

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**16 SEPTMEBER 2025****CLIMATE ACTION: REDUCING CAR KM****REPORT BY TRANSPORT STRATEGY OFFICER****Purpose**

This report provides the Partnership with an update on Tactran's work into understanding the potential equalities and economic impacts of demand management measures to support the Scottish Government's target to reduce car km.

Summary

The Scottish Government's Climate Action Plan Update (2020) introduced a target to reduce car km. Whilst the target itself is being reviewed by the Government, Transport Scotland and CoSLA have released a Renewed Policy Statement on reducing car use which recognises that demand management measures will likely be required to support the achievement of the car km reduction aspiration and the emerging target.

Tactran commissioned work to compare the potential equality and economic impacts of a distance-based charge vs cordon charges vs increased parking restraints. Workshops have been held with Members to discuss these high-level findings and the potential implications of the different demand management measures.

1 RECOMMENDATIONS**1.1 That the Partnership:**

- (i) notes the work into the potential equality and economic impacts of various charging mechanisms to reduce car km; and
- (ii) agrees to the next steps to investigate and inform members of the issues and opportunities of supporting a national car km reduction target.

2 BACKGROUND

2.1 The Partnership will be aware of the Scottish Government's climate action target to reduce car km by 20% by 2030 compared to 2019 levels, set out as part of the Climate Change Plan update in 2020.

2.2 Subsequently officers have undertaken work to inform partners of the potential approaches to achieving car km reduction in a fair and equitable way. The work also allows the Partnership to respond to the forthcoming revised Scottish Government/ Transport Scotland policy position/ future consultation on the topic.

Stage 1: Understanding the who, where, why of car km

- 2.3 Work was initially commissioned to inform the Partnership of the determinants of car km (i.e. the who, where, why of car km) and consequently the likely effectiveness of options for achieving a 20% reduction in car km ([Achieving a 20% reduction in car-km: Options for the Tactran Region](#)). The headlines from this work, published in 2023, concluded that:
- Longer distance trips generated the greater proportion of car km
 - Demand management options would be required to achieve the target
- 2.4 This work informed the Partnership's parameters to investigating how to support the target. This is set out in section 3.4 of the [RTS](#) (pages 49-51). 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

Transport Scotland / COSLA Renewed Policy Statement

- 2.5 In April 2025 the Cabinet Secretary discussed the car use reduction target with the [Holyrood Public Audit Committee on 23 April 2025](#) and [announced that the target would be reviewed](#).
- 2.6 At the Partnership meeting of 17 June 2025, officers provided a verbal update in relation to Transport Scotland and COSLA's Renewed Policy Statement, entitled [Achieving Car Use Reduction in Scotland: A Renewed Policy Statement](#), which had been published on 12 June 2025.
- 2.7 The renewed policy statement aims to guide work on reducing car use (with the measure being car km) and sets out four key commitments for Transport Scotland and CoSLA:
- Revise the existing car use reduction target, informed by the advice of the Climate Change Committee and other relevant evidence, to develop a new, longer-term target which will support the 2045 net zero target.
 - Undertake a regulatory check of existing Transport (Scotland) Act 2001 powers for discretionary local road user charging schemes to allow local authorities and/or regional transport partnerships the option to implement these.
 - Work with key stakeholders at national, regional, and local level to develop place-based and experience-specific delivery plans to support reduced car use and alternative transport options.
 - Along with a broad coalition of partners, drive a national communication and engagement campaign and set out a positive vision around how

reducing car use can deliver outcomes for public health, air quality, and the environment.

- 2.8 In recognition of the conclusions of the earlier piece of work undertaken by officers, and that the renewed policy statement was likely to place an emphasis on local authorities to deliver demand management options to support car use reduction, Members noted that officers would undertake an Equality and Economic Analysis of Demand Management Options (reports RTP/24/32 and RTP/25/12 refer).

3 DISCUSSION

Stage 2: Comparative equality and economic analysis of demand management options

- 3.1 The equality and economic analysis considered three basic examples of demand management:
- Distance-based road user charging, such that all car journeys incur a charge that is proportional to the distance travelled (includes trunk and non-trunk roads)
 - Cordon charges around our cities and larger towns: a charge for driving into, out of, within or through Dundee, Perth, Stirling, Arbroath, Carnoustie, Forfar and Montrose
 - Parking charges / controls, which could be increased cost and/or reduced supply of publicly controlled parking in Dundee, Perth Stirling, Arbroath, Carnoustie, Forfar and Montrose
- 3.2 The work compares the relative:
- Change in car trips from origins - a starting point to help understand the proportion of car trips which might not be made, hence beginning to understand the potential impacts on people
 - Change in car trips destined for areas (such as town centres, but also rural tourist areas) - a starting point to help understand the potential proportion of car trips which might not be made to destinations, hence beginning to understand the potential impacts on the economy
- 3.3 The work is a comparative study, to help understand the relative potential implications of the three different demand management options. RTP/25/21 introduced Members to the analysis of the potential equality and economic impact of demand management options prior to member workshops to be held in August 2025.
- 3.4 The '*Economic and equality analysis of demand management options*' is included in the members area of the Tactran website as Appendix B, along with a two-page summary of the key findings, included as Appendix C.

Next steps

- 3.5 All four constituent Councils have declared a climate emergency, and a national target to reduce car km remains an important element of the work to reduce the greenhouse gas emissions arising from domestic transport. It therefore remains important that officers continue to undertake work to inform the Partnership of the options for supporting this target and the implications of options.
- 3.6 Whilst the end goal would be to understand the detailed costs and benefits of a preferred package(s) (i.e. demand management measures plus improvement of alternatives) this work should keep pace with the expectations emerging from Transport Scotland and the Scottish Government - not least the revised car km target which will inform the required pace of change – to avoid unnecessary work.
- 3.7 Appendix A summarises the stages we are undertaking to understand the implications of reducing car km and suggests key steps in a next stage of work. It is proposed that officers will continue to work towards understanding the detailed implications of the where (corridors), how (mitigation), when (phasing) and impacts by undertaking work to:
- Identify preferred package of mitigation measures (improving alternatives to the car plus opportunities to improve access to services as well as any exemptions or differential charging) and quantify the ability of the charging mechanism to generate income to fund the mitigation
 - Quantify car-km impacts, equalities/economic impacts, impacts on other policy areas
 - Identify phasing for implementation, balancing the need for mitigation measures to be in place before demand management with the need for demand management revenues to facilitate mitigation.
- 3.8 This work would be progressed as finances allow, and in parallel with guidance and timescales emerging from Transport Scotland, to enable the Partnership to respond to proposals by Transport Scotland.

4 CONSULTATIONS

- 4.1 The report has been prepared in consultation with the Local Authority transport officers.

5 RESOURCE IMPLICATIONS

- 5.1 An allocation to enable some progress with this work has been made within the RTS Revenue budget (Item 5: Report RTP/25/26 refers).

6 EQUALITIES IMPLICATIONS

- 6.1 This stage of work was a strategic-level review considering the potential equality impacts of different demand management options which could help reduce car km. Further, in-depth equalities implications will be considered if a particular scheme, or combination of schemes, were to be progressed. This would include a proposal-specific Equalities Impact Assessment. Future scheme design would take into account equalities issues raised during this process, and consider appropriate mitigation.

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NOTE

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/24/32, 2024/25 Budget and Monitoring, 10 December 2024

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

Report to Partnership RTP/25/21, Climate Action: Reducing Car KM, 17 June 2025

Work Completed and Next Steps

Stage 1 (complete)

Understanding the who, where, why of car km

- Wealthier, rural, leisure trips are highest generators
- Provision of alternatives alone will not achieve 20% reduction
- Identified the need to investigate the implications of demand management options

Stage 2 (complete)

Understanding comparative equality and economic impacts of demand management options

- Distance-based road user charging can achieve a reduction with loss of fewer trips (=> less of social & economic impact) than other measures tested
- Parking & cordon charges result in greater reduction in (short) car trips
- Enables discussion re where and for who mitigation is required

Next steps - Stage 3

Quantifying the where (corridors), how (mitigation), when (phasing) and impacts

- Identify preferred package of mitigation measures and quantify the ability of the charging mechanism to generate income to fund mitigation
- Quantify car-km impacts, equalities/economic impacts, impacts on other policy areas
- Identify phasing for implementation, balancing the need for mitigation measures to be in place before DM with the need for DM revenues to facilitate mitigation