appendix A guidance issued by Scottish Government advises that reporting on staff numbers by protected characteristic should be avoided where small numbers are involved, to avoid risk of identifying individuals.

2.27 Public bodies have discretion as to how they choose to publish the required information. The relevant reports have been published on the Partnership's website and notified to all key stakeholders, with the intention that progress updates will be included within the Partnership's Annual Reports, as appropriate.

Programme for Government 2025/26

2.28 The Scottish Government published its Programme for Government for 2025/26 on 6 May 2025. For Members information, Appendix C to this report provides extracts from the Programme that are considered to be pertinent to transport nationally, regionally and locally.

Consultation

Draft Just Transition Plan for Transport in Scotland

2.29 At its meeting on 18 March 2025, the Partnership delegated authority to the Executive Committee to consider and approve a response to Scottish Government's 'A Draft Just Transition Plan for Transport in Scotland', by the deadline of 19 May 2025.

2.30 The Draft Just Transition Plan for Transport in Scotland recognises that the changes involved in Scotland transitioning towards Net Zero will create opportunities and challenges, and that these challenges must be met in a way that is fair and just.

2.31 Change is – to a greater or lesser extent – difficult for people, businesses and organisations. The ability to, and ease, of change will vary according to a number of factors, including:

- Financial opportunity: e.g. ability to buy a new car, or pay extra for public transport when you already have a car
- Flexibility in lifestyle: ability to change where and when you travel. e.g. a shop or factory worker will have less flexibility about where and when to work as opposed to a professional working in an office
- Skills to adjust to new behaviours: e.g. using public transport instead of the car requires the ability to plan and make a multi-modal journey

2.32 It is therefore likely that the most vulnerable in society - and the least financially sustainable organisations/business - will struggle most with a transition. Conversely the wealthier will have greater ability to take advantage of the opportunities presented and promoted by change.

2.33 The Draft Plan considers the necessary changes for transition to a Net Zero transport system. This includes the implications of:

- Changing to low emission vehicles: not just in terms of access to low emission vehicles themselves, but also charging networks, maintenance skills etc;
- Changing behaviour: for example, access to alternatives to the car and measures discourage car use (including demand management measures)

2.34 The Draft Plan then considers the impacts of these changes on, and the necessary mitigation measures for:

- People and communities
- Workers
- Businesses and Organisations

2.35 Currently the Draft Plan considers the impacts of change without assigning timescales to such. For example, it will be the least affluent communities who benefit most from improved public transport, but in terms of managing the transition, measures are required to ensure that there is affordable access when change is enforced. Enabling fair and equitable change means that careful consideration needs to be paid to the phasing of improvements and disincentives.

2.36 The Draft Plan does a reasonable job of identifying both the risks to a Just Transition and appropriate mitigation measures. However, it is likely that the full range of impacts – and hence the full range of mitigation measures – will only be able to be identified in the detailed delivery plans of the interventions proposed to take climate action.

2.37 The Partnership is asked to note the Tactran response to the consultation provided at Appendix D, as approved by the Executive Committee.

3   CONSULTATIONS

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

4   RESOURCE IMPLICATIONS

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

5   EQUALITIES IMPLICATIONS

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

Mark Speed
Director

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

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<u>NOTE</u>

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

Report to Partnership RTP/25/07, Regional Transport Strategy: Delivery Plan Update, 18 March 2025

Report to Partnership RTP/25/12, Director's Report, 18 March 2025

Report to Partnership RTP/20/12, Digital Marketing Strategy Update, 17 March 2020

Report to Executive Committee RTP/23/09, Public Sector Equality Duties Reporting 2023, 14 April 2023

Mainstreaming the Equality Duty Report And Employee Information

April 2025

1.   INTRODUCTION

1.1   Tactran is the statutory Regional Transport Partnership (RTP) covering the Angus, Dundee City, Perth & Kinross and Stirling Council areas.

1.2   Regional Transport Partnerships are amongst those listed public authorities in Scotland that are covered by and have a duty to meet the requirements of the Equality Act 2010 and the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012.

1.3   Tactran's principal statutory role and duty is to create, develop and oversee the delivery of the statutory Regional Transport Strategy.   The original Tactran Regional Transport Strategy 2008 – 2023 was prepared in accordance with the requirements of the Transport (Scotland) Act 2005 (the Act), subordinate regulations and associated Regional Transport Strategy (RTS) Guidance. The RTS 2008-2023 gained Ministerial approval in June 2008. It was refreshed in 2015.

1.4   Following publication of the Scottish Government's National Transport Strategy 2 (NTS2), Regional Transport Partnerships are required to develop a Regional Transport Strategy (RTS) setting out how the RTPs will deliver the NTS2 at a regional and local level. The Tayside and Central Scotland Regional Transport Strategy 2024 – 2034 considers the challenges and opportunities pertinent to the TACTRAN region and, provides the policy context for the development of subsequent Local Transport Strategies separately covering Angus, Dundee City, Perth and Kinross, and Stirling.

1.5   During the initial screening, TACTRAN concluded that a number of detailed assessments were required, comprising a Children's' Rights and Wellbeing Impact Assessment, and Equalities and Fairer Scotland Duty Impact Assessment and a Health Inequalities Impact Assessment.

1.6   These assessments were combined within an Integrated Impact Assessment which assessed the impacts of the policies of the RTS 2024-2034 and helped the Tayside and Central Transport Partnership to consider differential equalities impact in the delivery of its policies, programmes, and projects.

1.7   Within the **Equality Act 2010** is a section dedicated to the public sector. Equalities are a key component of our work and not an afterthought. The Public Sector Equality Duty places an obligation on public authorities to give due regard, or to consciously consider, the need to:

      i.   Eliminate discrimination, harassment and victimisation;
      ii.   Advance equality of opportunity between those who have protected characteristics and those who don't, and
     iii.   Foster good relations between those who have protected characteristics and those who do not.

Supplementary legislation (the **Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012)**, requires Tactran to be proactive in meeting this general duty to address inequalities and help contribute to the Scottish Government's commitment to tackle disadvantage and discrimination, advance equality of opportunity and encourage good relations between all people.

The Equality Act 2010 explains that having due regard to advancing quality of opportunity involves:

i.   Removing or minimising disadvantages affecting people due to their protected characteristics[1];

ii.   Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and

iii. Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

1.8   The **Fairer Scotland Duty (part 1 of the Equality Act 2010)** places a legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions.

1.9   In broad terms, socio-economic disadvantage means living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services. Socio-economic disadvantage can be experienced in both places and communities of interest, leading to further negative outcomes such as social exclusion. Disadvantage can also arise depending on the social class; this is more difficult to measure and will require further consideration.

1.10 Whilst Regional Transport Partnerships are not statutorily required to complete a Fairer Scotland Duty Assessment, Tactran concluded that it important to assess this aspect as the Regional Transport Strategy 2024 - 2034 has the potential to impact on the above.

1.11 On this basis Tactran is required to consider potential impacts on individuals and communities by:

i.   Place: on specific vulnerable areas or communities (SIMD, regeneration, rural) e.g., housing, transport.

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[1] These are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

ii. Pockets: household resources, (Income, benefits, outgoings) ability to access a service; and

iii. Prospects: peoples life chances e.g., access to, or ability to access employment, training, services (such as council or health) or support.

1.12 The **Children and Young People (Scotland) Act 2014 (Section 1)** incorporates the United Nations Convention on the Rights of the Child[2] (UNCRC) into national Scottish law. Tactran is required to respect, protect, and fulfil the UNCRC.

1.13 The United Nations Convention on the Rights of the Child is complemented by the Getting it Right for Every Child (GIRFEC) approach to improving the wellbeing of children and young people in Scotland. Developed from the UNCRC, it defines the wellbeing of children by using eight indicators, including: safe, healthy, achieving, nurtured, active, respected, responsible, and included[3].

1.14 The **Child Poverty (Scotland) Act 2017** aims to reduce the number of children living in poverty in Scotland. A key focus is to reduce inequality and poverty within the formative years of children's lives.

1.15 Tactran recognises that the strategic decisions the Partnership makes profoundly influences the health and wellbeing of the diverse communities in Angus, Dundee City, Perth and Kinross, and Stirling.

1.16 The **Constitution of the World Health Organisation**, approved in 1948, defines health and well-being as "a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity".

1.17 The definition encompasses physical, mental, and social health and well-being and considers the health impact on individuals and communities through a framework of the social determinants of health. These factors, such as environment, transport, housing, access to services and employment can all interact to a greater or lesser extent with an individual's lifestyle choices and genetic makeup to influence health and well-being.

1.18 The Tayside and Central Scotland Regional Transport Strategy 2024-2034 was formally approved by the Cabinet Secretary for Transport in April 2024 and adopted by the Tactran Board on 11 June 2024. Following approval of the RTS 2024-2034 the Partnership have developed a comprehensive the RTS Delivery Plan.

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[2] The UNCRC considers a child as any human being below 18 years old, unless majority is attained earlier under the law applicable to the child. In Scotland, a minor is a person under the age of 18 in most circumstances (NSPCC, 2019).

[3] Cp. Section 96(2) of the Children and Young People (Scotland) 2014 Act.

1.19 The Delivery Plan 2024 - 2034 was approved by the Partnership Board on 18 March 2025. Individual interventions included within the RTS Delivery Plan have been informed by both the equalities and environmental impact assessments, complementing the development of the Tayside and Central Scotland Regional Transport Strategy.

1.20 RTPs are also designated statutory key agencies within the Development Planning process. This reflects the importance of integrated strategic land use and transport policies and plans which support and promote sustainable and inclusive economic growth through the planning and delivery of sustainable and socially inclusive infrastructure, and development which enables inclusive accessibility to employment, health, education and other key services and facilities. Through its statutory role in contributing to, influencing and supporting Strategic and Local Development Plans and their related Action Programmes, Tactran seeks to ensure effective alignment of strategic Land Use and Transportation policy and delivery, including ensuring that all forms of land use and related development are served by a range of modes which are fully inclusive and provide accessible and sustainable travel choices for all sectors of the community.

1.21 By developing and delivering a RTS in an inclusive manner through its statutory roles as a Regional Transport Authority, Community Planning and Development Planning agency, and as a public sector employer, Tactran seeks to meet and further its obligations under the General Equality Duty and Specific Duties.

2. SPECIFIC DUTIES

3.1 The Specific Duties were created by the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 and are steps required to deliver the General Duties as outlined above.

3.2 Following the Partnership's publication of required reports in April 2015, April 2017, April 2019, April 2021 and April 2023, the actions now required are to publish an updated Mainstreaming the Equality Duty Report no later than 30th April 2025 which:

- Reports on progress made in making the General Duties integral to the exercise of its functions, to better perform that duty
- Assesses and reviews progress on review of policies and practices to help better perform that duty
- Includes an annual breakdown of and progress on using employee information gathered to better perform that duty
- Uses information on Board Members to be gathered by Scottish Ministers and provided by them
- Fulfils the requirement that information is published in an accessible manner.

3.3 Tactran is also required to publish a report on progress towards achieving the Equality Outcomes aimed at enabling the Partnership to better perform the General Duties.

3. MEETING OUR DUTIES

Board Diversity

4.1 Listed bodies are required to publish and use information on the composition of their Members to promote greater diversity of Board membership. This information is to be gathered by Scottish Ministers and then provided to public bodies, to enable public bodies to report on steps taken, or intended to be taken, towards ensuring diversity in relation to the protected characteristics of those members.

4.2 During 2016 Tactran provided Scottish Government with the relevant contact information for all of its Board Members, to enable collection of this information. At the time of publishing this report the relevant information to enable reporting on this Specific Duty is awaited. The Equality & Human Rights Commission produced guidance on Board Diversity and the Public Sector Equality Duty published in October 2016, which the Partnership has since followed in seeking Council appointed members and making appointments of non-Council members. As a position statement, listed bodies are required to publish information on Board gender composition which, at 30 April 2025, was as follows:

	Female No.	Male No.	Total
Councillor Members	6	4	10
Non-Councillor Members	1	3	4
	7 (50%)	**7 (50%)**	**14**

4.3 The Council elections in May 2022 led to the appointment of Council members to serve on 10 positions. The Council member appointments made in June 2022 will continue through until the next Council elections in 2026 subject to vacancies occurring and replacements being nominated by the constituent Councils.

4.4 A combination of existing Council members not seeking re-election, coupled with the effects of electoral change, has led to changes to the existing membership and, potentially, composition of the Partnership Board. As vacancies arise, consideration will be given to further actions necessary to promote greater diversity of Board membership, having regard to progress made by Scottish Ministers on the provision of information on the protected characteristics of Board members. Consideration will also be given to development of Succession Planning, as recommended in Guidance issued by Scottish Government and EHRC along with targeted advertising for the appointment of non-Council Board appointments.

4.5   With regard to Council nominated vacancies, the Partnership will request that partner Councils have regard to both the principles of improving the diversity of public sector Boards and also relevant member skills and experience, as recommended in the Succession Planning Toolkit, when making their Councillor appointments and any replacements to the Tactran Partnership Board going forward.

Identifying the Functions and Policies Relevant to Equality

4.6   Tactran is a "Model 1" RTP with the responsibility to develop, monitor and oversee the delivery of the Regional Transport Strategy (RTS) for its area. This remains Tactran's primary role and duty.

4.7   Many of the statutory duties and responsibilities for implementing key policy and delivery elements of the RTS ultimately rest with the Partnership's constituent Councils, acting as statutory local roads and public transport authorities, amongst other duties/responsibilities. Responsibilities and duties in relation to the operation and maintenance of the national/strategic road and rail network rest with Transport Scotland and its agents, and with a range of public and private transport operators and providers.

4.8   Tactran is not, therefore, generally a direct provider of transport services or facilities. It seeks to influence, develop and improve transport policy and provision through the creation and promotion of the statutory RTS.   This includes undertaking and funding feasibility studies and project design; promoting sustainable travel behaviour through Travel Planning and Active Travel support and promotion; development of inclusive Travel Information tools and strategies; and development of its Health & Transport Framework working with Community Planning Partnerships. Through working in partnership with and providing grant assistance to local authorities, other public bodies, transport operators, community groups and others, Tactran seeks to influence the development and delivery of inclusive transport policies, infrastructure, services and measures.

4.9   Through engaging individually and collectively with the Scottish and UK Governments, local authorities and with national, regional and local transport providers RTPs can strongly influence transport policy and related provision, including through the requirement for Councils, Health Boards and other public bodies to have regard to the statutory RTS when drawing up their own statutory documents and plans.

4.10   RTPs can also contribute to, support and influence the furtherance of the General Duties through their role as a statutory Community Planning and Development Planning agencies.

Tactran Regional Transport Strategy (RTS)

4.11 The role of Regional Transport Partnerships is to strengthen the planning and delivery of regional transport developments. They are required to prepare a Regional Transport Strategy. This is supported by a delivery plan where RTPs set out when and how projects and proposals would be delivered.

4.12 Following publication of the Scottish Government's National Transport Strategy 2, the Partnership undertook a comprehensive exercise in consultation with a wide range of key stakeholders and the public to develop a Regional Transport Partnerships are required to develop an RTS, setting out how Tactran would deliver the NTS2 at a regional and local level. In accordance with legislative requirements, both an Integrated Impact Assessment (IIA) and Strategic Environmental Assessment (SEA) of the RTS 2024 – 2034 was undertaken.

4.13 Between June and August 2021 public and stakeholder engagement was undertaken to help identify the issues to be considered when developing the strategy. This informed the strategy's draft objectives and outcomes.

4.14 Between July 2022 and November 2022 public and stakeholder engagement was undertaken, seeking view on the draft objectives and outcomes; the scale of change required to hit national targets; and the measures which could help delivery of the identified outcomes. Between July 2023 and November 2023 public and stakeholder engagement was undertaken, seeking views on a draft strategy.

4.15 22 outcomes underpin the 4 strategic objectives of the RTS 2024-2034, including:

To take climate action:

i. 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

ii. Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies

To reduce inequalities:

i. 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 data zones (all domains), targeted by the respective Councils, 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 over-65s, and those in lowest SIMD data zones targeted by the respective Councils, to access social activities

ii. Improve the ability of people with disabilities to access jobs, education and services

iii. Improve the safety and security of vulnerable and protected characteristic groups in the street environment and on public transport

To improve health and wellbeing:

i. Improve road safety for vulnerable users (pedestrians, cyclists, children and older people, lower SIMD quintile)
ii. Reduce transport emissions in declared air quality management areas
iii. Improve access to healthcare

- Improve the ability of all in the lowest SIMD data zones (health domain), targeted by the respective Councils, to access healthcare
- Improve the ability of rural communities to access healthcare
- Improve the ability of over-65s to access healthcare (primary healthcare / hospitals)

iv. Increase the share of personal trips made by sustainable modes such as walking, cycling and public transport

v. Increase levels of physical activity

- Increase the levels of walking, wheeling and cycling in the lowest SIMD data zones (health domain), targeted by the respective Councils
- Improve the ability to access active leisure facilities and green space for lowest SIMD data zones

vi. Reduce the impact of traffic on communities on strategic routes

To help deliver inclusive economic growth:

i. 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

ii. Improved ability for young people, and disadvantaged and rural communities to access jobs and education

See outcomes to reduce inequalities above

4.16   The IIA noted that transport and accessibility affects all sectors and protected characteristics. Available evidence from research and statistics for each of the equality groups and protected characteristics was gathered and, where available, informed consultation on the EIA. This identified availability of some information in relation to needs and experience on grounds of age, disability, gender and race, but also identified that there was little available information about the particular transport and travel needs or experiences for other protected characteristics including gender reassignment, sexual orientation, religion or belief and pregnancy and maternity.

4.17   Relevant differential impacts noted and raised with particular relevance to the transport sector are summarised in paragraphs 4.18-4.24 below:

Influencing Travel Choices and Behaviour

4.18   Potentially negative impacts with regards to the implementation of any road user charging scheme are to be identified in further analysis. It is considered that these can be well mitigated, identifying at-risk groups prior to implementing such schemes to adjust the scheme to reduce the impact.

Improving Access to Public Transport

4.19   Members of the LGBTQ community in Scotland are more likely to be subject to hate crimes and harassment on public transport and subsequently feel unsafe within stations and on public transport[4] [5].

Decarbonising Transport and a Just Transition

4.20   The current ULEV market comprises higher-income consumers, with over half of EV owners still primarily concentrated among the top 20% wealthiest income earners[6].

4.21   Most private EV owners are still middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and the ability to

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[4] STONEWALL SCOTLAND (2017): LGBT in Scotland – Hate Crime and Discrimination
https://www.stonewallscotland.org.uk/system/files/lgbt_in_scotland_hate_crime_-_web_use.pdf
[5] Cp. Cp. O'CONNOL (2010): Legal Study on Homophobia and Discrimination on Grounds of Sexual Orientation and Gender Identify. European Union Agency for Fundamental Rights.
https://fra.europa.eu/sites/default/files/fra_uploads/1357-lgbt-2010_thematic-study_ie.pdf
[6] Electric car market statistics (https://www.nextgreencar.com/electric-cars/statistics).

charge at home[7]. Indeed, those in the lowest two income brackets made up just 4% of EV owners from 2015 to 2017[8].

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

4.23   Publication of the finalised RTS 2024 – 2034 included an Easy Read Version, which was developed in consultation with Disability Scotland.

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

4.24   Improving the ability to access services and opportunities by reducing the scale of travel will help those without access to a car.

Responsibilities

4.25   As a strategic, regional body Tactran will seek to ensure that equalities interests are specifically identified and addressed through ongoing development and implementation of the RTS Delivery Plan, plus through related consultation forums and other elements of RTS policy and delivery.

4.26   Responsibility for local policy and delivery of a number of key elements of the RTS - e.g. public transport service and infrastructure provision - remains with Tactran's constituent Councils and various transport service providers. Where such services and facilities are delivered by constituent Councils and/or other public/private sector partners, the relevant agencies' equalities policies and processes for consultation with equalities groupings will apply and be accountable.

4.27   The RTS 2024-2034 and subsequent RTS Delivery Plan are available for inspection and can be downloaded free of charge from the Partnership's website www.Tactran.gov.uk.

Assessing and Consulting on the Impact of our Policies

Assessment

4.28   The RTS was developed and assessed in line with STAG (Scottish Transport Appraisal Guidance) principles. The STAG process examined the strategy in terms of Economy, Accessibility, Environment, and Safety and Health indicating the overall impact of the strategy in these areas.

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[7] Lyndhurst B. Uptake of Ultra Low Emission Vehicles in the UK, A Rapid Evidence Assessment for the Department for Transport. London: Department For Transport Brook Lyndhurst Ltd; 2015.
[8] Electric car market statistics (https://www.nextgreencar.com/electric-cars/statistics).

4.29 The RTS recognises that transport affects all sectors of society and that particular groups and sectors rely more heavily on transport services and related facilities. It identifies a number of key issues in relation to the regional transport network, including:

- the need to overcome barriers to public transport use, including improvement to disabled access on and when boarding public transport and at key interchanges, including bus and rail stations;
- the need for Demand Responsive Transport provision in rural and other areas where conventional bus services tend to be less available or frequent, or for those who are unable to make use of conventionally operated bus services; and
- the need for high quality and accessible public transport information which is available in a variety of formats and mediums, including for travellers with special needs.

4.30 The RTS 2024 - 2034 and accompanying IIA, and the RTS Delivery Plan 2024-2034, confirm that interventions and measures pursued in fulfilment of the strategy will be subject to an intervention or project-specific IIA. As proposals and projects progress towards implementation the Partnership will work with delivery partners to ensure that equalities impacts are considered and that IIA's are undertaken in all appropriate cases.

Consultation

4.31 As outlined above, a comprehensive and wide-ranging consultation with stakeholders and the public, including representative market research, was carried out as part of the development of the RTS from 2020 and 2023.

4.32 Stakeholder consultation was carried out at key stages of the RTS Refresh process:

1. **Key Trends and Main Issues Identification** – to consult on continuing relevance of RTS Vision and Objectives, to ensure that all relevant issues were identified, and to seek comment on prioritisation of issues and proposals.

2. **Draft Strategy –** widespread stakeholder consultation on the Draft Strategy and accompanying IIA and SEA, with analysis of comments and how they informed and influenced the Final Tayside and Central Scotland Regional Transport Strategy 2024 - 2034.

4.33 Various key stakeholder workshops and meetings took place in advance of and as part of the formal consultation on the Draft RTS, including with those equality groups which expressed a wish to do so.

Representative Market Research

4.34 Tactran commissioned representative market research to inform and input to consultations undertaken during the development of the RTS 2024 - 2034.

Monitoring Policies for any Adverse Impact on Equalities;

4.35 The RTS includes a Monitoring Framework with 28 Outcome Performance Indicators (PIs) and associated targets. The Monitoring Framework now includes 26 indicators relating to Accessibility, Equity and Social Inclusion. These indicators will be promoted through the LOIPs as a contribution towards relevant national transport outcomes, such as reducing congestion, increasing active travel and reducing road traffic casualties, and to take account of the availability of monitoring data.

4.36 The updated Monitoring Framework addresses each of the RTS Objectives and defines PIs which are capable of supporting meaningful progress reporting using available published data sources such as the Scottish Household Survey and Census and includes the use of accessibility modelling and mapping.

4.37 A number of the monitoring indicators relate to elements of the RTS which are relevant to equalities including:-

- improving accessibility by public transport to the labour market
- improving accessibility by public transport to hospitals; further or higher education; retail, leisure and recreational and tourism facilities;
- improving accessibility and inclusivity of the bus network; and
- real and perceived levels of personal security on the transport network.

In reviewing and defining a new set of equalities outcomes for this report consideration has been given to incorporation of appropriate and relevant PIs and targets within the RTS Monitoring Framework.

All reports to the Partnership include screening and comment on equality impacts and issues with the intention of ensuring that Partnership Board members are aware of and consider these.

Employment Duty and Information

4.38 Listed public bodies have a duty to publish annual information on their employees broken down by protected characteristic and to report annually on recruitment, development and retention of employees with respect to the number and relevant protected characteristics of employees. This information requires to be published annually for the 2 years since publication of the previous Mainstreaming Report. The information must be used to better perform the General Equality Duty.

4.39 As a "Model 1" RTP Tactran is a small, strategic organisation. Reflecting its strategic role the Partnership's staffing establishment has comprised 7 full-time members of staff as follows:

- Partnership Director
- Senior Partnership Manager
- Senior Strategy Officer
- Strategy Officer (Strategic Connectivity)
- Strategy Officer (Sustainable Transport)
- Projects Manager
- Office Manager/PA to Director

4.40 During the 2-year period of this report, from April 2023 to March 2025, there has been a recruitment exercise to the core staffing establishment and recruitment.

4.41 One female member of staff left in September 2024 and has yet to be replaced, with recruitment ongoing, resulting in currently 6 core staff.

4.42 The annual gender and ethnicity composition of the Partnership's employees during the period April 2023 – March 2025, at full staff complement, was as follows:

	2023/24		2024/25	
Ethnicity	**Male**	**Female**	**Male**	**Female**
White	4	3	4	2
Mixed or Multiple				
Asian				
African				
Caribbean or Black				
Other				

4.43 Guidance issued in March 2015 under the Scottish Government's Equality Evidence Toolkit for Public Authorities indicates that reporting combinations of other protected characteristics for small employee numbers risks identifying individuals, which should be avoided.

4.44 Tactran is supported in carrying out its day to day functions by the provision of Secretariat, Legal, Financial and Information Technology support by Perth & Kinross Council. Specialist Human Resources advice to the Partnership is also provided by Perth & Kinross Council.

4.45 The Partnership's staff headquarters at Bordeaux House, 31 Kinnoull Street, Perth is fully disabled accessible with lift access and a disabled toilet.

Employment Policies and Practices

4.46 The Partnership adopts the HR policies and related employment and monitoring processes of Perth & Kinross Council, adapted as appropriate to reflect the Partnership's own operational needs and circumstances. This includes adoption of the Council's recruitment and selection policies and procedures and embedding of equalities practice within recruitment and employment. The Council has developed a comprehensive suite of equalities policies and procedures in relation to employment, including Equal Opportunities Monitoring, Positive Action in Recruitment and Equal Pay Policy, which the Partnership also adopts. These are reviewed and updated to ensure that employment practice is compliant with equalities requirements.

4.47 Relevant policies, include:

- Fairness at Work
- Achieving & Maintaining Standards
- Employee Code of Conduct
- Maximising Attendance
- Adoption Leave
- Maternity Leave
- Paternity Leave
- Paternal Leave
- Shared Parental Leave & Pay
- Annual Leave
- Special Leave
- Flexi Time
- Early Retiral and Voluntary Severance Scheme

Gender Pay Gap and Equal Pay

4.48 Listed authorities with more than 20 employees are required to publish information every 2 years on the percentage difference between men's average hourly pay and women's average hourly pay amongst its employees and a statement on equal pay every 4 years.

Ensuring Employees Are Aware of Their Duty to Promote Equality

4.49 The Partnership's Governance and HR policies are notified to all staff and are available on the website.

4.50 The Partnership's employment/HR policies are reviewed periodically in line with updating of Perth & Kinross Council policies, which take account of revisions to equalities and other employment legislation and guidance.

4.51 The Equality Outcomes Report published in April 2019 included a number of specific actions which are designed to ensure that all employees of the Partnership are aware of and take appropriate actions to address, implement and monitor the Partnership's duties in relation to equalities.

Award Criteria in Public Procurement

4.52 Where a listed authority carries out a public procurement exercise it must have due regard to whether its award criteria should include equality considerations which help it to better perform the equality duty.

4.53 The Partnership has, from February 2017, become a member of Scotland's public sector contracting body, Scotland Excel, which includes specific public sector equalities requirements within model contract arrangements and conditions.

Publishing Results of Assessments, Consultation and Monitoring

4.54 Mainstreaming the Equality Duty reports and Equalities Outcome reports are published on the Partnership's website www.Tactran.gov.uk.

4.55 Progress related to the Equality Outcomes Report is reported two-yearly to the Partnership and publicly through inclusion within the Partnership's Annual Reports. Annual Reports are published on www.Tactran.gov.uk. This Mainstreaming the Equality Duty Report is accompanied by a progress report on the Equality Outcomes Report published in April 2025.

4.56 A comprehensive review and refresh of Equalities Outcomes has been undertaken to accompany this report and will be further reviewed by no later than April 2027, in accordance with requirements and timescales set out in EHRC publications Public Authorities in Scotland.

4.57 This will include an examination and identification of equality outcomes which further one or more of the General Equality Duties needs – eliminating discrimination; advancing equality of opportunity; and fostering good relations – and on outcomes which will seek to improve chances and experiences for individuals, communities, organisations or society as a whole, through actions which Tactran can or will take, which directly influence and further the General Equalities Duty and Specific Duties to deliver practical improvements in the life chances of people who may experience discrimination or disadvantage.

4.58 In developing updated Equalities Outcomes Tactran will seek to close any gaps in the information in relation to any protected characteristics that the Partnership currently holds and as has been identified in the RTS Integrated Impact Assessment.

4.59 The development of an updated Equality Outcomes Report will be undertaken in consultation with partner Councils, Community Planning Partnerships, City Deals, the Equality Forum other key stakeholders and relevant partners/agencies with a view to ensuring that there is a consistency of approach to identification of, and agreement on relevant, meaningful and achievable outcomes for all relevant protected characteristics.

Tactran Equalities Outcomes Report 2025

1. Purpose of Report

This Equality Outcomes Report sets equality outcomes which are the results the authority aims to achieve in order to further the elimination of discrimination, the advancement of equality of opportunity, and/or the fostering of good relations. Accordingly, this report identifies:

Section 2.1:   Role of Regional Transport Partnerships and Regional Transport Strategies
Section 2.2:   RTS Integrated Impact Assessment (and Appendix B1)
Section 2.3:   Impact of RTS on Equality Outcomes (and appendix B2)
Section 3:   RTS equality outcomes
Section 4:   Measuring Progress

2. Tayside and Central Scotland Regional Transport Strategy

2.1   Role of Regional Transport Partnerships and Regional Transport Strategies

Regional Transport Partnerships, including Tactran, were established in the Transport (Scotland) Act 2005. The Act places a duty on RTPs to develop and keep under review Regional Transport Strategies. The Act places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy.

The third Tayside and Central Scotland Regional Transport Plan 2024-2034 (RTS) was adopted in June 2024 following approval of the strategy by the Cabinet Secretary.

The Tayside and Central Scotland RTS considers the challenges and opportunities pertinent to the Tactran region and, provides the policy context for the Angus, Dundee City, Perth and Kinross, and Stirling Council areas.

2.2 RTS Integrated Impact Assessment

During the initial stages of the development of the RTS, Tactran concluded that a number of detailed assessments were required.

A number of assessments were undertaken to inform the development of the RTS. This included an Integrated Impact Assessment (IIA) that integrates the Equalities Impact Assessment (EqIA), Fairer Scotland Duty Children's Rights and Wellbeing Impact Assessment (CRWIA), and Health Inequality Impact Assessment (HIIA) into a single framework. The IIA informs the Regional Transport Partnership of the potential impacts of policies and proposals on different groups in society, in particular the most vulnerable groups and those with protected characteristics. This allows the final RTS to minimise negative impacts and identify any mitigation measures that need to be put in place to ensure any negative impacts are further minimised or eliminated

The IIA ensures compliance with the legal requirements in terms of the Public Sector Equality Duty, Equality Outcomes and Human Rights, and the Fairer Scotland Duty.

The IIA identified how the following protected groups were affected in relation to travel demands and transport choices:

- Sex
- Age
- Disability
- Marriage / Civil Partnerships
- Race
- Religion / Belief
- Sexual Orientation / Gender Reassignment
- Pregnancy / Maternity

The summary of the impacts on these protected groups are included in Appendix B1.

2.3 Impact of RTS on Equality Outcomes

The RTS includes a number of delivery themes. The Integrated Impact Assessment suggested that the delivery of the actions contained in the RTS is likely to result in positive outcomes for equalities. A summary of the likely impacts of the delivery of the RTS on equalities is included as Appendix B2.

3. RTS Equality Outcomes

The RTS set four strategic objectives in line with the Scotland's Second National Transport Strategy (NTS2), these are:

- To take climate action
- To improve health and wellbeing
- To reduce inequalities
- To help deliver inclusive and sustainable growth

Each of these strategic objectives were supported by a number of outcomes, focused on those activities which would help make the biggest difference to supporting these strategic objectives.

Recognising the impacts on these protected groups, as well as those that live in rural areas and those in or at risk of direct or indirect discrimination due to low income, low wealth; material deprivation or socio-economic background[1] the RTS set the following objectives to specifically address inequalities:

RTS Strategic Objective	RTS Outcomes which seek to address equalities
To take climate action	No outcomes targeted at reducing inequalities

To improve health and wellbeing	Improve road safety for vulnerable users (pedestrians, cyclists, children and older people, lower SIMD quintile)
	Improve access to healthcare
	    • Improve the ability of over-65s to access healthcare (primary healthcare/hospitals)
	    • Improve the ability of all in the lowest SIMD data zones (health domain), targeted by the respective Councils, to access healthcare
	    • Improve the ability of rural communities to access healthcare
	Ability of older people and those in least affluent SIMD data zones targeted by the respective Council to access social activities
	Increase levels of physical activity
	    • Increase the levels of walking, wheeling and cycling in the lowest SIMD data zones (health domain), targeted by the respective Councils
	    • Improve the ability to access active leisure facilities and green space for lowest SIMD data zones

To reduce inequalities	Improve ability for young people, and disadvantaged and rural communities to access jobs, education and services • Improve ability of 16-24 year olds to access jobs and further education

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[1] The evidence indicates that discrimination and disadvantage experienced by persons related to each protected characteristic on the transport system frequently intersect with each other

RTS Strategic Objective	RTS Outcomes which seek to address equalities
	• Improve ability of all in the lowest SIMD data zones, targeted by the respective Councils, 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 over-65s, and those in lowest SIMD data zones targeted by the respective Councils, to access social activities Improve the ability of people with disabilities to access jobs, education and services 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	Improved ability for young people, and disadvantaged and rural communities to access jobs and education

It is also recognised that the following RTS outcomes are likely to have an impact on equalities

RTS Strategic Objective	RTS Outcomes which are likely to have an impact on equalities	Potential impact on equalities
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 car km driven	Until the cost of electric and low emission vehicles are reduced, then measures to encourage their use (and measures to discourage fossil fuelled vehicles) are likely to disproportionately disadvantage lower income groups
		Higher income groups drive more car km than lower income groups. However, car km generated by lower income groups is less likely to be discretionary travel.
	Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies	Rural communities are at a higher risk of risk to lifeline routes and services
To improve health and wellbeing	Reduce transport emissions in declared air quality management areas Reduce the impact of traffic on communities on strategic routes	Lower income groups are more likely to live close to transport sources (usually roads) than more affluent groups

4. Measuring Progress

RTS Outcomes which seek to address equalities

Outcome	Indicator	Baseline in RTS			2025 Update		Notes
Improve road safety for vulnerable users (pedestrians, cyclists, children and older people)	• People killed or seriously injured • Children (aged 16 and under) killed or 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 17-25 killed or seriously injured • Percentage of motorists driving/riding within the posted speed limit • Casualty rate for the most deprived 10% SIMD areas compared to the least deprived 10% SIMD areas	**2018-22 average[2]**	**Killed**	**All severities**	**Killed**	**All severities**	National data available for: • Children (aged 16 and under) • Road users aged 70 and over • Casualty rate for the most deprived 10% SIMD areas
		Angus	2	154	9	150	
		Dundee	1	156	2	175	
		Perth & Kinross	7	212	6	206	
		Stirling	5	139	1	1	
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[3]**	**30 mins of a GP**	**30 mins of a hospital**	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	89%	41.5%			
		Dundee	99.8%	33.2%			
		Perth & Kinross	87.7%	60.3%			
		Stirling	92.9%	43.3%			
Ability of all in the least affluent SIMD data zones (health domain) targeted by the respective Council to access healthcare	% of population within least affluent SIMD data zones able to access (i) primary (GP) and (ii) secondary (hospitals) healthcare by public transport within 30mins / 60mins	**2023: % of 20% SIMD within[4]**	**30 mins of a GP**	**30 mins of a hospital**	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		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 (i) primary (GP) and (ii) secondary (hospital) healthcare by public transport within 30mins / 60mins	**2023[5]**	**30 mins of a GP**	**60 mins of a hospital**	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	60.5%	58.1%			
		Perth & Kinross	72.3%	73.5%			
		Stirling	76.7%	46.5%			
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	**2023**	**30 mins**	**60 mins**	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas SHS How often people have felt lonely by SIMD
		Angus	9.2%	6.9%			
		Dundee	0.4%	0.4%			
		Perth & Kinross	12.1%	11.0%			
		Stirling	4.8%	3.7%			

[2] Reported Road Casualties 2022 NB No local datasets other than KSIs
[3] Tactran NAPTAT Accessibility Modelling 2023
[4] Tactran NAPTAT Accessibility Modelling 2023
[5] Tactran NAPTAT Accessibility Modelling 2023

Outcome	Indicator	Baseline in RTS			2025 Update		Notes
Levels of walking and cycling in the least affluent SIMD data zones (health domain) targeted by the respective Council	Pedestrian and cycle data in least affluent SIMD data zones	Normal method of travel to work/education 2023[6] in 20% least affluent SIMD data zones	Walk	Cycle	The intention is to undertake the Tactran Representative Public Opinion Survey every two years		Walking and cycling use data available by - Age - Gender - Whether person in household with disability or impairment - Religion - Ethnicity - Married status
		Angus	23%	5%			
		Dundee	8%	3%			
		Perth & Kinross	21%	5%			
		Stirling	12%	3%			
	Mode share travel to school in least affluent SIMD data zones[7]	Data to be included in Monitoring Framework					
Improved ability to access active leisure facilities and green space in least affluent SIMD data zones	% of population within the least affluent SIMD data zones within 5 min walk of their local green or blue space[8]	2019	20% least affluent SIMD data zones	Whole council area	20% least affluent SIMD data zones	Whole council area	SHS data collected by: - Age (limited data) - SIMD - Health - Urban-Rural - Gender - Disability - Ethnicity - Religious Belonging (limited data)
		Angus	n/a	65%	n/a	79%	
		Dundee	46%	48%	58%	65%	
		Perth & Kinross	n/a	66%	n/a	82%	
		Stirling	n/a	84%	n/a	84%	
	% population within the least affluent SIMD data zones able to access a public leisure centre by public transport within 30 mins / 60 mins by public transport [9]	2023	30 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	100%	100%			
		Dundee	100%	100%			
		Perth & Kinross	100%	100%			
		Stirling	80%	100%			
Improve ability of 16-24 year olds to access jobs and further education	% 16-24 year olds able to access a range of employment opportunities within 40 mins / 60 mins by public transport[10]	2023	40 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	92%	76.9%			
		Dundee	99.7%	99.7%			
		Perth & Kinross	80.5%	63.8%			
		Stirling	83%	88.7%			
	% 16-24 year olds able to access further education facilities within 30 mins / 60 mins by public transport[11]	2023	30 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs - Rural areas
		Angus	37.4%	87.6%			
		Dundee	97.7%	99.7%			
		Perth & Kinross	38%	74.3%			
		Stirling	55.1%	88.8%			
Improve ability of all in the least affluent SIMD data zones (all domains) targeted by the respective	% population in least affluent SIMD data zones to access a range of	2023	40 mins	60 mins	Accessibility modelling unlikely to be updated until mid-term review of RTS		Data available for: - Households without access to car - 5/10/20% SIMD datazones - 16-24 yr olds - Over 66yrs
		Angus	100%	83.3%			
		Dundee	100%	100%			
		Perth & Kinross	100%	81.8%			

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[6] Tactran Representative Public Opinion Survey (Taylor McKenzie Research 'Tactran Quantitative Research Report', October 2023)
[7] Sustrans Hands Up Scotland Survey
[8] Scottish Household Survey Walking distance to nearest usable green or blue space
[9] Tactran NAPTAT Accessibility Modelling
[10] Tactran NAPTAT Accessibility Modelling
[11] Tactran NAPTAT Accessibility Modelling

Outcome	Indicator	Baseline in RTS			2025 Update	Notes
Council to access jobs, education and services	employment opportunities within 40 mins / 60 mins by public transport[12] [13]	Stirling	100%	100%		- Rural areas
	% who feel the journey to or from work / college / university could be carried out using public transport[14]	2023	Least affluent SIMD quintile	Average (mode)	The intention is to undertake the Tactran Representative Public Opinion Survey every two years	Walking and cycling use data available by
		Angus	27%	76%		- Age
		Dundee	23%	29%		- Gender
		Perth & Kinross	31%	41%		- Whether person in household with disability or impairment
		Stirling	28%	55%		- Religion - Ethnicity - Married status
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				National SHS data exists for weekly cost of parking / weekly cost of public transport / how easy or difficult people find it to afford transport costs / do transport costs affect which method of travel is used BY age /ethnicity / religion / disability / income / SIMD quintile / urban/rural classification	DWP Children in low income families STPR2 Transport Poverty Data
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: (i) range of employment opportunities, (ii) further education and (iii) centres with a large food store and (iv) Post Office[15]	2023: 30 mins	Emp[16]	FE	Supermarket	Accessibility modelling unlikely to be updated until mid-term review of RTS	Data available for:
		Angus	69.8%	25.6%	55.8%		- Households without access to car
		Perth & Kinross	63.9%	15.7%	41.0%		- 5/10/20% SIMD datazones - 16-24 yr olds
		Stirling	39.5%	9.3%	30.2%		- Over 66yrs - Rural areas
Ability of people with disabilities to access jobs, education and services	Whilst the issues that people with disabilities have using our transport services are acknowledged as a problem requiring to be addressed, there are limited data sets to understand whether the 'whole journey' is accessible. Data exists for: - the accessibility of our stations - the % of the public transport fleet which is deemed accessible - the number of publicly available disabled parking spaces					Other useful data sources: Census % people with disability Passenger Focus Bus Passenger Survey 2019 Disability and Transport 2021 SHS % people with disability
The safety and security of vulnerable and protected characteristic groups in the street environment and on public transport	% felt safe and secure on bus/train in last month[17]		Bus 2021	Train 2021	Bus 2023 (day/night)	Train 2023 (day/night)	
		Angus	98%	n/a	98% / 71%	n/a[18]	Perception of safety during day / night available
		Dundee	99%	n/a	95% / 62%	n/a	
		Perth & Kinross	100%	n/a	98% / 76%	n/a	
		Stirling	97%	100%	99% / 77%	99% / 90%	
	% perception of people feeling very/fairly safe when walking alone in their neighbourhood after dark[19]		2019		2023		SHS data collected by:
		Angus	87%		81%		- Age(only available at national level)
		Dundee	81%		72%		- Urban-Rural - SIMD (only available at national level)
		Perth & Kinross	86%		86%		- Gender (only available at national level) - Disability - Ethnicity (limited data)

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[12] Tactran NAPTAT Accessibility Modelling

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

[14] Tactran Representative Public Opinion Survey (Taylor McKenzie Research 'Tactran Quantitative Research Report', October 2023)

[15] Tactran NAPTAT Accessibility Modelling

[16] Accessibility by public transport within 40 mins

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

[18] Insufficient sample size

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

Outcome	Indicator	Baseline in RTS		2025 Update	Notes
		Stirling	89%	88%	- Sexual Orientation (limited data) - Religious Belonging (limited data)
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				

RTS Outcomes which are likely to have an impact on equalities

Outcome	Indicator	Baseline in RTS			2025 Update		Notes
Reduce estimated CO_2 emissions from transport in the region: Increase the share of EV and low emission vehicle use	% of vehicles which are EV and low emission vehicles[20]	2023 Q3	% cars	% all vehicles	2024 Q2 % cars	% all vehicles	DVLA registration datasets do not include equality information
		Angus	5.5%	1.7%	7.1%	2.1%	
		Dundee	5.3%	2.3%	6.8%	2.9%	
		Perth & Kinross	6.0%	2.2%	7.7%	2.7%	
		Stirling	18.0%[21]	12.5%	17.2%[22]	16.0%	
Reduce estimated CO_2 emissions from transport in the region: Reduce car kilometres driven	Car km travelled on roads[23]	Cars & taxis	Million vehicle km 2019		2023		DfT vehicle km datasets do not include equality information
		Angus	837.6		795.8		SHS data allows an understanding of car km by age, gender and household income (see Annex for a route map to achieve a 20 per cent reduction in car kilometres by 2030, Transport Scotland, 2022)
		Dundee	680.64		679.7		
		Perth & Kinross	1870.24		1759.4		
		Stirling	1025.76		950.7		
Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies	Number of road/bridge closures per year on strategic road network	*Monitoring framework required (request from each LA)*					Monitoring to note impact on rural communities
	Rail services cancelled/delayed as a consequence of weather	In 2023, 160 services serving the Tactran region were partly cancelled, and 251 were fully cancelled due to adverse weather. 1,736 services were delayed due to adverse weather			In 2024, 40 services serving the Tactran region were partly cancelled, and 128 were fully cancelled due to adverse weather. 915 services were delayed due to adverse weather		
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)	2022	Annual Mean	No. Exceedances	2023	Annual Mean / No. Exceedances	Air quality can be mapped by SIMD datazones
		Dundee	20.3	0	Dundee	20.4 / 0	
		Perth & Kinross	20.1	0	Perth & Kinross	20.7 / 0	
		Stirling	15.1	0	Stirling	16.4 / 0	
Reduce the impact of traffic on communities on strategic routes	(i) Traffic volumes/type for identified communities[24] (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*					Settlements on strategic routes with least affluent SIMD datazones can be identified

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[20] DfT / DVLA Vehicle licensing statistics data tables
[21] It is likely that the higher % of registered vehicles in Stirling are not a consequence of private registrations
[22] It is likely that the higher % of registered vehicles in Stirling are not a consequence of private registrations
[23] DfT Road Traffic Statistics
[24] (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

Appendix B1

Summary of Key Transport Issues

The screening process has included reviewing evidence relating to transport at a regional level using datasets and where available considering future trends. Key issues pertinent to Angus, Dundee City, Perth and Kinross and Stirling are summarised below, with the main IIA report going into more detail.

Protected Characteristic: Sex

There were more females (51.3%) than males (48.7%) living in the region. This figure increases with age due to the longer life expectancies of women (cp. NATIONAL RECORDS OF SCOTLAND).

- Women often have the primary responsibility in the household for childcare. They have different employment characteristics to men and fewer financial resources.
- Those factors result in women and men travelling by different means, at different times, to different locations over different distances.
- Women make a greater number of journeys per weekday compared to men. The presence of school-aged children increases the average number of journeys made by women by approximately one-quarter.
- Women tend to complete more trips per weekday than men, though these trips are often shorter and have consecutive purposes (known as trip-chaining). The trips made by women tend to be completed using different transport modes compared to men.
- Approximately 66% of women hold a driving licence.
- Women are also more likely to use the bus and less likely to travel by rail than men.
- Women are less likely to travel for the purposes of work compared to men. It is important to note that public transport services tend to be designed to serve the needs of commuters with traditional 9am to 5pm schedules. They are, subsequently, based on primarily male travel patterns. Public transport timetables and routes are, as a result, not designed to fit travel behaviour that is shaped by unpaid care work and part-time employment.
- Personal safety after dark is a concern for women (more so than for men) but during the day, these concerns are comparable with those of men.
- When travelling, women are more likely than men to be travelling with buggies and/or shopping. This can affect mode choice.
- Lone parents experience particular difficulties; for example, there is a clear relationship between lone motherhood and poverty.
- In Scotland, only 28% of lone parents hold a driving licence. Women living alone with children were found to be more than five times as likely as those living with a partner (of either gender) to use a taxi, and around 1.5 times as likely to use a bus.

- Lone parents were also three times more likely to feel restricted by lack of facilities, and more than twice as likely to be restricted by cost of fares, than any other group.
- Single mothers have remarkably different travel patterns to either married women or men with children.
- Understanding the above characteristics of women's travel behaviour is key to recognising how, for example, cuts to subsidised bus services have had a disproportionate impact on women, as well as how women are less likely to benefit from discounted rail fares and season tickets.
- Further, the journey experiences of the women must be considered in terms of age, disability, ethnicity, sexuality, and class, dimensions which may exacerbate some of the issues and challenges faced. Disability, for example, increases with age. Due to the longer life expectancies of women, a higher proportion of disabled people are women.

Protected Characteristic: Age

By 2028 the population in the Tactran region is projected to increase by 1.0%. The population change varies considerably by constituent Council. The projected change is not consistent across all age groups. Continuing the current trend of an increasingly ageing population, between 2018 and 2028, the 65 to 74 age group and the 75 and over age group are projected to see the largest percentage increase.

The change in age structure varies considerably by constituent Council.

- Older age groups make up a larger proportion of the rural than urban population and rely more heavily on the public transport system than younger age groups. The inadequacies of rural transport choices often provide the context in which older people's experiences of everyday travel within the region are set.
- There is a widespread perception that public bus services do not provide a reliable and accessible mode of transport in rural areas. During the consultation on the main issues, respondents spoke about the absence and inadequacies of public bus services, including difficulties getting to bus stops and boarding buses. Such negative perceptions may not be based on direct personal experience; together with the perceived barriers to rural bus travel limited knowledge of, and interest in, bus travel, are perceptual barriers that further contribute to car dependence. In consequence, and despite free travel being available for older people at off-peak times, public bus services were typically not considered a viable option for everyday travel.
- Mobility limitations could make alternative travel modes difficult to use.
- Attending healthcare appointments is particularly difficult for those in rural communities within the Tactran region without access to a car. Over 25% of the population over the age of 65 without access to a private car are over 60 mins away from one of the major hospitals.
- Alternative travel modes – for example, hospital transport services and taxis – were often experienced as problematic.
- Young people also face barriers to transport, include the availability and cost of public transport, particularly to further and higher education.
- Young adults (aged 16-24) are more likely to be victims of crime than the Scottish average.

Protected Characteristic: Disability

- Disability increases with age. Due to the longer life expectancies of women, a higher proportion of disabled people are women.
- Disabled people of working-age within the region are less likely to be employed, and those that are, are more likely to be working part-time than non-disabled people. Subsequently, they are considerably less likely to commute.
- Disabled people within the region travel less frequently than non-disabled.
- The barriers to increased public transport use faced by disabled people depend somewhat on their impairment. Disabled people or those with a long-term health condition, however, may face a number of barriers to travelling. Many of these involve the physical accessibility of public transport, though they can also include less tangible barriers such as reduced confidence in travelling independently.
- The risk of exposure to crime is disproportionately higher for many of the protected characteristics. In 2022-23, 3% more charges with an aggravation of prejudice relating to disability were reported than in 2021-22. Crime can intersect with other forms of abuse such as sexual harassment, racism, homophobia, transphobia, and disability-related harassment, and it is therefore crucial to consider how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities, the LGBT community, and those with a disability.
- While there is a National Concessionary Travel Scheme for those eligible, disabled people are more likely to experience affordability barriers to transport relative to people without disabilities. Individuals who live in households with a disabled person are more likely to experience income poverty than those without.

Protected Characteristic: Marriage / Civil Partnerships

No information has been found on specific relationships between transport impacts and marriage and civil partnership. However, Tactran will continue to scan the available literature for forthcoming publications in this area.

Protected Characteristic: Race

Angus, Dundee City, Perth and Kinross and Stirling are not characterised by a diverse population. Black and Ethnic Minority (BEM) population across Scotland is highest in urban areas, including Dundee City and Stirling, where employment opportunities are a significant pull factor.

Certain ethnic minority households were likely not to have to a car or van. After walking, the most commonly used type of transport by BEM communities in Scotland is the bus. Some ethnic minority groups are also highest amongst those that never cycle for either work or leisure purposes.

The COVID-19 pandemic has highlighted existing inequalities affecting BME communities and exacerbated inequalities in several areas, including transportation. People from these communities are more likely to rely on public transport to access employment than other groups. As such they would have relied on the continued operation of bus services during past lockdown periods.

The latest available data suggests that charges relating to race crime remain at a high level.

Protected Characteristic: Religion / Belief

People who are Roman Catholic or Muslim are more likely to live in Scotland's 15% most deprived areas when compared to other religious groups and those with no religion.

Muslims had significantly lower median earnings than those of no religion or Christians. The pay gap between Muslim adults and those of no religion was as high as roughly 20%. This group might, subsequently, be more vulnerable to the costs of transport and as such face barriers in accessing employment, education, healthcare, and other services as a result.

The risk of exposure to crime is disproportionately higher for many of the protected characteristics. Religious or faith-based hate crimes continue to rise in numbers. There were 8% more charges with a religious aggravation in 2022-23 than in 2021-22. It is therefore crucial to consider how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities, the LGBT community, and those with a disability.

Protected Characteristic: Sexual Orientation / Gender Reassignment

Data on gender reassignment figures are not available at a Local Authority level.

In 2022-23, 2% more charges with an aggravation of prejudice relating to sexual orientation than in 2021-22 were reported. The number of charges reported has increased each year since 2014-15.

Transgender people most feared for their safety on the streets and using public transport, with almost half of transgender persons in Scotland having experienced a transphobic hate crime or incident. Three in ten LGBT people confirmed that they avoid certain streets because they do not feel safe as an LGBT person there.

There is a lack of data which evidences a direct relationship between being transgender and income inequality. However, it is reasonable to suggest that such persons have lower income and wealth and are therefore at a higher risk of transport poverty. They face widespread discrimination and targeted hostility, unequal access to services, and workplace discrimination. Difficulties in accessing employment and services which increase disposable income (including healthcare free at the point of use and housing) suggest lower income and associated affordability barriers to transport.

Protected Characteristic: Pregnancy / Maternity

Evidence identified a range of constraints to transport use, and a number of restrictions on women. Specific groups were found to experience constraints in terms of their use of transport in different ways, including pregnant women who are mobility restricted – particularly during later stages of pregnancy.

Exposure to air pollution has been identified as a particular issue in relation to the health of unborn children. The research indicates that air pollution linked to transportation is linked to poor pregnancy outcomes leading to children being more susceptible to disease later in life.

In addition, research shows that a lack of physical activity such as walking, wheeling or cycling can be an essential factor in the occurrence of depressive disorders of women in the post-natal period.

Appendix B2

Impact of RTS on Equality Outcomes

The RTS includes a number of delivery themes. The Integrated Impact Assessment suggested that the delivery of the actions contained in the RTS is likely to result in positive outcomes for equalities.

RTS Delivery Theme	Equality Dimension	Differential Impact
Reducing the need to travel by car through the location of development and services	This delivery theme will improve public transport connectivity of developments as well as their local centres and amenities. Supporting the opportunities for active travel and public transport links will assist access to employment opportunities, essential services and facilities they need to access on a daily basis.	Applying the transport principles established in the RTS will mean that, as the region grows, a greater proportion of people will live in locations that can be well connected to employment and other opportunities by walking, cycling or using public transport.
Influencing travel choices and behaviour	The work delivered to promote sustainable travel by Tactran is likely to result in positive impacts for equality groups such as: Promotion of walking and cycling infrastructure is likely to realise advantages as many equality groups (women; children and younger people; older people; and disabled people) make proportionally more pedestrian trips than the wider population. Cycling is also a popular mode of transport amongst children and younger people; children aged 11 and 15 make more cycling trips than any other age bracket. These active travel modes will also be beneficial in helping to reduce health inequalities experienced by some of these groups. Potentially negative impacts with regards to the implementation of any fiscal demand management schemes are to be identified in further analysis. It is considered that these can be mitigated, identifying at-risk groups prior to implementing such schemes to adjust the scheme to reduce the impact.	Influencing travel choices and behaviour through targeted and tailored actions is likely to provide a number of benefits that can be shared by groups with protected characteristics. **Young people**, and in particularly children, make more walking and cycling trips than any other age groups. Young people, subsequently, benefit in particular from active travel as this would potentially provide healthier, more affordable access to engage in education and work opportunities. **Women** tend to express more personal safety concerns than men; this is particularly so at night, where fear of crime can be a significant travel deterrent. The increased concerns regarding safety are also likely to affect ethnic minorities and those with a visual Sexual Orientation / Gender Reassignment. Work to increase the numbers of people walking and cycling can improve natural surveillance to address such concerns. The IIA identified several groups who are at risk from the introduction of any fiscal demand management measures, including those on **low income**. A difficulty or inability to use public transport would make individuals for whom the car is essential to their current pattern of participation in society particularly vulnerable to the introduction of road charges. Subsequently, those suffering from **disabilities**, **elderly people**, **females**, **ethnic minority groups** and, of course, those whose trip is not served by public transport have been identified as being particularly at-risk: • The use of revenues from demand management measures to improve transport for at-risk groups, could go some way to mitigating the impacts. • It is possible to adjust any fiscal measures to reduce the impacts on at-risk groups.

RTS Delivery Theme	Equality Dimension	Differential Impact
Decarbonising transport	The local impacts of climate change are most likely to have a negative impact on the least resilient groups in society. Decarbonising transport through the phasing in of low emission vehicles will also have an impact on air quality: There is strong evidence that people from poor and disadvantaged communities., ethnic minorities, children and disabled people are more exposed to air pollution. There is also strong evidence that greater exposure to air pollution is correlated with a greater risk of long-term conditions. Poor health is linked to time off work and reduced productivity - and can contribute to lower income. Improving air quality will therefore help to level up inequalities within the region.	Decarbonising transport and the transition to zero emission infrastructure would have potential positive impacts on groups who are more vulnerable to the adverse health impacts of transport-related emissions and air pollution. Population groups particularly vulnerable to adverse effects of traffic-related air pollution include to **children**, **pregnant women** and the **elderly**. Along rail lines, residents are likely to be exposed to high levels of diesel exhaust particles and other airborne pollutants at potentially even greater levels than those from the trunk road network. With the RTS supporting the decarbonisation of rail within the region, it will help to realise positive differential impacts for all protected characteristics travelling by train on a regular basis as well as those living close to a rail line in Angus, Dundee City, Perth and Kinross and, Stirling. The ULEV market still comprises higher-income consumers, with over half of (UL)EV owners still primarily concentrated among the wealthiest income earners. Most private EV owners are still middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and the ability to charge at home. Current business models for (second-hand) EV ownership and the transition to net-net zero emissions are not working for **households in the lowest income** brackets or, in distinctively rural areas. There is potential for negative impact if on-street electric vehicle charge points result in trailing cables which can pose a trip hazard and a barrier to people with a mobility difficulty as well as **those with prams / pushchairs**.

RTS Delivery Theme	Equality Dimension	Differential Impact
Improving safety	The work delivered to improve road safety is likely to result in considerable positive impacts for equality groups such as: Improvements to road safety and personal safety will realise positive impacts for equality groups as they tend to be over-represented in terms of accidents.	The RTS recommends seeking to create safer streets and roads for both motorised and non-motorised road users within the region. The actions are likely to provide a number of benefits that can be shared by groups with protected characteristics: **Children and young people** are considered vulnerable road users, with children from most deprived backgrounds are five times more likely to be injured on the roads compared with children from the most affluent backgrounds. Children from ethnic minorities are up to twice as likely as average to be involved in road accidents while walking or playing. The RTS promotes measures with a particular focus on educational activities and road safety interventions where schools are located. The lack of safe infrastructure for pedestrians and cyclists has a disproportionately greater impact for **people with mobility impairments and individuals who have impaired vision or hearing**. **Pregnant women and those with young children** are less mobile and also more vulnerable. The RTS promotes access for all potential users, making it easier and safer to get around, encouraging more people to travel more actively more often. **Younger drivers**, particularly young men, are more likely to be involved in a collision. The RTS will continue to promote targeted campaigns. Casualty rates amongst residents from **areas classified as relatively deprived** were significantly higher than those from relatively affluent areas. The RTS promotes interventions to provide targeted support. It should be noted that the recommended interventions will probably have an overall negligible impact on any of the protected characteristics at regional level but will result in considerable positive impacts at a local level.
Improving the accessibility and security of our transport networks	Improving links between public transport and active modes, and public realm at interchanges and other stations, will provide for a better public transport experience from start to finish. It will, subsequently, support the creation of inclusive communities and age-friendly spaces. Being Age Friendly in the public realm is about small design considerations that greatly improve an	Improving the accessibility and (actual and perceived) security of our transport networks would have potential positive impacts on groups with protected characteristics. Under this delivery theme, the RTS will promote measures which will help to enable a good public transport experience within the region. The RTS focusses on a whole journey approach, including attractive links between public transport and active modes, and public realm at interchanges and other stations. Fear of violence and crime encountered on and around (public) transport, and its associated public spaces, can be an important factor in the travel choices of certain groups. These include **women**, **young**, **older and disabled people**, the **LGBTQ+**

RTS Delivery Theme	Equality Dimension	Differential Impact
	area for older people, thereby planning for the needs associated with a changing demographic in Angus, Dundee City, Perth and Kinross and Stirling.	population and some ethnic minorities, who have above average recorded that they are feeling more vulnerable on (public) transport than others. Tactran anticipates that respective improvements will have an impact on those protected groups for whom access, and mobility is an issue, including disabled, older people and **parents/carers** of young children. Fewer standard on-street car parking spaces within the area of public realm improvements hold the potential negative implication for those with health problems, disabilities or caring responsibilities (including older people) which affect ease of movement, and including those living rurally who need to travel to village and town centres by car.

RTS Delivery Theme	Equality Dimension	Differential Impact
Improving sustainable travel opportunities	Providing improved sustainable travel opportunities improves the travel opportunities for those without access to a car. For example, a higher proportion of bus users are women, older people and those who do not have access to a car. These groups are more dependent on public transport for access to work, education, leisure and health services. The RTS aims to improve public transport provision through service, infrastructure and ticketing improvements within the region. In this way the RTS will help the region become more attractive within which to live and work and ensure everybody has equal opportunity to access job opportunities and services.	Active and sustainable travel infrastructure and interventions included under this theme could potentially have a positive impact on groups with protected characteristics by improving access to key services such as education, healthcare, employment, shopping and recreational activities as well as connecting communities through an improved active and sustainable transport network. **Young people** can also be disadvantaged by limited mobility resulting from the high cost of some transport options and limited opportunities for travelling independently (especially in the evenings and at weekends). A continued commitment to the school travel planning process and safe routes to school will be of benefit to children. Initiatives to promote and facilitate walking, cycling and wheeling to school have the potential to positively impact upon children's health and fitness levels and promote independence. Improving public transport options is particularly important for **women** who are more likely to combine travel to work with trips for other purposes such as taking children to school, looking after family members or shopping. **Older people**, too, have an above average reliance on public transport to access services and facilities. Improving opportunities for older people to travel within their communities will lead to a better quality of life for this group by improving access to healthcare, leisure and cultural facilities, thus enabling elderly residents to take a more active role in their communities and neighbourhoods and tackle social exclusion and isolation. **Areas of deprivation** have a below average on car ownership and high reliance on bus services to access employment opportunities, services and facilities they need to access on a daily basis. • Car clubs could have a positive differential impact, allowing the advantage of access to a car when required without the financial implications of owning a car. • Increased opportunities for walking, cycling and wheeling should be of particular benefit to more **disadvantaged communities**. However, although walking, cycling and wheeling are low-cost options some people on low income might experience barriers to cycling associated with the cost of bikes etc.

RTS Delivery Theme	Equality Dimension	Differential Impact
Improving access to public transport	By improving access to public services, the RTS will enhance such access opportunities and is likely to provide a number of benefits that can be shared by groups with protected characteristics. With many aspects of modern life - cultural, social, economic, educational and medical - located in widely dispersed geographical locations across the region, the work delivered to improve access to public transport services is likely to result in considerable positive impacts in relation to advancing equality of opportunity, such as in narrowing the gaps in educational attainment by those from deprived backgrounds.	Many protected characteristic groups such as **children** and **young people**, **women**, **ethnic minority groups**, **disabled people** and **older people** have an above average reliance on public transport to access services and facilities. Improving access to public transport is particularly important for women who are more likely to combine travel to work with trips for other purposes such as taking children to school, looking after family members or shopping. Improvements to vehicle and bus stop accessibility, including low floor buses, raised curbs and space to transport pushchairs, is critical for **mothers and pregnant women** to navigate public transport more easily. By improving public transport interchanges and stops and stations, the RTS will also address the issue of women feeling unsafe on public transport. Improved public transport infrastructure at stations, hubs and interchanges will also improve accessibility for disabled people with new facilities being designed to inclusive design standards. This will improve transport choices for people who may be currently excluded. **Lone parent families** are more prone to suffer from transport poverty. Households **with low incomes**, **ethnic minority community** members, and **those with mobility problems** are also at risk of transport poverty. Rural and semi-rural communities are also more at risk. Looking to improve fares and ticketing options, the RTS is looking to implement better value for money. Some disabled people are more vulnerable to stress and anxiety in crowded places. Disabled people are also particularly vulnerable to changes in journey times and accessibility resulting from transport network changes and/or diversions. The RTS will implement journey planning tools to support planning ahead of unfamiliar journeys to minimise confusion and the onset of anxiety. Members of the **LGBTQ+** community are more likely to be subject to hate crimes and harassment on public transport and feel unsafe on public transport. They perceive the bus as the least safe option. While not necessarily physically excluded from public transport opportunities, rather, they pay hidden costs to travel safely.

Programme for Government 2025-26

The Scottish Government published its Programme for Government for 2025/26 on 6 May 2025. Below are extracts which are considered pertinent to Transport:

1   Growing the Economy

More money in people's pockets

The current economic uncertainty comes on the back of successive shockwaves which have impacted on household costs – from austerity to Brexit, the pandemic to the cost-of-living crisis. Alongside efforts to boost economic growth and protect those most at risk of poverty, we will help people in Scotland to weather the storm by:

- Providing free bus travel for 2.3 million people, including older and disabled people, and all children and young people

Improved communities

Global economic uncertainty often has a disproportionate impact on our regional and rural economies. Every community in Scotland must be able to draw on their strengths and assets to benefit from, and contribute to, a stronger economy. Working to ensure the benefits of growth are felt across Scotland, we will:

- Work with regional and local partners to identify how best to formally devolve further elements of decision-making and delivery to Regional Economic Partnerships (REPs), and present options before the end of this Parliament.

2   Eradicating Child Poverty

Tackling the cost of living

Despite limited economic levers, the Scottish Government has a strong record on helping people with the costs of living. Combined, our interventions mean that families with children in the poorest 10% of households are estimated to be £2,600 a year better off this year as result of Scottish Government policies. While the UK Government has not heeded our calls to do more to help people facing financial challenges, we will **support households hit by rising everyday costs** where we can, including:

- A pilot scheme for a £2 bus fare cap in one of Scotland's transport regions, backed by £3 million in this financial year.
- Delivering a £2 million national pilot to support free bus travel for people seeking asylum.

3   Tackling the Climate Emergency

<u>A 20-year mission</u>

The journey to net zero also presents significant opportunities – for people, communities, and businesses. Between 1990 and 2022 our emissions halved while the economy grew by 66.6%, showing that a thriving economy and falling emissions can be achieved in tandem.

The coming year will be critical for this pathway, as we set out a route map to reducing emissions and growing the green economy: setting carbon budgets before the summer and publishing our Climate Change Plan by the end of this Parliament which will set out policies and proposals to deliver carbon budgets up to 2040 in a way that delivers a just transition.

<u>Decarbonising transport</u>

Acting on transport emissions is vital to our net-zero progress, with domestic transport remaining Scotland's largest source of emissions. Alongside the necessary action by the UK Government, we will support transport services, people and business to reduce their emissions and adapt to climate change, including:

- Introducing new rural and island EV infrastructure grants to help deliver approximately 24,000 additional public electric vehicle charge points by 2030.
- Introducing a new pilot grant scheme to help households without off-street parking to install cross-pavement EV charging solutions.
- Providing up to £4 million to increase the shift of freight from road to rail through the Freight Facilities Grant, and a first round of funding for the HGV sector to explore investments in decarbonised vehicles, charging and fuelling options.
- Expanding support for skills to help businesses and the workforce to adapt to zero emission vehicles, with £350,000 to develop capacity in colleges in EV and charge point maintenance and repair and a further £400,000 for a new heavy-duty vehicle just transition initiative.
- Publishing jointly with COSLA a renewed policy statement on reducing car use in Scotland, which will set a successor target for car use reduction aligned with the development of the draft Climate Change Plan, and working with COSLA and regional transport partnerships to develop delivery plans for car use reduction, reflective of different communities and places.

<u>Adapting to climate impacts</u>

The climate emergency is not a distant threat, it is with us today and the impacts are on our doorstep. While Scotland will continue to play our part in reducing emissions, we must also recognise warming trends for the next two decades are set because of past global emissions. Having published our Scottish National Adaptation Plan in September 2024, the focus is now on delivering on those commitments, including:

- Establishing a national flood advisory service to bring more consistency, efficiency and value to how large value flood protection schemes are delivered as part of implementation of Scotland's National Flood Resilience Strategy.
- Publishing a Trunk Road Adaptation Plan and working to improve the resilience of our railways.

4   High Quality and Sustainable Public Services

Ensuring a safer Scotland

Backed by £1.6 billion core funding for the police, modernising the workforce to prioritise frontline duties, and £20.3 million to support the improvement of our courts system, we will ensure our that communities are safe, and that victims and witnesses get the support they need. The levels of antisocial crimes that plague our communities have been falling, evidenced by the 25% reduction in vandalism from 2014/15 to 2023/24, but we will do more by:

- ScotRail will continue to implement measures to address anti-social behaviour to protect staff and passengers, particularly unacceptable behaviour targeted at women and girls. This will include further deployment of Travel Safe teams. As part of this continuing programme, we will respond to the concerns of railway staff and others that the current general ScotRail alcohol ban - a last legacy of Covid restrictions - is counterproductive and ineffective and remove the ban on alcohol on trains. We will replace it with new regulations that focus restrictions more effectively on particular times and locations, similar to previous restrictions.

A safe, sustainable, transport system for Scotland

Our transport infrastructure is the backbone of our economy but also a lifeline for our rural and island communities. Backed by more than £2.6 billion to support public transport in 2025- 26, we will support our network to become more available, affordable, and accessible, maintaining vital links between communities and across Scotland, including:

- Abolishing peak rail fares permanently from 1 September, to encourage more people to travel by train, reduce car journeys, and help existing peak time rail passengers with the cost of living. A significant marketing programme will support the abolition.
- Continuing to deliver the major vessels programme with MV Glen Rosa at the Ferguson Marine shipyard, MV Isle of Islay and three other vessels at the Cemre shipyard expected by summer 2026 and beginning work to deliver seven new electric ferries.
- Taking forward plans to directly award the next generation of the Clyde and Hebrides Ferry Services contract to CalMacFerries Ltd and make these services more resilient.

- Progressing business cases for infrastructure works at major ports including Port Ellen, Gasaigh and Ardrossan.
- Making it easier for people to walk, wheel, and cycle on everyday journeys by delivering projects through our 2025-26 sustainable travel programmes, including the new Bus Infrastructure Fund.
- Completing electrification and enhancement of the East Kilbride rail line in 2025-26, enabling the introduction of electric trains on the route from December 2025.
- Upgrading and reconfiguring rail power supplies to support existing and future electrification, with a new 'feeder station' planned to enter service at Newton in Lanarkshire during 2025-26.
- Continuing procurement of ScotRail's Intercity Fleet Replacement Programme and explore options around replacement of ScotRail's suburban fleet.
- Making our roads safer and reducing the numbers killed or injured, through delivery of 20 mph speed limits on appropriate roads by the end 2025-26 and of road safety funding for road authorities.
- Building on having met all milestones set out in the delivery plan to dual the A9 since it was published in December 2023, in the coming year we will:
- Publish draft Orders for the Pass of Birnam to Tay Crossing in Spring 2025.
- Award the fourth construction contract, for the Tay Crossing to Ballinluig, and commence procurement of the fifth construction contract, Pitlochry to Killiecrankie, both in summer 2025.
- Conclude decision-making on the use of Mutual Investment Model contracts on the Dualling programme.
- Considering the outcomes of local and regional proposals for new stations on Scotland's railway network, for example at Newburgh and Winchburgh, including assessing the case for investment, alignment with our rail investment strategy, public value and contribution to government priorities.
- Progressing work to determine the most suitable procurement option for delivering the A96 Dualling Inverness to Nairn (including Nairn Bypass).
- Progressing delivery of the next phase of the medium-term improvements at the A83 Rest and Be Thankful and on the statutory authorisation process for the remaining elements of the medium-term improvements and the long-term solution.

Reforming services for the future

The Scottish Government continues to recognise the invaluable role local government plays as a crucial partner in the delivery of our shared priorities for the people of Scotland. Effective partnership working is essential, and we have made significant progress in strengthening the foundations of the relationship between our two spheres of government since the signing of the Verity House Agreement nearly two years ago. Maintaining and strengthening this partnership, remains a key priority to ensure we can work collaboratively to meet the needs of our local communities.

We will also make it easier for communities to make decisions about the places they know best and empower local systems to integrate and transform services in line with local priorities. As part of the conclusion of our joint review of local governance with COSLA, by the end of the Parliament, we will publish:

- A blueprint for democratic community decision-making models and test aspects of these models including by supporting the piloting of a citizens' assembly in Dunfermline.
- Preferred models for Single Authority Models in Argyll and Bute, Orkney and Western Isles that have been developed jointly by local government and health and enable a shift towards prevention. This will include a plan and timeline for implementation, with at least one area transitioning to shadow arrangements.
- Alongside this, we will also undertake a further public consultation exercise in Summer 2025 on devolving parking fines to local authorities.

Consultation on the Draft Just Transition Plan for Transport

Scottish Government
Riaghaltas na h-Alba

Respondent Information Form

Please Note the respondent form **must** be completed and returned with your response.

To find out how we handle your personal data, please see our privacy policy:
https://www.gov.scot/privacy/

Respondent Information Form

Are you responding as an individual or an organisation?

☐ ~~Individual~~

☐ **Organisation**

Full name or organisation's name

Tactran

Phone number	07919 880826

Address

Bordeaux House, 31 Kinnoull Street, Perth

Postcode (will not be published)	PH1 5EN

Email Address	jonathanpadmore@tactran.gov.uk

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

☐ **Publish response with name**

☐ ~~Publish response only (without name)~~

☐ ~~Do not publish response~~

Information for organisations:

The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

☐　**Yes**

☐　~~No~~

Where do you live most of the time?

Response is on behalf of Tactran representing the Tayside and Central Scotland area (Angus, Dundee City, Perth & Kinross and Stirling Council areas)

How would you describe your local area? [SG Classification: Large Urban, Other Urban, Accessible Small Town, Remote Small Town, Accessible Rural Area, Remote Rural Area, Island*, Other (specify)

*We have included a separate category for island residents in recognition of the potential impacts of decarbonising Transport on these communities.

Large urban, Other Urban, Accessible Small Town, Remote Small Town, Accessible Rural Area, Remote Rural Area

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy (required)

☐ **YES**

Questionnaire

Vision and Outcomes Consultation Questions:

Question 1
Vision and Outcomes Consultation Questions: Aim: To get feedback on the overall structure of the Plan and general comments or gaps identified in the outcomes. This is also to invite views on future engagement on just transition issues in Transport.

Audience: Everyone is invited to answer all consultation questions, but we have suggested that there are some questions which are more relevant to organisations or businesses, so it is possible for you to skip questions you don't want to answer. Question

1A: Do the draft outcomes reflect what the Plan should be aiming to achieve? Please give reasons for your answer.

1B: Is anything missing from the draft outcomes in the Plan?

1A: The draft outcomes are reasonable, with the exception of the relevance of *Outcome 12 Access and Support for active travel options leads to healthier outcomes* which is questioned. Active travel is supported in relation to supporting a number of transport related health and equality objectives. However, as active travel trips are of a length that they will not be able to replace those car trips which generate car km and greenhouse gases, then the relevance of active travel to this debate is perhaps limited to accessing public transport as part of a multi-modal journey.

There is a risk in any one sub-strategy/plan of the National Transport Strategy to cover all 'desirable' outcomes irrespective of their relevance to the principle focus of the sub-strategy/plan. Doing such risks diverting focus from the core issues.

Question 2: (Everyone): Please look at the draft Transport Just Transition Plan and tell us whether you agree or disagree with the following statements. [Strongly agree, agree, neither agree nor disagree, disagree, strongly disagree, don't know]

Agree:
- The Plan is easy to understand
- The Plan is easy to use
- The information in the plan is helpful
- The information in the plan is relevant to me
- The plan is accessible to me

Question 3 (Everyone): Are you involved in any organised groups (for example a campaigning group, industry working group or public sector forum, which does not have to be climate-related) that considers how the transport sector is changing or could change in future?

> Regional Transport Partnerships have the statutory responsibility to produce Regional Transport Strategies. The Transport (Scotland) Act 2005 places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy.

3A: How could existing transport groups consider just transition issues?

Note on Q3: These questions are about understanding how people, organisations and communities want to engage on issues relating to a just transition for Transport. We have heard that people want to use existing groups, not create new ones, and that many groups and organisations have already taken actions, ideas or best practice that others could learn from when considering a just transition for Transport.

> The changes required to mitigate and adapt to climate change are significant across society.
>
> A broad and extensive public conversation needs to be maintained on why change is necessary, what changes are necessary, and what they could mean for people / organisations so that we can design or mitigate against measures appropriately.
>
> Failure to undertake such a public conversation will put at risk the ability to bring forward many of the more difficult measures.

People and Communities Consultation Questions:

Aim: To understand priorities for people and communities, gather feedback and identify gaps in the content, including the vision, and collect evidence to inform Just Transition Planning for the sector. Inviting people to reflect on how costs of the transition might be shared fairly.

Audience: Individuals answering on their own behalf as members of communities and households. Organisations representing communities, places, or groups with protected characteristics, as well as the public sector.

Question 4 (Everyone): This question relates to all the content in the section on People and Communities. Are there any gaps in our priority actions to support people and communities in the transition of the transport sector?

CONTEXT SETTING

Change is difficult for the more vulnerable groups in society

Change is – to a greater or lesser extent – difficult for people. The ability to, and ease, of change – and the degree to which it may cause stress – will vary according to a number of factors, not least:

- Financial opportunity: e.g. ability to buy a new car, or pay extra for public transport when you already have a car
- Flexibility in lifestyle: ability to change where and when you travel. E.g. A shop or factory worker will have less flexibility about where and when to work as opposed to a professional working in an office
- Skills to adjust to new behaviours: e.g. using public transport instead of the car requires the ability to plan and make a multi-modal journey.

The more vulnerable groups in society will have less finances and less flexibility to change behaviours. The wealthier will have greater ability to take advantage of the opportunities presented and promoted by change.

The impact of change could short or long term

It is useful to consider whether impacts are short or long term

- Changes from one technology to another: the transition could have issues that need to be managed, but once the change has been made, then impact of the change will be minimal. Of course, a short-term barrier (e.g. financial outlay) can prevent change occurring in the first instance
- Change in behaviour: where a different lifestyle is adopted, the impacts of change could be long term

ARE THERE ANY GAPS IN OUR PRIORITY ACTIONS TO SUPPORT PEOPLE AND COMMUNITIES?

The Draft Plan does a reasonable job of identifying both the risks to a Just Transition and appropriate mitigation measures. However, it is likely that the full range of impacts – and hence the full range of mitigation measures – will only be able to be identified in the detailed delivery plans of the interventions proposed to take climate action.

Supporting people and communities in switching to EVs, and accessing the necessary infrastructure

- It will be necessary for the scale of the proposals to 'meet' the gap in terms of charging infrastructure or ability to access / own electric vehicles

Incentives for people to travel more sustainably

Action: Locating and designing new developments in a way which makes sustainable modes the priority for everyday travel

- New development accommodates both population growth and transfer from housing stock which is no longer fit for purpose. Hence, not only will only a small % of the population live in new developments, but also there will only ever be a very small transfer from old to new stock over time. Therefore whilst this is the right intention, the impact will be minimal in supporting a transition to 2045.

- This action should either be expanded (or a new action introduced) to include actions to increase the provision of local amenities. Being able to provide more services locally (*the 20minute / liveable neighbourhoods principle*) is a desirable but difficult goal. Nonetheless, if achieved it can both reduce the length of trips people need to make (reducing car km), and in doing so make services more accessible to people (by destinations being more easily accessible by a choice of modes).

Action: Better geographical digital connectivity / MaaS

- Those that struggle with digital inclusivity (broadband reception; using new technology; owning and affording the latest technology to operate the latest apps etc) are the more vulnerable groups in society. All programmes with a digital element must be connected to a broader digital inclusivity programme, or else we risk continuing to widen inequalities

Disincentives to car use

Action: Demand management interventions, more focused on urban areas, and designed and implemented to ensure fairness

- Focusing this work on urban areas is ignoring the hard truth – most car km is generated to / from / between our rural areas. There must be consideration of how we can provide alternatives to car use in our rural areas.

Action: Local Road User Charging and Workplace Parking Licencing schemes

- Tactran has commissioned work to understand the equality impacts of different demand management measures to reduce car km

- Whilst it is the wealthier groups in society that drive the most, it is the least affluent groups which have the least ability to change

    o The Tactran quantitative public opinion survey conducted for the new Regional Transport Strategy identified that:

        ▪ 'Essential' trips (education and work) are a greater % of the trips undertaken by the least affluent compared to the more affluent

        ▪ Least affluent feel least able to change their trips (less flexibity regarding time/location)

    o Least affluent are least able to accommodate the cost of change

    o Many vulnerable groups, including people leading chaotic lifestyles and those with disabilities, are less able to manage change or have reasonable alternatives

- The Draft Plan considers the impacts of change without assigning timescales to such. For example, it may be the least affluent communities who benefit most from improved public transport, but in terms of managing the transition, measures are required to ensure that there is affordable access when change is enforced. Enabling fair and equitable change means that careful

consideration needs to be paid to the phasing of improvements and disincentives.

- The Tactran and Central Scotland Regional Transport Partnership has adopted the following principles in relation to investigating the introduction of charging mechanisms to reduce car km in its RTS. The Partnership agreed that any change to charging to reduce car km must:
    - Follow sufficient improvement in alternatives to the car
    - Have an impact on kilometres driven
    - Not undermine the viability of a location and consequently the 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

Question 5 (Everyone): Which of the following priorities we have set out in the draft Plan do you think would be most helpful **for people like you** to reduce how often, or how far, they drive in a private car? You do not need to own or drive a car to answer the question, because reliance on private cars impacts everyone.

☐ Better use of space for active travel and public transport

☐ More access to online services so people don't need to travel unnecessarily

☐ Availability of demand responsive transport for some areas for example dial-a-bus services.

☐ Access to 'car clubs' which allow people to hire a car or van for shorter trips.

☐ Increasing costs to make driving a less attractive option in some circumstances, especially where there will be other benefits such as reducing pollution and congestion.

None of the above will have an impact on my personal circumstances

Better use of space for active travel and public transport

- Improving the attractiveness of public transport and active travel will assist in making these modes relatively more attractive compared to the private car. However:
    - Replacing car trips with walking or cycling trips will have little impact on car km and CO2 emissions – except where it improves access to public transport (approximately only 15% of car km is generated by trips below 5km)
    - Our streets can be made far more accessible for everyone without significant road space reallocation
    - Removing on-street parking for people with disabilities will restrict their access

More access to online services so people don't need to travel unnecessarily

- Those that struggle with digital inclusivity (broadband reception; using new technology; owning and affording the latest technology to operate the latest apps etc) are the more vulnerable groups in society. All programmes with a digital element must be connected to a broader digital inclusivity programme, or else we risk continuing to widen inequalities

Availability of demand responsive transport for some areas for example dial-a-bus services

- This is not a mass transit solution that will result in significant car use reduction in itself. It will however be important for e.g. remote communities to access town centres (directly or via connection with a fixed route service)

Increasing costs to make driving a less attractive option in some circumstances

- Increasing costs will reduce car km. Whether it encourages a modal shift, or results in people not accessing services of opportunities will depend on
    - Availability and cost of accessing the same destination by alternative modes
    - Availability of closer alternatives and relative cost of car vs cost and availability of accessing the destination by alternative modes

    It is important to note that different charging mechanisms to discourage driving will have different impacts on

    - Reducing car km
    - Different populations and locations

Question 6 (Everyone): Does the draft Plan take all groups in society into account in setting out a vision for a future transport system for people and communities?

No   ~~The Plan considers the impacts of decarbonising transport on all groups in our society.~~

N/A   ~~The Plan considers the impacts of decarbonising transport on people like me.~~

Question 7 (Everyone): Is there anything else you would like to see in the draft Plan for people who are more likely to face challenges accessing affordable, convenient and safe travel options?

In the first instance, initiatives should be targeted at those populations / trips / locations that generate the most greenhouse gases. That will help, but will certainly not eliminate, the burden on the more vulnerable groups in society (see Qstn 8 below). In addition:

- Restrictive measures should consider the ability to provide exemptions and/or charge proportionally

- Any income from charges should be reinvested in measures that will provide an alternative to the car for those trips which generate the most car km. However, there is likely to be the need to consider measures which make access to alternatives affordable for the most vulnerable groups

- An extensive and ongoing public conversation is required: bringing forward many of the changes required will not be successful unless the reason for change, and the necessary measures, are understood and supported by society

In addition:
- Digital inclusion will underpin many changes in society. The plan is light on measures (or at least links to measures being brought forward in other policy areas) to ensure digital inclusion.

Question 8 (Everyone): Which of the following principles do you think should be the most important to guide the development of a fair system of payment, to deliver a just transition to net zero in Scotland?

☐   **Those who emit the most pay the most, with protections for low-income groups.**

☐   ~~Those who earn the most pay the most, without disadvantaging middle-income groups.~~

☐   ~~Costs shared through taxation and incentives, such as reduced costs, will support low-carbon choices.~~

☐   ~~None of the above.~~

> The Scottish Government has adopted the Polluter Pays principle
>
> [1. Introduction - Environment - guiding principles: statutory guidance - gov.scot](https://gov.scot)

Question 8 Context note: This question is based on independent evidence suggesting that there is a link between households with higher incomes and higher harmful emissions from personal transport. Meanwhile those on lower incomes are more likely to be reliant on public transport and more impacted by negative effects of emissions such as air pollution. We commissioned researchers to work with members of the public to consider how the costs of transforming our transport system and changing travel behaviours should be shared. Over a series of discussions, the group came up with different ideas, or principles, for how costs could be shared based on earnings, emissions, or incentives

Workers Consultation Questions

Aim: To understand priorities, gather feedback and identify any gaps in the vision and content; to collect evidence to inform just transition planning for the sector; and to seek views on scope of challenges around skills provision.

Audience: Individuals answering on their own behalf thinking about their work and lived experience. Organisations representing workers in transport and other sectors, and employers, including the public sector.

Question 9 (Everyone): This question relates to all the content in the section on Workers. Are there any gaps in our priority action to supporting workers in the transition of the transport sector? It would be helpful if you could say whether your answer relates to all workers or transport workers.

> Preparing workers and businesses need to reflect the areas where changes are required:
> - Maintenance of low emission vehicles (road and rail). This needs to be targeted not only at those entering work, but also those already employed in maintaining vehicles
> - Maintenance of low emission networks (road and rail)
> - Upskilling all sectors in digital inclusion
> - Sufficient bus and train drivers
>
> Will low emission vehicles – and respective charging/fuelling patterns – result in different work patterns for drivers? Understanding whether there are any adverse impacts on drivers' hours/shifts from the use of low emission vehicles need to be considered.

Question 10 (Everyone): We have set out some actions in the draft Plan which we hope will address Transport workforce challenges. How important are the following actions to make transport jobs more attractive to people who are not as likely to work in the sector, such as women and younger people?

☐   Programmes which encourage women and girls to enter science, technology, engineering and maths (STEM) courses at school and college or university

☐   Actions to promote diversity and inclusion within the industry, including workplace culture changes.

☐   Actions that address existing pay gaps for certain groups.

☐   Actions to increase access to childcare.

☐   Other - please specify

> All the identified actions are important. What would assist is identifying how each address identified problems with a Just Transition

Question 11: (Everyone): Actions to improve diversity in the transport sector would be most effective if they were mostly led by (choose one):

☐   Public sector

☐   Third sector

☐   Individuals

☐   None of the above

☐   Don't know

> Measures will be most effective if they are undertaken by or with those that employ workers in the transport sector

Question 12 (For business/ organisations and Transport workers): Does the summary of priorities for workers in the draft Just Transition Plan address future workforce and skills challenges you expect to have, as the transport sector decarbonises?

> The identified priorities could be expected to improve the pipeline of those working with low emission vehicles.
>
> They do not address other potential issues with a Just Transition (e.g. digital inclusivity; driver shortages etc)
>
> However, whilst the Draft Plan does a reasonable job of identifying the risks to a Just Transition and appropriate mitigation measures. However, it is likely that the full range of impacts – and hence the full range of mitigation measures – will only be able to be identified in the detailed delivery plans of the interventions proposed to take climate action.

Businesses and Organisations Consultation Questions:

Aim: To seek views on the priorities we have set out to address the challenges and opportunities of decarbonising transport. To gauge how effectively we are engaging all businesses, including non-transport businesses, social enterprises and public/nonprofit sector, in just transition planning.

Audience: We think these questions are most relevant to all private and public organisations, including local authorities and businesses which manufacture, provide or use any form of transport. We also invite responses from social enterprises, charities and non-profit organisations.

Question 13 (Everyone): This question relates to all the content in the section on Businesses and Organisations. Are there any gaps in our approach to setting out opportunities and priorities for businesses and other organisations in the transition of the transport sector?

This section identifies the key issues in relation to organisations transitioning from fossil fuelled to low emission vehicles.

It does not consider:

- Impacts on service delivery for organisations that struggle to transition to low emission vehicles in Low Emissions Zones. And any consequences on customers

- Resilience of electric charging networks. In the recent past storms have resulted in prolonged electricity power cuts in some areas of Scotland

- Extent of charging networks. The scale and pace of the introduction of charging infrastructure must ensure that communities in Scotland are not left with reduced services (whether public sector (Council waste collections; Police; NHS access) or business or personal deliveries (including food deliveries) because of lack of charging infrastructure

The latter two examples will mean that public and private organisations will need to carefully consider the phasing out of fossil fuelled vehicles in line with introduction of any restrictive measures to discourage vehicle use in their respective areas.

However, whilst the Draft Plan does a reasonable job of identifying the risks to a Just Transition and appropriate mitigation measures. However, it is likely that the full range of impacts – and hence the full range of mitigation measures – will only be able to be identified in the detailed delivery plans of the interventions proposed to take climate action.

Question 14 (all organisations)

What does just transition planning mean for your organisation or industry?

☐ **A just transition for the transport sector is important**

☐ ~~Just Transition planning is important for my organisation~~

☐ ~~Just Transition planning is happening in my organisation~~

☐ ~~My organisation needs more support for just transition planning~~

Please give reasons for your answer.

Unless a Just Transition is ensured
- Increasing inequalities in society
- Changes to behaviour / increasing costs placing at risk organisations ability to maintain services
- If barriers to change are not recognised and addressed, these barriers may prevent a transition

Question 15 (all organisation)

Which of the following priorities would you consider to be most important to enable you to transition your vehicles to zero emissions alternatives?

☐ Access to low-cost finance

☐ Cost of replacement vehicles needs to come down

☐ Technology for replacing vehicles needs to be proven

☐ Mechanism to work with other businesses on fleet transition

☐ Reliable infrastructure for vehicles (such as fuel or charging networks

☐ Certainty about availability of parts and maintenance services

☐ Other (please tell us more)

Monitoring and Reporting Consultation Questions:

Aim: We invite views on the draft indicators and would like to identify any additional relevant data sources. Please see the Monitoring and Evaluation Annex in the draft Just Transition Plan for Transport for more details on the indicators, data sources and quality assessments.

Audience: Everyone

Question 16A: What are your views on the draft indicators we have set out for measuring our progress toward delivering the just transition outcomes for the transport sector?

- Data needs to be able to be aligned to vulnerable groups, or else Just Transition issues could be masked
- Other data sources will be required. These do not need to be identified as primary indicators, but will be needed to understand the primary indicator (e.g. digital inclusivity is about much more than just digital connectivity)

16B: Make a comment about a specific indicator or indicators, or issue with specific indicators:

Outcome 3: Businesses currently relying on fossil fuel vehicles are supported to transition to zero emissions alternatives
- Useful to highlight public sector fleet data

Outcome 5: Communities (including in rural and suburban areas) are well connected, having better digital connectivity and shared transport options that meet their local needs.
- Data needs to be able to be aligned to vulnerable groups, or else Just Transition issues could be masked (rural areas / SIMD quintiles / demographic & socio-economic breakdown of membership & uptake)
- Other digital inclusivity indicators need to be included (e.g. access to smart phones / computers / digital skills)
- Shared transport uptake: Prior to understanding uptake, an understanding of availability of shared transport choices is required. Mapping availability of community and demand responsive services, along with car clubs, bike share etc will be required (NB the collection of this data will overlap with Traveline / MaaS work)

Outcome 6: Transport and the planning systems give communities access to the local services and amenities they need
- **Access to services and availability of transport**: Accessibility mapping tools can provide a useful baseline of this information (including providing information as it relates to SIMD datazones, age, gender) but they are less useful at mapping progress over a short-time period (e.g.less than 5 years). Mapping progress (or deterioration) will require an understanding of the change in the transport services AND the number and location of services (e.g. shop/post office closures in rural areas; centralisation of public services such as health, education, department for work and pensions etc)

Outcome 10: Transport is accessible and easy to use for all, especially those with additional accessibility needs and isolated people.
- This is vital, but it is suggested that information that can cover the whole journey is poor

Outcome 11: Transport options are affordable and the transition to decarbonised transport does not disproportionately burden on those with least choice and ability to pay
- **11.2 Spend on transport, by lowest income and most deprived:** this also needs to cover rural areas to recognise all areas at risk of transport poverty

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Outcome 12: Access and support for active travel options leads to healthier outcomes.
It must be noted that switching to active travel for short journeys is not an intervention which will have a significant impact on car km and greenhouse gas emissions, except where they are part of a multi-modal journey that is centred on public transport.

Appropriate active travel indicators relevant to the core focus of the Just Transition Plan would be those, for example, that identify:
- % of people (inc socio-economic breakdown) that can access significant bus or rail interchanges by walking / cycling
- Walking / cycling barriers/infrastructure at or near these interchanges

Outcome 14: The transport transition has contributed to improvements in air quality across Scotland.
- To reflect the Just Transition nature of this work, this data needs to be presented by impact on SIMD datazones

Outcome 15: The transport system is prepared for the current and future impacts of climate change and is safe for all users, reliable for everyday journeys and resilient to weather-related disruption

Suggest this indicator (or at least commentary to accompany reporting on the indicator) is widened to include other resilience issues for transport networks that can affect a Just Transition (extended power cuts for geographic areas; weather related road closures affecting public transport connecting our rural areas)

Question 17: If you are aware of any other data being collected that could be used to monitor progress towards any of the outcomes set out in this Plan, please share details below.

Public Health Scotland are considering indicators to understand and monitor Transport Poverty