

# Tayside and Central Scotland Regional Transport Strategy 2024-2034

## 2024/25 Delivery Report

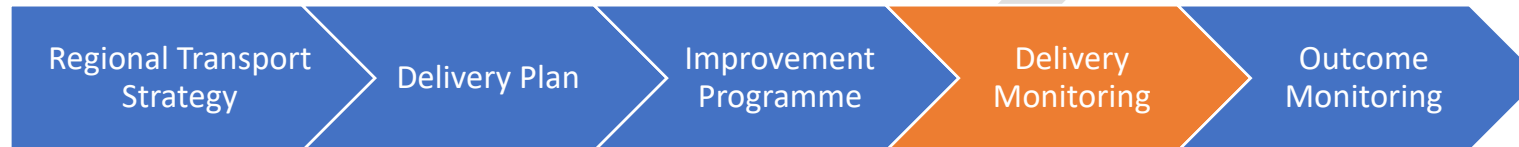
April 2025 v 4.1



# Contents

1	Introduction	
2	<b>Delivery Monitoring</b>  Table 1: Actions to take climate action Table 2: Actions to improve health and wellbeing Table 3: Actions to reduce inequalities Table 4: Actions to help deliver sustainable, inclusive economic growth	
	<b>Appendices:</b>  A. RTS Actions	

# 1. Introduction



- 1.1 The Tayside and Central Scotland **Regional Transport Strategy** 2024-2034 (RTS) was adopted on 11<sup>th</sup> June 2024. The RTS identified objectives and outcomes to add actions that could help deliver the objectives and outcomes of the RTS.
- 1.2 To ensure that the RTS Delivery Plan is on track, it was outlined that Tactran would produce Delivery Monitoring reports to update the Tactran Board and Partners on the progress of the Delivery Plan.
- 1.3 The Delivery Monitoring Report with report on the progress of the delivery of interventions, identified in the Delivery Plan. The report will be used to inform the delivery plan and improvement plan.
- 1.4 Appendix A will assist with progress referencing linked with indicated actions in the RTS and the RTS delivery Plan.

## 2. Delivery Monitoring

- 2.1 Given the number of trips made each day in each Council area, any real progress against the strategic objectives is unlikely unless **measures are directed at those populations and locations where they are most are most likely to have the greatest impact.**
- 2.2 Tables 1-4 identify - for each of the RTS **outcomes:**
- **what actions are required** to help achieve the outcomes
  - **where** (and when) actions need to be focused to make the most progress towards the RTS outcomes
  - **progress** in delivering actions
- 2.3 What actions are required, and where they are required is derived from linking the outcomes and actions (section 3.7 of the RTS) identified in the RTS to the problem locations / populations identified in the RTS Main Issues Report.

**Table 1: Actions to take climate action**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<b>1.1 Phase out need for new petrol or diesel light commercial vehicles in public bodies by 2025</b>			
<ul style="list-style-type: none"> <li>Enabling EV and alternative fuelled vehicles at all major public sector sites <b>(2025)</b></li> </ul>	<ul style="list-style-type: none"> <li>Charging facilities (<a href="#">Action7</a>)</li> <li>Fleet replacement/Procurement policies to require procurement of electric light commercial vehicles</li> </ul>	<p>Councils</p> <p>Public Sector Fleet (NHS / Emergency Services)</p>	<p><b>Angus:</b> All bar one fleet cars are electric vehicles. Fleet Asset Management Plan scheduled for development in 2025/26.</p> <p><b>Dundee City:</b> Currently, 34% of Dundee City Council's fleet is fully electric. The Fleet Asset Management Plan (2023-2028) was updated and approved in 2023, this report aligns with the Corporate Asset Management Plan.</p> <p><b>Perth &amp; Kinross:</b> PKC progressing a fleet decarbonisation strategy and identifying opportunities via EVIF for fleet/pool car facilities.</p> <p><b>Stirling:</b> 15% of Stirling Council fleet vehicles (73 out of total 485) were zero-emission vehicles in 23/24. This is an increase on 22/23 where 14.25% of fleet (71 out of 498) were zero-emission. A further 8 EV charge points were added to the Council's fleet charging infrastructure bringing the total for 24/25 to 59.</p>
<b>1.2 Phase out need for new petrol or diesel cars or vans by 2030</b>			
<ul style="list-style-type: none"> <li>Provision of electric charging facilities at tenemented / terraced streets; workplaces; strategic networks and visitor attractions <b>(2030)</b></li> </ul>	<p>Extensive public charging network (<a href="#">Action7</a>)</p>	<p>Councils</p> <p>Transport Scotland</p>	<p><b>Angus and Perth &amp; Kinross:</b> Electric Vehicle Infrastructure Strategy 2024-Perth &amp; Kinross Council and the private sector on the expansion of electric vehicle charging through the Electric Vehicle Infrastructure Fund (EVIF). £1.9m secured via the EVIF programme.</p> <p><b>Dundee City:</b> 125 new on street chargers and 30 replacement chargers are due to be installed through the Electric Vehicle Infrastructure Fund over the next 3 financial years. These chargers are to be financed through the EVIF fund and private sector investment.</p> <p><b>Stirling:</b> The number of Council-owned publicly accessible charging bays increased by 49 to 237 in 24/25. Residential EV charging infrastructure was also provided via Housing service for newbuild Council flatted properties.</p>

**Table 1: Actions to take climate action**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
			<b>Transport Scotland:</b> EVIF strategy has been progressed, and funding has been fully allocated.
<b>1.3 Removal of diesel passenger trains from the Scottish network by 2035</b>			
<ul style="list-style-type: none"> <li>Edinburgh/Dunblane to Perth / Dundee / Aberdeen / Inverness</li> <li>West Highland Line (2035)</li> </ul>	<ul style="list-style-type: none"> <li>Electrification of network (<a href="#">Action 8</a>)</li> <li>Introduction of battery trains (<a href="#">Action 8</a>)</li> </ul>	Scotland's Railway	<p><b>Scotland's Railway:</b> Progressed the business case for the new Suburban trains fleet to enable procurement process to be launched.</p> <p>Edinburgh-Perth/Dundee: works started between Dalmeny and Haymarket West Junction.</p> <p>Dunblane – Perth/Dundee: Preparatory works commenced north of Dunblane</p>
<b>1.4 Reduce car kilometres driven in line with the national target of reducing car km driven by 20% by 2030 (compared to 2019 levels)</b>			
<p><b>Provide alternatives to the car for those trips that generate most car km (2030)</b></p> <ul style="list-style-type: none"> <li>trips over 10km</li> <li>trips to/from/between our rural areas generate most car km               <ul style="list-style-type: none"> <li>A9 Dunblane - Perth - Inverness</li> <li>M90 Queensferry Crossing - Perth</li> </ul> </li> </ul>	<p>Installation of high-speed broadband (<a href="#">Action 3</a>)</p> <p>Improved rail, coach and bus services along principal corridors by 2028 (<a href="#">Action 17</a>)</p> <p>Multi-modal journey planning targeted at car drivers (<a href="#">Action 22</a>)</p> <p>Investigate restraint measures that discourage longer car trips (<a href="#">Action 6</a>)</p>	<p>Councils</p> <p>Broadband providers</p> <p>Bus Alliances</p> <p>Scotland's Railway</p> <p>Network Rail</p> <p>Tactran</p> <p>Transport Scotland</p>	<p><b>Angus</b></p> <ul style="list-style-type: none"> <li><u>Broadband</u>: No information</li> <li><u>Active Travel Links</u>: Arbroath Place for Everyone scheme connects residential areas the bus station and runs close to the train station. Walking and Cycling Friendly Road pilot connects west of Arbroath, to the A90 and bus stops there.</li> <li><u>Demand Responsive Transport</u>: Local bus services within the Sidlaw area withdrawn and replaced with Council operated DRT service. Each local bus service will be reviewed at the end of each contract period and considered for DRT operation.</li> <li><u>Improved Interchanges</u>: Nothing in 24/25</li> </ul> <p><b>Dundee City</b></p> <ul style="list-style-type: none"> <li><u>Broadband</u>: Dundee has been involved in extensive broadband upgrades through City Fibre.</li> </ul>

**Table 1: Actions to take climate action**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<ul style="list-style-type: none"> <li>○ A90 Perth - Dundee - Aberdeen</li> <li>○ A92 Dunfermline - Dundee</li> <li>○ A85 Perth – Lochearnhead</li> <li>○ A92 Dundee – Montrose: and A935 – link from Montrose Port to the A90 through Brechin</li> <li>○ A93/A94 Perth – Blairgowrie/Coupar Angus and Forfar</li> <li>○ Blairgowrie - Dundee</li> <li>○ A932 Arbroath – Brechin</li> <li>○ A84/A85 Stirling – Callander – Killin / Crianlarich</li> <li>○ A811 Stirling- Balloch</li> </ul> <p>leisure commuting, shopping trips generate most car km</p>	<p>Active travel links to public transport interchanges on corridors that generate most car km (<a href="#">Action 15</a>)</p> <p>Demand Responsive Transport (DRT) links to rural interchanges (<a href="#">Action 17</a>)</p> <p>Improved interchanges (<a href="#">Action 21</a>)</p>		<ul style="list-style-type: none"> <li>● <u>Active Travel Links to public transport</u>: Sustainable Transport Corridors linking to rail and coach services in City Centre are being developed</li> <li>● <u>Demand responsive Transport</u>: No current action.</li> <li>● <u>Improved Interchanges</u>: Improved and new cycle parking at key interchanges throughout Dundee to promote sustainable travel connections.</li> </ul> <p><b>Perth &amp; Kinross</b></p> <ul style="list-style-type: none"> <li>● <u>Broadband</u>: Continued working with fibre and 5G providers to roll out high speed broadband to all areas.</li> <li>● <u>Active Travel Links to public transport</u>: Funding bids submitted to Active Travel Infrastructure Fund.</li> <li>● <u>Demand Responsive Transport</u>: Working with community transport providers to increase levels of DRT.</li> <li>● <u>Improved Interchanges</u>: Work progressing on improvements to Perth Bus and Rail Stations via the Tay Cities Deal and other city centre interchanges</li> </ul> <p><b>Stirling</b></p> <ul style="list-style-type: none"> <li>● <u>Broadband</u>: No information</li> <li>● <u>Active Travel links to public transport</u>: In 2024/25, construction included Walk, Cycle Live Stirling connected University / Causewayhead / Cornton to bus and rail stations</li> </ul> <p>Improvements to the Fallin to Stirling NCN route</p> <p>Designs were also developed in 24/25 for active travel routes which connect to rail/bus stations: including: Forthside connections (including: Forthside Way, Meadowforth Road, Riverside Shore Road, Cambuskenneth); Dunblane to Causewayhead (via Bridge of Allan); Manor Powis to Causewayhead NCN - Burghmuir Road, Stirling</p>

**Table 1: Actions to take climate action**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
			<ul style="list-style-type: none"> <li>• <b>Demand Responsive Transport:</b> Demand Responsive Transport continues to be available in rural areas. Consultation commenced in 24/25 with all communities in the Stirling area to gather data on where people travel and what restricts them from travelling in a more sustainable way.</li> <li>• <b>Bus Alliances:</b> Draft bus plan developed which considered options to extend coverage of bus network</li> <li>• <b>Scotland's Railway:</b> Introduction of more direct services in December 2023 between Angus and Glasgow reducing the need for customers to change trains. Introduction of a semi-fast service from Dundee to Edinburgh in place of the local service in June 2024, reducing the average journey time by rail between the two cities.</li> <li>• <b>Tactran</b> <ul style="list-style-type: none"> <li>• <b>Multi-modal Journey Planning:</b> Tactran Mobility as a Service (MaaS) Journey Planning programme continued during 24/25. National Park Journey Planner specifically targeted at car drivers.</li> <li>• <b>Restraint measure that discourages car trips:</b> Began investigations to understand the economic and equality impact of demand management measures.</li> </ul> </li> <li>• <b>Transport Scotland:</b> <u>Restraint measure that discourage car trips:</u> Work on renewed Policy Statement progressed with COSLA.</li> </ul>
<b>1.5 Reduce freight mileage by road.</b>			
Strategic Networks AQMAs On corridors generating high freight km	The improvement of road and rail freight hubs. ( <a href="#">Action 20</a> ) Freight to be moved by rail and water. ( <a href="#">Action 20</a> )	Tactran / Freight Quality Partnership Port authorities	<b>Tactran:</b> No action in 24/25

Table 1: Actions to take climate action			
Who, Where & When	Actions which can support outcome	Responsibility	Progress
<b>(In-line with net zero commitments)</b>	Improving opportunities for freight modal transfer onto the rail network ( <a href="#">Action 20</a> )	Network Rail Freight and logistic industry	
Main urban areas <b>(In-line with net zero commitments)</b>	<p>First and last mile distribution services, such as vans, drones, cargo bikes etc.</p> <p>Work with <a href="#">Stirling and Tayside Timber Transfer Group</a> to identify and support timber transfer facilities</p> <p>Work with <a href="#">Stirling and Tayside Timber Transfer Group</a> to identify and support timber transfer facilities</p>	<p>Councils</p> <p>Local Delivery Providers</p> <p><a href="#">Stirling and Tayside Timber Transfer Group</a></p>	<p><b>Angus:</b> Considering options for cargo bikes through Angus Cycle Hub.</p> <p><b>Dundee City:</b> Cargo Bike options for businesses were advertised alongside the Low Emission Zone (LEZ) implementation to assist with commercial deliveries.</p> <p><b>Stirling:</b> No information</p> <p><b>Stirling and Tayside Timber Transfer Group:</b> No timber transfer facilities investigated in 24/25</p>
1.6 Ensure strategic and lifeline routes (and services) are resilient to climate change, extreme weather and emergencies			
<p>At risk locations on strategic networks (no date)</p> <ul style="list-style-type: none"> <li>- EV charging infrastructure</li> <li>- Snow: on higher level road routes incl. Angus Glens / A9 / A93</li> <li>- Coastal erosion: Carnoustie</li> <li>- Wind: Tay road and rail bridge, Friarton Bridge</li> </ul>	<p><b>Improving network resilience</b> (<a href="#">Action 14</a>)</p> <ul style="list-style-type: none"> <li>• Resilience programmes (and/or resilience covered in relevant asset management programmes) for identified locations</li> <li>• Emergency plans in place for identified locations</li> </ul>	<p>Councils</p> <p>Transport Scotland</p> <p>Scotland's Railways</p>	<p><b>Angus:</b> Managed through Local Flood Risk Management Plan, Road Asset Management Plan, Angus Emergency Plan, Winter Roads Services Policy.</p> <p><b>Dundee City:</b> DCC are currently working alongside Scottish Water on multiple flood prevention schemes primarily along the Dighty Burn. These projects will also promote and establish additional active travel links.</p> <p><b>Perth &amp; Kinross:</b> Comrie Flood Prevention Scheme is progressing.</p> <p><b>Stirling:</b> No information</p>

**Table 1: Actions to take climate action**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<ul style="list-style-type: none"> <li>- Flooding: Angus: Angus Glens; Dundee: Broughty Ferry /localised flooding in City (Dighty Burn); Perth City / Aberfeldy / Kinross / Comrie / Almondbank; Alloa Road, Stirling</li> <li>- Flooding of rail lines: Dundee-Glasgow rail line at Cornton / West Highland Line (+landslips) / Larbert</li> </ul>			

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**Table 2: Actions to improve health and wellbeing**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<b>2.1 Improve road safety for vulnerable users</b>			
<ul style="list-style-type: none"> <li>- children (aged &lt;16)</li> <li>- pedestrians</li> <li>- cyclists</li> <li>- motorcyclists</li> <li>- road users aged 70</li> <li>- road users aged between 17 and 25</li> <li>- most deprived 10% SIMD areas</li> </ul> <p><b>(2030)</b></p>	<p>Undertake programme of speed limit reviews (<a href="#">Action 9</a>)</p> <p>Deliver programme of local safety schemes and safety education (<a href="#">Action 9</a> / <a href="#">Action 10</a>)</p>	<p>Councils</p> <p>Transport Scotland</p>	<p><b>Angus</b></p> <ul style="list-style-type: none"> <li>• <u>Speed Limit Reviews</u>: Angus Council Speed Limit Strategy review scheduled to be complete autumn 2025.</li> <li>• <u>Programme of local safety schemes and safety education</u>: Ongoing programme of road safety infrastructure improvements funded by the Road Safety Improvement Fund. Safety education undertaken by police and education partners.</li> </ul> <p><b>Dundee City</b></p> <ul style="list-style-type: none"> <li>• <u>Speed Limit Reviews</u>: DCC have an ongoing programme of works to implement 20mph speed limits within residential areas across the city. This is reported annually in the Road Safety Committee Report. This will be published in August 2025 Report.</li> <li>• <u>Programme of local safety schemes and safety education</u>: Ancrum Outdoors and Dundee Cycle Hub are providing education and instruction on road safety and cycle safety at all primary schools in Dundee, as well as additional community opportunities. Safer routes to schools and travel plans are being published to support sustainable and safer routes to school. Road Safety improvements are carried out in line with the annual Road Safety Report.</li> <li>• <u>Crossings</u>: Installation of additional pedestrian crossings to assist with safe journeys to transport facilities. This programme can be found in the Annual Road Safety Report.</li> </ul> <p><b>Perth &amp; Kinross</b></p> <ul style="list-style-type: none"> <li>• <u>Speed Limit Reviews</u>: All urban streets in Perth and Kinross have been assessed and appropriate speed limits identified and agreed with elected members. The assessment has also identified locations for new</li> </ul>

**Table 2: Actions to improve health and wellbeing**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
			<p>30mph and 40mph limits and where existing 30mph and 40mph limits should be amended, as result of introducing the lower speed limit.</p> <ul style="list-style-type: none"> <li>• <u>Programme of local safety schemes and safety education</u>: part of Traffic &amp; Network’s “business as usual” using Active Travel Infrastructure Fund Tier 1 funding (previously Cycling, Walking and Safer Routes).</li> </ul> <p><b>Stirling</b></p> <p><u>Speed Limit Reviews</u>: In line with one of the Scottish Government’s key road safety initiatives, 20mph speed limits have been introduced in Kinbuck, Croftamie, Balmaha, Killin, Dunblane, Stirling, Fintry, Thornhill, Doune, Callander, Plean, Kinlochard, Aberfoyle, Fallin, Cowie, Killearn, Bridge of Allan, Causewayhead, Riverside, Cornton, Raploch, Buchlyvie and Arnprior. Speed limits are reviewed in locations where enquiries are raised in relation to road safety. Locations where speed limits have been reduced include: A9 north of Plean, Fore Road and Fintry Road approaches into Kippen, Cowie, Blairlogie, Kinbuck, Strathyre.</p> <p><u>Programme of local safety schemes and safety education</u>: Funding has been secured to complete road safety improvements at the A811 / Station Road junction and on the C9 / C64 junction at Roman Road Crossroads. All road markings on the A811 route between Stirling in the east and the county boundary to the west have been refreshed with upgraded specification road makings. Stirling support partner organisations to provide road safety education, including the Safe Drive Stay Alive event aimed at young drivers and Child Car Safety Seat Checking events.</p> <p>Where appropriate crossings have been installed in raised tables to provide traffic calming measure. Raised table crossings have been installed in Doune Road and Old Doune Road Dunblane, Balfron and Plean (A9)</p> <p><b>Transport Scotland</b></p> <p><u>Speed Limit Reviews</u>: Launched a consultation on <a href="#">National Speed Management Review</a> in Nov 2024.</p>

Table 2: Actions to improve health and wellbeing			
Who, Where & When	Actions which can support outcome	Responsibility	Progress
<b>2.2 Reduce transport emissions in declared air quality management areas</b>			
<ul style="list-style-type: none"> <li>Dundee City</li> <li>Perth City</li> <li>Crieff</li> </ul> <p><b>(In-line with national emission ceiling directive)</b></p>	<p>Deliver Air Quality Management Action Plan programmes and Low Emission Zone (LEZ) Installation. (<a href="#">Action 5</a> / <a href="#">Action 7</a>)</p>	<p>Councils Transport Scotland</p>	<p><b>Angus:</b> Ongoing air quality monitoring but no Air Quality Management Areas.</p> <p><b>Dundee City:</b> LEZ installation completed in May 2024. Air quality work is being conducted with primary schools to focus on engine idling outside schools. Additional air quality sensors are to be installed at two school locations in Dundee to understand the impact of school traffic on air quality.</p> <p><b>Perth &amp; Kinross:</b> Crieff Air Quality Management Area has now been revoked. Updated Perth Air Quality Action Plan completed consultation Jan 2025, going through final changes before committee and publishing. New plan contains various new measures aligned with both Climate Change and Mobility Strategies for coordinated benefits.</p> <p><b>Stirling:</b> Stirling Council currently has no Air Quality Management Areas. Air Quality monitoring has demonstrated no exceedances of air quality objectives for all pollutants.</p>
<b>2.3 Increase the levels of walking, wheeling and cycling in the lowest Scottish Indices of Multiple Deprivation (SIMD) data zones (health domain), targeted by the respective Councils</b>			
<p><b>Lowest 20% SIMD datazones<sup>1</sup></b></p>	<p>Programme of walking, cycling and wheeling improvements and promotional programmes in the least affluent</p>	<p>Councils</p>	<p><b>Angus:</b> The Arbroath Place for Everyone scheme will provide the infrastructure while complimentary projects delivered by the Angus Cycle Hub will address access to bikes and cycle training to those without bikes and those less confident.</p>

<sup>1</sup> Maps of the lowest SIMD datazones can be found in section 3 of the [Tactran Regional Transport Strategy](#) main issues storymap  
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**Table 2: Actions to improve health and wellbeing**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<p><b>Angus:</b> Arbroath Harbour; Warddykes; Cliffburn; Harbour and Kirkton</p> <p><b>Dundee:</b> Menzieshill; Charleston; Arlder &amp; St Mary; Kirkton; The Glens; Lochee; City Centre; Fintry; Whitfield; Linlathen &amp; Mid Craigie; Douglas West; Fairmuir; Balgay; Logie &amp; Blackness; Stobswell; Docks &amp; Wellgate; Douglas East</p> <p><b>Perth &amp; Kinross:</b> Blairgowrie East (Ratray); Perth City; Letham; Hillyland; Tulloch and Inveralmond; Muirton; Central &amp; South Inch</p> <p><b>Stirling:</b> Raploch; Cornton; City Centre; Borestone; Broomridge and Hillpark; Plean; Cowie; Fallin</p> <p><b>(2030)</b></p>	<p>communities. (<a href="#">Action 15</a> / <a href="#">Action 16</a>)</p>		<p><b>Dundee City:</b> Tier 1 and active travel programmes are heavily focused on low SIMD 20% areas. Increased crossing points are being programmed and installed across Dundee to focus on promoting active and sustainable journeys. Active travel work is being carried out with Living Streets at various primary schools within low SIMD zones, as well as the promotion of walking buses to improve sustainable journeys and improve school attainment.</p> <p>Additional cycle storage has been installed at bus interchanges to promote integrated journeys around the city.</p> <p><b>Perth &amp; Kinross:</b> part of Traffic &amp; Network’s “business as usual” using Active Travel Infrastructure Fund Tier 1 funding (previously Cycling, Walking and Safer Routes)</p> <p><b>Stirling:</b> Raploch: Work ongoing with Walk, Cycle, Live Stirling which provides two new routes from the City Centre to University and to the College. Infrastructure now provides</p> <ul style="list-style-type: none"> <li>• a connection from the City Centre to Forth Valley College in Raploch. This gives Raploch residents access to a new segregated cycleway to connect with the College and City Centre</li> <li>• a connection from the City Centre to Causewayhead. This gives Cornton residents a segregated cycleway to access the edge of their community.</li> </ul> <p>In 2024/25, the improvements to the NCN route from Fallin to Stirling were completed. This removed barriers to using the off-road path and made the path more accessible.</p> <p>Work commenced on designing routes serving City Centre South which aims to provide segregated active travel infrastructure on all approaches to Borestone Roundabout. The programme includes connections along</p>

Table 2: Actions to improve health and wellbeing			
Who, Where & When	Actions which can support outcome	Responsibility	Progress
			Glasgow Road and the A9, which are strategic routes through Broomridge and Hillpark.
<b>2.4 Improve the ability of over-65s to access healthcare (primary healthcare / hospitals)</b> <b>Ability of all in the least affluent SIMD data zones (health domain) targeted by the respective Council to access healthcare</b> <b>Improve the ability of rural communities to access healthcare</b> <b>Ability of older people and those in least affluent SIMD data zones (health domain) targeted by the respective Council to access social activities</b>			
Over-65s <b>(no date)</b> Lowest 20% SIMD datazones <sup>2</sup> <b>(no date)</b> Rural Communities <sup>3</sup> <b>(no date)</b>	<ul style="list-style-type: none"> <li>• Programme of support for demand responsive, community and voluntary transport solutions (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</li> <li>• Work with bus service providers to provide hopper services around towns. (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</li> <li>• Programme of support for demand responsive, community and voluntary transport solutions (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</li> <li>• Improvement of routes to public transport and in and</li> </ul>	Councils Community Transport Association / Community Transport Operators Tactran	<p><b>Councils:</b> Little specific action by councils to support access to healthcare, unless supported community transport and/or active travel routes improve links. Perth &amp; Kinross Council undertook the Perth Rural Futures work to identify problems and opportunities for accessing healthcare with rural communities</p> <p><b>Community Transport Association</b></p> <p>A number of the community transport operators provide assistance in access to healthcare, these include:</p> <p><u>Over 65s:</u> Pitlochry Senior Citizens Good Neighbour Association; Elder Voice; The Adam Centre</p> <p><u>Lowest 20% SIMD:</u> Order of Malta Dial a Journey Trust; Dundee Community Transport; RockSolid Dundee</p> <p><u>Rural Communities:</u> Tay Valley Timebank/ Upper Tay Transport; Kirkmichael Session House; Killin and District Volunteer Car Scheme; Blairgowrie and District Freedom Coach; St Fillans Community Transport Group; Comrie</p>

<sup>2</sup> Maps of the lowest SIMD datazones can be found in section 3 of the [Tactran Regional Transport Strategy](#) main issues storymap

<sup>3</sup> See Rural / urban split in section 3 of the [Tactran Regional Transport Strategy](#) main issues storymap. Also [Centres and Corridors map](#)

Table 2: Actions to improve health and wellbeing			
Who, Where & When	Actions which can support outcome	Responsibility	Progress
	around local facilities ( <a href="#">Action 12</a> / <a href="#">Action 13</a> )		Community Bus Trust (Co-Co Bus); Strathcare; Muthill Community Transport Group; Auchterarder Community Bus Group; Glenfarg Community Transport Group; St Madoes and Kinfauns Church of Scotland; Brechin Community Transport <a href="#">Community Transport Map of Scotland – Google My Maps</a> <b>Tactran:</b> Supported NHS Tayside Sustainable Transport and Travel Group. Draft NHS Tayside Active and Sustainable Travel Plan Strategy prepared.
2.5 Improve the ability to access active leisure facilities and green space for lowest SIMD data zones			
Lowest 20% SIMD datazones <sup>4</sup>  (no date)	<ul style="list-style-type: none"> <li>Work with bus service providers to provide hopper services around towns. (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</li> <li>Programme of support for demand responsive, community and voluntary transport solutions (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</li> <li>Improvement of routes to public transport and in and around local facilities (<a href="#">Action 12</a> / <a href="#">Action 13</a>)</li> </ul>	Councils Community Transport Association / Community Transport Operators	<p>No specific actions to improve access to active leisure, unless supported through:</p> <ul style="list-style-type: none"> <li>support for community transport operators</li> <li>active travel routes link to facilities</li> </ul> <p>Examples of active travel projects improving access to leisure facilities or green space include:</p> <ul style="list-style-type: none"> <li>NCN1 Improvements in Angus</li> <li>Walk, Cycle Live Stirling linking to Scottish Institute of Sport, and progression of Forthside Routes linking to The Peak)</li> </ul> <p>Access into the Loch Lomond and the Trossachs National Park (when combined with connecting services) has been improved through:</p> <ul style="list-style-type: none"> <li>The C60 bus service linking Callander and Killin (along the A84) was re-introduced on 1/7/24, operated internally by Stirling Council.</li> <li>Loch Lomond and Trossachs National Park introduced the Trossachs Explorer service over the summer of 2024 to link Callander and Aberfoyle via a number of visitor locations.</li> </ul>

<sup>4</sup> Maps of the lowest SIMD datazones can be found in section 3 of the [Tactran Regional Transport Strategy](#) main issues storymap

**Table 2: Actions to improve health and wellbeing**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<b>2.6 Reduce the impact of traffic on communities on strategic routes</b>			
<p><b>Communities on strategic corridors</b>                      Buchlyvie, Thornhill / Doune, Callander, Strathyre, Lochearnhead, Crianlarich / Tyndrum / St Fillans, Comrie, Crieff / Killin, Kenmore, Aberfeldy / Plean / Greenloaning, Braco, Muthill / Blairgowrie, Bridge of Cally / Scone, Balbeggie, Coupar Angus, Forfar / Arbroath, Montrose</p> <p><b>Candidate Noise Management<sup>5</sup></b>                      19 candidate road traffic noise management areas in the Angus, PKC, Stirling (in; Bridge of Allan, Dunblane, Glenfarg, Perth and Stirling; and along the A9 through Stirling)</p> <p>12 candidate noise management areas in Dundee<sup>6</sup></p>	<ul style="list-style-type: none"> <li>• Reduce road speeds to increase the perception of safety. Expansion of 20mph zones. (<a href="#">Action 5</a>)</li> <li>• Introduction of LEZ areas to improve air quality</li> <li>• Re-routing motorised traffic on longer and/or less direct routes for the benefit of the wider network (<a href="#">Action 5</a>)</li> </ul> <p>Localised safety schemes such as traffic calming measures, crossing facilities and road / junction realignments and redesigns (<a href="#">Action 9</a> / <a href="#">Action 10</a>)</p>	<p>Councils                      Transport Scotland</p>	<p><b>Angus:</b> No current specific policy or action</p> <p><b>Dundee City:</b> LEZ covers all strategic routes within the A90 cordon.</p> <p><b>Perth &amp; Kinross:</b> Strategic routes within the urban area have been assessed and appropriate speed limits identified (see 2.1)</p> <p><b>Stirling:</b> Air Quality monitoring will continue to be conducted, however the monitoring sites differ from those listed on strategic corridors.</p>

<sup>5</sup> Transport Scotland [Transportation Noise Action Plan](#) See also [Scotland's Noise](#),

<sup>6</sup> Transport Scotland [Dundee agglomeration: noise action plan](#)

**Table 2: Actions to improve health and wellbeing**

<b>Who, Where &amp; When</b>	<b>Actions which can support outcome</b>	<b>Responsibility</b>	<b>Progress</b>
<b>(Ongoing)</b>			

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**Table 3: Actions to reduce inequalities**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<b>3.1 Improve ability of 16-24 year olds to access jobs and further education</b>			
<p>16-24 year olds</p> <p><b>2030 (Child poverty targets)</b></p>	<p>Investigate and implement opportunities to improve access outside core hours, and to further education and employment locations with both public and shared transport options (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</p> <p>Programme of support for demand responsive, community and voluntary transport solutions (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</p> <p>Promotion of free bus travel for under 22s.</p> <p>Improving public transport services and their interchanges to promote use. (<a href="#">Action 21</a>)</p>	<p>Councils</p> <p>Community Transport Association</p> <p>Community Transport Operators</p> <p>Via Tayside and Forth Valley Bus Partnerships</p>	<p><b>Angus:</b> Identified need to work with</p> <ul style="list-style-type: none"> <li>• The Bright Futures Working Group child poverty group</li> <li>• Angus Members of the Scottish Youth Parliament on improving public transport interchanges</li> </ul> <p><b>Dundee City:</b> Under 22s free bus promotion: The under 22s bus pass has been promoted extensively throughout Dundee schools and have a very high uptake across Dundee. Travel information issued to schools will also promote the free bus pass, as well as promotional work through Get On the Go.</p> <p><b>Perth &amp; Kinross:</b> Under 22s free bus promotion: Schools promoting as part of NEC/Young Scot Card</p> <p><b>Stirling:</b> Under 22s free bus promotion: Stirling Council website and Stirling Young Scot website provides clear sign up and information on the Under 22s free bus travel. Communications to Secondary schools twice a year are cascaded for parents/carers/pupils</p> <p><b>Tactran:</b> My D&amp;A journey planner continues to promote and support access to Dundee and Angus College for those without other transport options</p> <p><b>Community Transport:</b> handful of CT operators targeting services at 16-24yr olds</p>
<b>3.2 Improve ability of all in the lowest SIMD data zones (all domains), targeted by the respective Councils, to access jobs, education and services</b>			
<b>Improve ability of families, targeted in local child poverty action plans, to access jobs, education and services</b>			

**Table 3: Actions to reduce inequalities**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<p><b>Lowest 20% SIMD datazones<sup>7</sup></b></p> <p><b>Angus:</b> Arbroath Harbour; Warddykes; Cliffrburn; Harbour and Kirkton</p> <p><b>Dundee:</b> Menzieshill; Charleston; Arlder &amp; St Mary; Kirkton; The Glens; Lochee; City Centre; Fintry; Whitfield; Linlathen &amp; Mid Craigie; Douglas West; Fairmuir; Balgay; Logie &amp; Blackness; Stobswell; Docks &amp; Wellgate; Douglas East</p> <p><b>Perth &amp; Kinross:</b> Blairgowrie East (Ratray); Perth City; Letham; Hillyland; Tulloch and Inveralmond; Muirton; Central &amp; South Inch</p> <p><b>Stirling:</b> Raploch; Cornton; City Centre; Borestone; Broomridge and Hillpark; Plean; Cowie; Fallin</p> <p><b>2030 (Child poverty targets)</b></p>	<p>Investigate and implement opportunities to improve access outside core hours, and to further education and employment locations with both public and shared transport options (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</p> <p>Programme of support for demand responsive, community and voluntary transport solutions (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</p> <p>Promotion of Fair Fares to enhance social inclusion</p> <p>Enhance social inclusion by providing a realistic alternative to a wider range of people, including disadvantaged communities</p> <p>Help balance demand for public transport throughout the day and reduce pressure on services at peak times (<a href="#">Action 19</a> / <a href="#">Action 20</a>)</p>	<p>Tactran Councils Transport Operators</p>	<p><b>Angus</b></p> <ul style="list-style-type: none"> <li>○ <u>Support for community &amp; voluntary transport:</u> Developed through the Angus Council review into Fleet Development and the Angus Transport Network.</li> <li>○ <u>Active travel links:</u> see 2.3. Other active travel improvements will address the shortfall in the network and encourage participation rates to these facilities and transport interchanges.</li> </ul> <p><b>Dundee City</b></p> <ul style="list-style-type: none"> <li>○ Promotion of travel planner via Xplore Dundee, Stagecoach and Traveline Scotland.</li> <li>○ <u>Active travel links:</u> see 2.3</li> </ul> <p><b>Perth &amp; Kinross</b></p> <ul style="list-style-type: none"> <li>○ <u>Support for community &amp; voluntary transport:</u> Continued working with Community Transport sector and community groups to improve access to Demand Responsive Transport.</li> <li>○ <u>Active travel links:</u> see 2.3</li> </ul> <p><b>Stirling</b></p> <ul style="list-style-type: none"> <li>○ <u>Support for community &amp; voluntary transport:</u> Stirling continues to provide financial support for a number of bus and DRT services that are not commercially viable in both urban and rural locations.</li> <li>○ <u>Active travel links:</u> see 2.3</li> </ul> <p><b>Tactran:</b></p> <ul style="list-style-type: none"> <li>● Tactran Mobility as a Service programme promoted access to NHS Tayside and Dundee &amp; Angus College facilities during 24/25 through</li> </ul>

<sup>7</sup> Maps of the lowest SIMD datazones can be found in section 3 of the [Tactran Regional Transport Strategy](#) main issues storymap  
26/08/2025 15:31

**Table 3: Actions to reduce inequalities**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
			<p>continuation of journey planners designed with and for these audiences.</p> <ul style="list-style-type: none"> <li>• Stirling Strategic Park &amp; Ride LRDF study completed and submitted to Transport Scotland</li> </ul> <p><b>Community Transport:</b> Limited number of community transport operators providing services in and around least affluent areas Community Transport Operators (Blairgowrie and District Freedom Coach; Order of Malta Dial a Journey Trust; Dundee Community Transport; RockSolid Dundee)</p>

**3.3 Improve ability of rural communities to access jobs, education and services**



<p>Rural Communities<sup>8</sup></p> <p><b>(See rural Locality Action Plans)</b></p>	<p>Improve the strategic, high-quality walking, wheeling and cycling networks: providing walking, wheeling and cycling links between villages, towns and cities, connecting settlements, public transport interchanges; and supporting the National Cycle Network (<a href="#">Action 15</a>)</p> <p>Demand responsive transport (DRT): on demand (rather than timetabled services) to link to existing traditional fixed route bus services, and to cover areas where fixed route services are not viable (<a href="#">Action 17</a>)</p> <p>Programme of support for demand responsive, community and voluntary transport solutions (<a href="#">Action 17</a> / <a href="#">Action 18</a>)</p> <p>Installation of high-speed broadband (<a href="#">Action 3</a>)</p>	<p>Tactran Councils Transport Operators</p>	<p><b>Angus</b></p> <p><u>Improving strategic active travel routes</u>: NCN1 connects the Angus coastal communities and the council will continue to further improve these active travel links in partnership with Sustrans. the rollout of Cycling and Walking Friendly Roads across Angus improves connectivity between these locations.</p> <p><u>Demand Responsive Transport</u>: A review of the network in Angus has been completed. Communities/routes/services have been identified.</p> <p><u>Support for DRT (community &amp; voluntary)</u>: Further development of Angus Transport Network required to identify transport issues and support community led solutions.</p> <p><u>Installation of high-speed broadband</u>: No information</p> <p><b>Perth &amp; Kinross</b></p> <p><u>Improving strategic active travel routes</u>: Council wide Active Travel strategy and delivery plan being developed. Bids submitted to Active Travel Infrastructure Fund Tier 2 for route development.</p> <p><u>Support for community &amp; voluntary transport</u>: Continued working with Community Transport sector and community groups to improve access to DRT</p> <p><u>Installation of high-speed broadband</u>: Continued working with fibre and 5G providers to roll out high speed broadband to all areas</p> <p><b>Stirling</b></p> <p><u>Improving strategic active travel routes</u>: In 2024/25, construction of connections to rural communities included: - Improvements to the Fallin to Stirling NCN route</p> <p><u>Support for community &amp; voluntary transport</u>: Stirling continues to provide financial support for a number of bus and DRT services that are not commercially viable in both urban and rural locations.</p>
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<sup>8</sup> See [Centres and Corridors Map](#)  
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			<p><u>Support for DRT (community &amp; voluntary):</u> Stirling continues to provide financial support for a number of bus and DRT services that are not commercially viable in both urban and rural locations.</p> <p><u>Installation of high-speed broadband:</u> No information</p> <p><b>Community Transport Operators:</b> A number of community transport operators support rural communities: Tay Valley Timebank/ Upper Tay Transport; Kirkmichael Session House; Killin and District Volunteer Car Scheme; Blairgowrie and District Freedom Coach; St Fillans Community Transport Group; Comrie Community Bus Trust (Co-Co Bus); Strathcare; Muthill Community Transport Group; Auchterarder Community Bus Group; Glenfarg Community Transport Group; St Madoes and Kinfauns Church of Scotland; Brechin Community Transport</p>
<b>3.4 Improve the ability of people with disabilities to access jobs, education and services</b>			
<p>For vulnerable and disabled users but actions targeted at:</p> <ul style="list-style-type: none"> <li>• Transport Hubs</li> <li>• In and around local centres</li> <li>• Online Information</li> <li>• Access and routes to public transport</li> </ul> <p><b>(No Target Date)</b></p>	<p>Step-free routes and appropriate crossing facilities to public transport interchange points; local centres (i.e. within 20 minute / liveable neighbourhoods); and key local services</p> <p>Lighting and reviewing the design of the public realm to improve security</p> <p>Signage and wayfinding</p> <p>Number and location of disabled car parking spaces (<a href="#">Action 12</a> / <a href="#">Action 13</a>)</p> <p>Improving public transport services and their interchanges to promote use. (<a href="#">Action 21</a>)</p>	<p>Councils Bus &amp; Rail operators</p>	<p><b>Angus:</b> Improved walking, wheeling and cycling route to and from Montrose train station with additional crossing facilities in development.</p> <p><b>Dundee City:</b> No information</p> <p><b>Perth &amp; Kinross:</b> Ongoing work looking at improvements to Perth bus and rail station and other city centre interchanges.</p> <p><b>Stirling:</b> Improved accessibility: A programme of new crossing installation was implemented using Transport Scotland Tier 1 funding for 24/25. This introduced new crossings at 15 locations to facilitate pedestrian journeys to schools in Dunblane, Cowie, Cambusbarron, Bridge of Allan, Balfron, Abefoyle, Riverside and Croftamie.</p> <p><b>Rail</b></p> <ul style="list-style-type: none"> <li>• Improved accessibility: Ongoing work at Dunkeld Station to raise platforms, due for completion in 25/26</li> <li>• Introduction of assistance meeting points at stations.</li> <li>• Access and routes to public transport: Introduction of more direct services in December 2023 between Angus and Glasgow reducing the need for customers to change trains.</li> </ul>

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

<p>For vulnerable and protected characteristic groups but targeted at:</p> <ul style="list-style-type: none"> <li>• Transport Hubs</li> <li>• In and around local centres</li> <li>• Online Information</li> </ul> <p><b>(No Target Date)</b></p>	<p>Improving public transport services and their interchanges to promote use. (<a href="#">Action 21</a>)</p> <ul style="list-style-type: none"> <li>• Improvements at interchanges, improved lighting, security improvements</li> <li>• Improved information provision for all, including for people with mobility issues</li> <li>• Assistance to public transport users</li> </ul>	<p>Councils Bus &amp; rail operators</p>	<p><b>Dundee City:</b> Continued use of real time information at stops</p> <p><b>Stirling:</b> Bus Station has facilities for a cafe, however since COVID this has not been operational. This opportunity is currently being advertised for a third party supplier to re-open this facility.</p>
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**Table 4: Actions to help deliver sustainable, inclusive economic growth**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
<b>4.1 Improve public transport journey times, and journey time reliability on strategic road and rail routes</b>			
<p><b>Dundee:</b> Pinch points / unreliable journey times:</p> <ul style="list-style-type: none"> <li>• A90 (Kingsway) Swallow Roundabout / Claypotts</li> <li>• A92 (Arbroath Road)</li> </ul> <p><b>Perth &amp; Kinross:</b> Pinch points / unreliable journey times</p> <ul style="list-style-type: none"> <li>• A9 Broxden / Inveralmond</li> <li>• Perth City Centre</li> <li>• Perth to Edinburgh rail times/cost</li> </ul> <p><b>Stirling:</b> Pinch points / unreliable journey times:</p> <ul style="list-style-type: none"> <li>• Strategic: Craigforth / Kier / A91</li> <li>• City Centre (Craigs &amp; Customs Roundabouts)</li> <li>• Sustainable and equitable transport access into and around the National Park</li> <li>• Poor connections to neighbouring regional centres outside Forth Valley</li> </ul>	<p>Promote modal shift in and around major traffic corridors and pinch points in our urban areas (<a href="#">Action 23</a> / <a href="#">Action 24</a>)</p> <p>Increasing bus services, improving the frequency, quality and coverage of public transport through fixed routes and feeder services, including demand responsive transport (DRT) (<a href="#">Action 17</a>)</p> <p>Installation of strategic Bus Priority Corridors, improving journey time and reliability through bus priority measures, traffic management etc. (<a href="#">Action 17</a>)</p>	<p>Tactran Councils Transport Scotland</p>	<p><b>Dundee City</b></p> <ul style="list-style-type: none"> <li>• Bus priority corridors: Sustainable transport corridors are being designed along Arbroath Road and Lochee Road. Providing an improvement to bus journey times.</li> <li>• Swallow roundabout improvements to be completed in 2025. Broughty Ferry to Monifeith improvements continuing into 2025. Programmed sustainable transport corridors along Arbroath Road (Claypotts).</li> </ul> <p><b>Perth &amp; Kinross</b></p> <ul style="list-style-type: none"> <li>• Monitoring of road network (including trunk road) post Cross Tay Link Road opening to inform future interventions</li> <li>• Sustainable transport corridor being designed along Dunkeld Rd</li> </ul> <p><b>Stirling</b></p> <ul style="list-style-type: none"> <li>○ Completing Walk, Cycle, Live Stirling (contributes to modal shift at Customs Roundabout); Fallin to Stirling NCN route (contributes to traffic crossing A91)</li> <li>○ Loch Lomond and Trossachs National Park introduced the Trossachs Explorer service over the summer of 2024 to link Callander and Aberfoyle via a number of visitor locations.</li> </ul> <p><b>Tayside Bus Alliance:</b> The Transport Scotland Bus Partnership Fund provided financial support via the Tayside Bus Alliance for the installation of bus signal priority measures on bus priority corridors in Perth and Dundee. These include the City Centre, Lochee, and Arbroath Roads and Albert Street corridors in Dundee; South Street, City Centre and Dunkeld Road corridors in Perth. The priority measures relate to the updating of existing Urban Traffic Control (UTC) systems, to allow for advanced signal activation requests from buses (a green wave) based on bus location and</p>

**Table 4: Actions to help deliver sustainable, inclusive economic growth**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
Key transport corridors between regional towns and cities. <b>(In accord with any Tayside or Forth Valley Bus Alliance Strategic Business Case)</b>			adherence to timetable. The system has had a dramatic effect in bus reliability and has resulted in net positive outcomes.
Perth/Dundee-Edinburgh Aberdeen/ Inverness - Glasgow West Highland Line	<b>Rail</b> corridor enhancements: Physical and operational improvements to reduce journey times and improve resilience of routes from and through the region: <a href="#">(Action 25)</a>	Network Rail	<b>Network Rail:</b> continued development of Aberdeen to Central Improvement Programmes and electrification along this route
<b>4.2 Improve journey time reliability for freight through the region, and to key destinations in the region</b>			
Routes to major freight destinations in the region <ul style="list-style-type: none"> <li>• Montrose port</li> <li>• Dundee Port</li> </ul> Pinch points on strategic corridors will support coach travel: <ul style="list-style-type: none"> <li>(i) A90/A972 – Kingsway, Dundee</li> <li>(ii) A9 – Broxden and Inveralmond, Perth</li> </ul>	<b>Road</b> Promote modal shift in and around major traffic corridors and pinch points in our urban areas Improvements to address key pinch points <a href="#">(Action 23)</a>	Bus Rail Councils Tactran Transport Scotland	<b>Angus:</b> Connected Montrose seeks to improve connectivity between Montrose Port and the north of Montrose: mini Scottish Transport Appraisal Guidance (STAG) appraisal complete; Outline Business Case to be commissioned. <b>Dundee City:</b> Broughty Ferry improvements enhance links to Dundee Port. The design of the Sustainable Transport corridors will support movements along Arbroath Road and Lochee Road. <b>Perth &amp; Kinross:</b> Working ongoing on Perth Eco Innovation Park, including sustainable logistics options.

**Table 4: Actions to help deliver sustainable, inclusive economic growth**

Who, Where & When	Actions which can support outcome	Responsibility	Progress
(iii) M9 – Craigforth, Stirling			
(iv) A9 – Grade separation between Kier and Inverness (Kier, Auchterarder)			
(v) A9 – Dualling north of Perth			
(vi) A82 – Inverarnan – Tarbet			
<b>(No Target Date)</b>			
<b>4.3 Improved ability for young people, and disadvantaged and rural communities to access jobs and education</b>			
See 3.1 and 3.2 above			

## RTS Actions

<i>Table Ai1: Issues identified in Impact Assessments</i>
<b><i>Reducing the need to travel unsustainably</i></b>
<u>Action 1</u> : Planning authorities will reduce the car dependency of new developments
<u>Action 2</u> : Public sector agencies, will be encouraged to make available, and locate new, services within communities
<u>Action 3</u> : Councils will work with Scottish Government and suppliers to promote digital inclusivity across their areas
<u>Action 4</u> : All agencies will promote awareness and advantages of sustainable travel
<u>Action 5</u> : Road authorities will reduce the impact of traffic on communities and promote sustainable travel through demand management measures
<u>Action 6</u> : Tactran and the Councils will work with Transport Scotland to consider a national demand management mechanism (such as road user charging) to reduce car km driven
<u>Action 7</u> : All public sector agencies will promote and enable electric and low emission vehicles for individuals, public sector, business and bus fleets
<u>Action 8</u> : Tactran and the Councils will work with the rail industry to support Rail Decarbonisation
<b><i>Maintaining and safely operating existing capacity</i></b>
<u>Action 9</u> : The roads authorities will reduce traffic speeds and consider engineering solutions to address identified safety concerns
<u>Action 10</u> : Partners and public sector agencies will support the provision of road safety education
<u>Action 11</u> : Tactran and the Councils will work with Transport Scotland and industry to identify opportunities to improve rest and welfare facilities for hauliers
<u>Action 12</u> : Roads and planning authorities will improve the accessibility & security of the street environment
<u>Action 13</u> : Tactran and Councils will work with transport operators to promote improved accessibility & security for all across public transport
<u>Action 14</u> : Transport authorities will improve network resilience to maintain a transport network within the region which is resilient to disruptive events resulting from increased risk of extreme weather and flooding
<u>Action 15</u> : Tactran, the Councils and the National Park Authorities will improve walking, wheeling and cycling opportunities

*Table Ai1: Issues identified in Impact Assessments*

***Making better use of existing capacity***

Action 16: Tactran and the Councils will promote active and sustainable access to schools

Action 17: Tactran and the Councils will work with operators to improve the frequency, comfort, cost and integration of public transport services

Action 18: Tactran and the Councils will investigate and support community and shared transport services where commercial fixed route services are not financially sustainable

Action 19: Tactran and the Councils will work with Transport Scotland and operators to Promote Fair Fares

Action 20: Tactran and the Councils will work with industry, the port authorities and the rail industry to identify and promote opportunities to reduce road freight

Action 21: Tactran and the Councils will work with respective partners to provide and improve public transport interchanges

Action 22: Tactran, Councils and public sector agencies will investigate and promote initiatives that allow the easier planning and booking of journeys

***Targeted infrastructure improvements***

Action 23: Tactran and the Councils will work with Transport Scotland to address pinch points on strategic roads to address issues of road safety, freight and bus/coach journey times / journey time reliability

Action 24: Tactran and the Councils will work with Transport Scotland and the rail industry to promote improved rail connectivity

Action 25: Tactran and the Councils will work with Transport Scotland and the rail and freight industries to improve connectivity to freight destinations

Action 26: Tactran and the Councils will promote direct rail and air links to and from the Region