

ARUP



Mobility Strategy Action Plan

A Perth and Kinross where everyone can live life well,
free from poverty and inequalities



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Mobility Strategy Action Plan Contents

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1. Introduction

1.1 Purpose of This Document

The Mobility Strategy sets out Perth and Kinross Council's (PKC) vision for managing and developing the transport network. The Mobility Strategy considers all modes of transport, for the movement of goods and people, across PKC's rural and urban settings, to help achieve national targets and local objectives.

The Mobility Strategy sets out a vision for transformational change to transport across the region and ensure that the Council makes a full contribution to our climate change commitments and the transition to net zero carbon.

This Action Plan has been developed in parallel with the Mobility Strategy and sets out how PKC, alongside working partners, will prioritise its capital investment over the next 15 years. The Mobility Strategy and Action Plan will be key in delivering two Corporate Plan priorities: tackling climate change; and a stronger and greener economy.

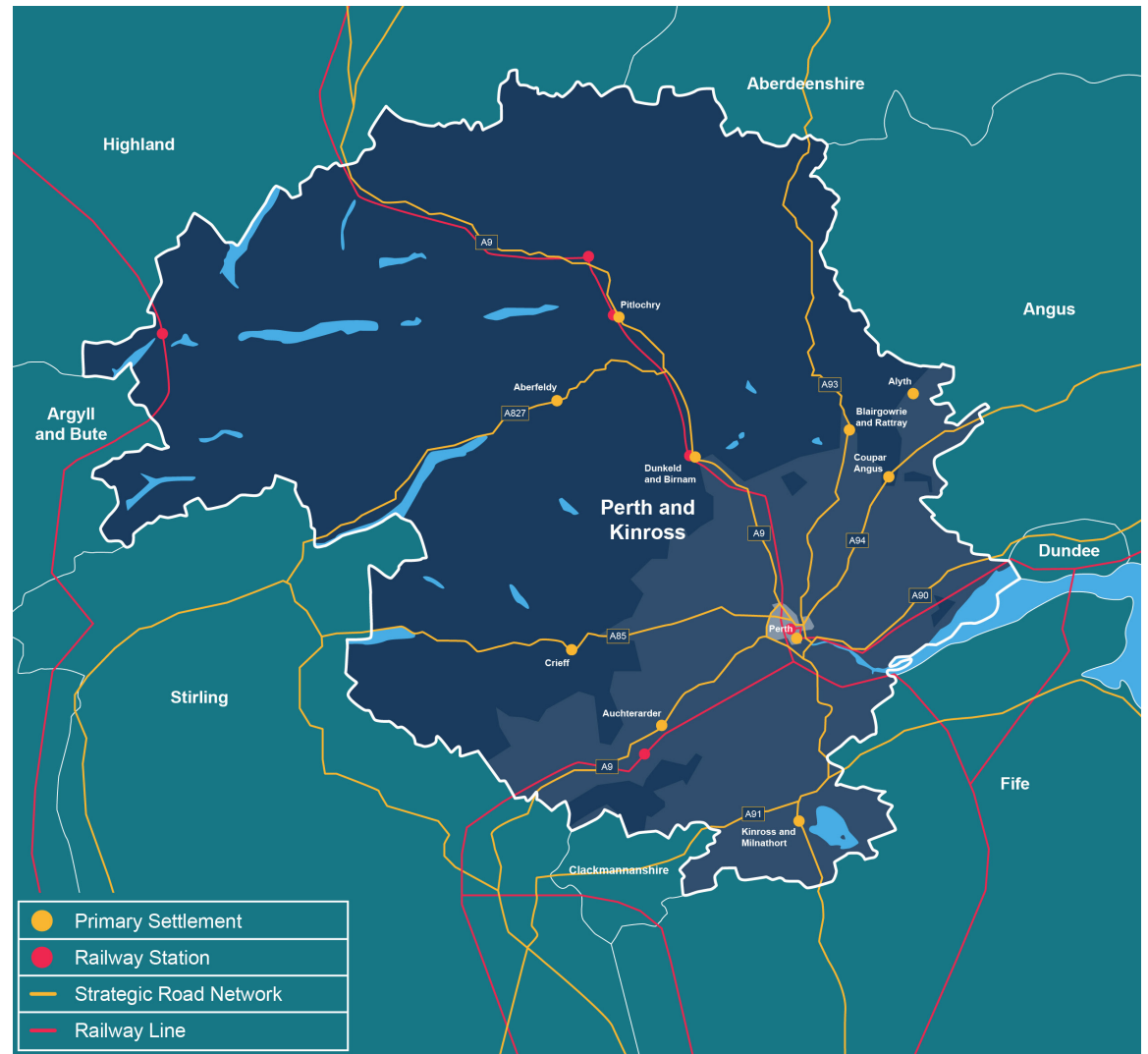


Figure 1: Perth and Kinross Council area with primary settlements, railway stations, strategic road network and railway lines.

1.2 Policy Context

The Mobility Strategy is one of three place-based strategies which shape how places develop over the long-term. This includes the Local Housing Strategy and the Local Development Plan 3. All three strategies aim to deliver PKC's Corporate Plan vision for a Perth and Kinross where everyone can live life well, free from poverty and inequalities.

It is crucial to emphasise that the Action Plan should not be viewed in isolation, but rather, as an integral component of the environment we live in, embracing a place-based perspective.

The Mobility Strategy and Action Plan are designed to align with various national, regional and local strategies and policies. This includes alignment with the sustainable travel hierarchy, shown in Figure 2. The hierarchy promotes walking, cycling, public transport and bike, car and ride sharing in preference to single occupancy car use. A full comprehensive list of strategies and policies can be found in the Let's Talk Transport Report.

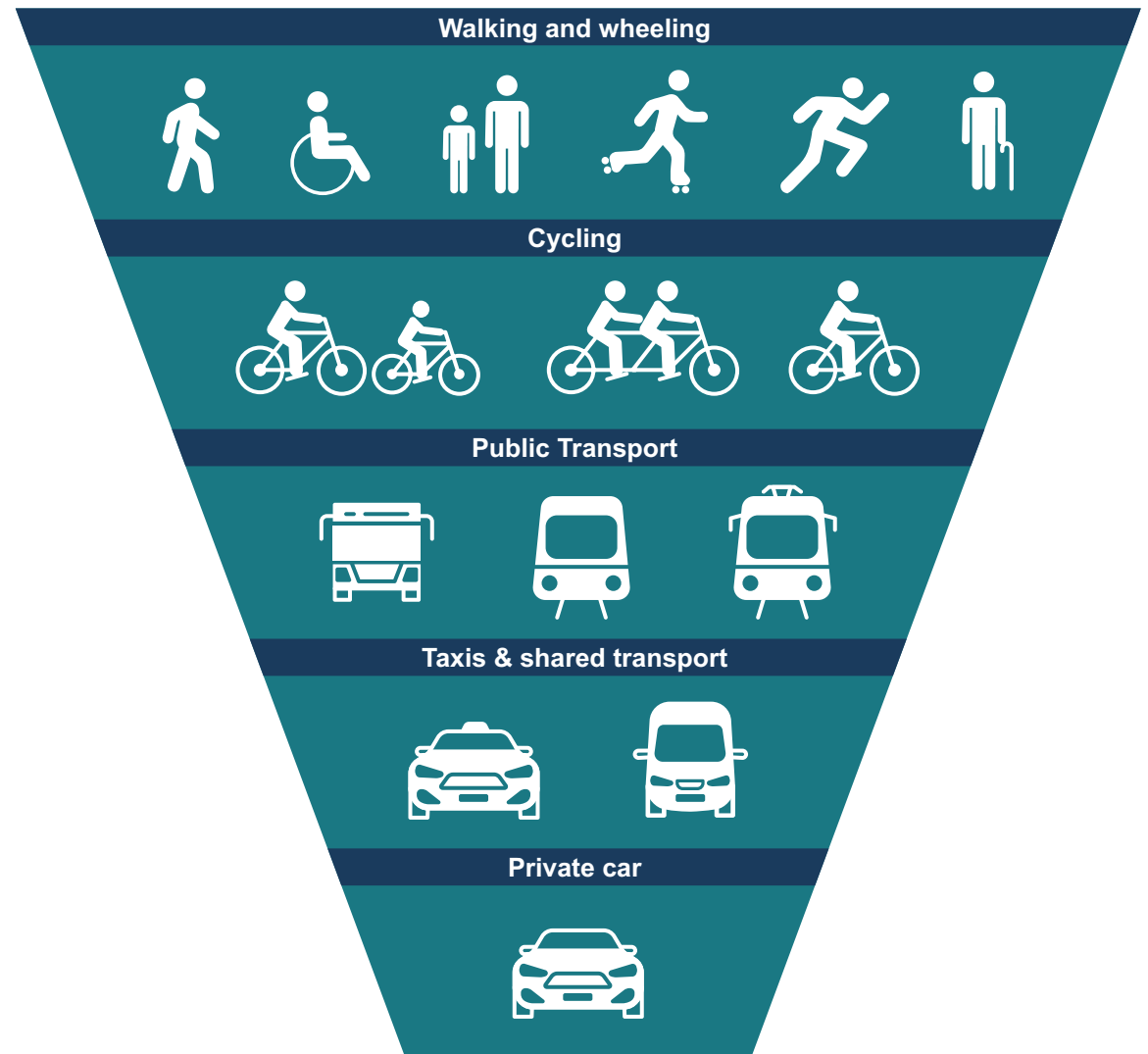


Figure 2: Sustainable travel hierarchy.

1.3 Perth and Kinross Transport Network

We use transport to access our daily activities of commuting to work or education, visiting friends and family, going shopping or attending healthcare appointments. Access improves our physical and mental wellbeing, supports our economy and enables tourism.

However, to ensure that people can meet their daily needs and activities, access needs to be considered more broadly than only transport. For example, land-use and digital aspects have an influence on how far, if at all, people need to travel.

The three aspects of access (see Figure 3), namely digital, transport and spatial, have been illustrated in the figure to the right. For each of the aspects, the figure lists responsibilities within the control of PKC and the responsibilities in the control of other working partners. PKC provides a range of transport services and supports other services by working with partners, including Transport Scotland, Regional Transport Partnerships, Network Rail and bus and rail operators.

This Action Plan takes into account the mobility-focused services provided directly by PKC and those delivered in partnership.

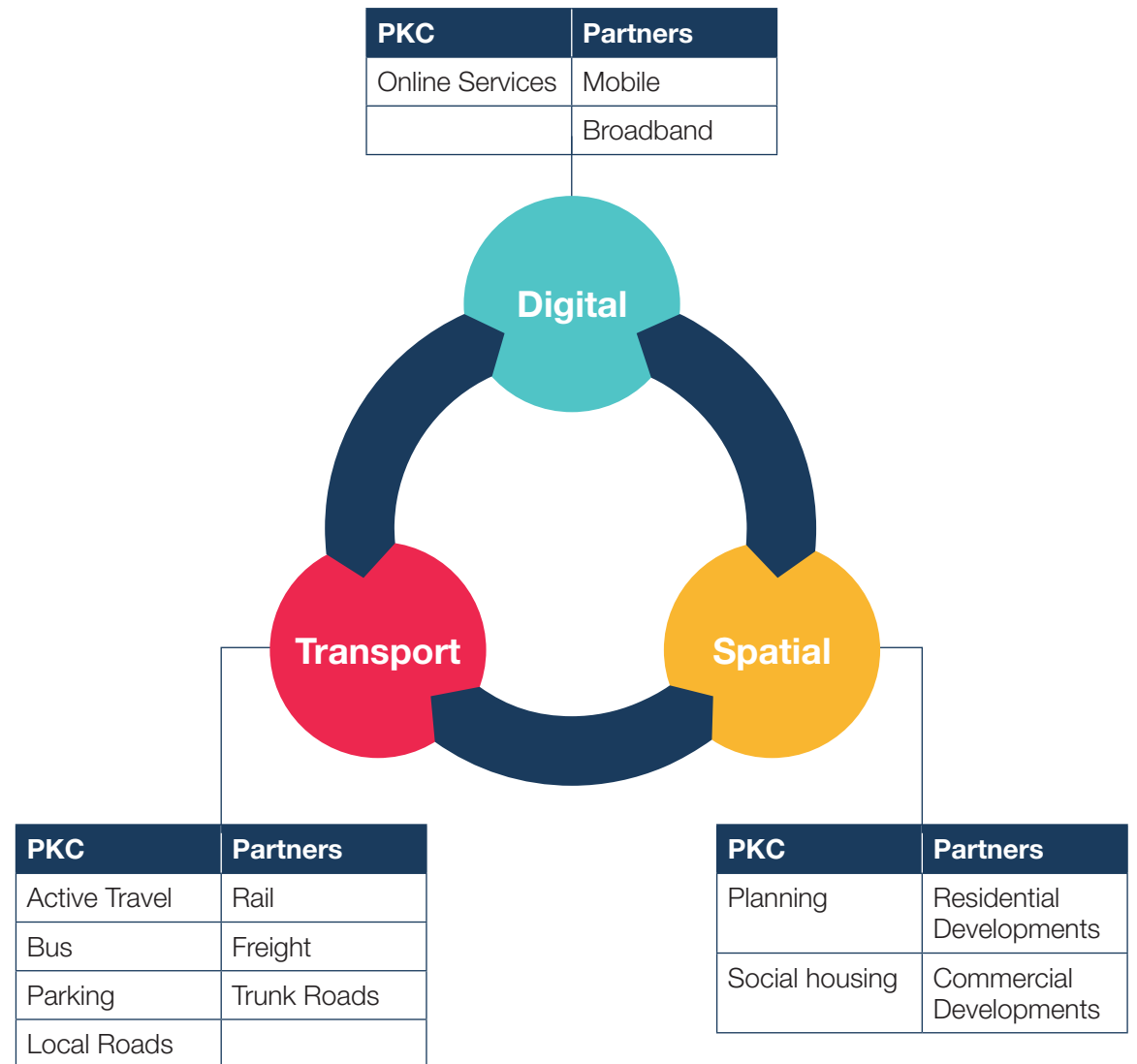


Figure 3: Three aspects of access: digital, transport and spatial.

1.4 Methodology

In its development, the Action Plan takes a whole place approach that, combined with the other core strategies, helps deliver the PKC Corporate Plan Vision. The Action Plan is supported by a robust appraisal methodology as presented in the steps opposite.

The Action Plan has been developed and informed in line with best practice guidance, notably:

- **Scottish Transport Appraisal Guidance 2008/2022** – to ensure that the plan is evidence-based and has been appraised in a consistent manner reflecting national, regional and local policies.
- **Local Transport Strategy Draft Guidance 2023** – to ensure that the plan allows people to access their daily activities through the transport system, the land-use system and digital connectivity.

A detailed breakdown of the methodology employed to produce the plan can be found in Appendix 4 of the Mobility Strategy.

1.5 Document Structure

This Action Plan document has been prepared in conjunction with the Mobility Strategy Policy Document and it has been structured around the methodology used in the preparation of the final list of actions. The remainder of this document is organised into the following chapters:

- **Chapter 2: Developing the Draft Action Plan** – provides an overview of the rationale leading up to Action Plan. This covers the methodology steps one to eight as shown in Figure 4.
- **Chapter 3: Draft Action Plan** – introduces the Action Plan comprising the final list of actions allocated to eight themes.
- **Chapter 4: Summary.**
- **Chapter 5: Implementation Plan.**



Figure 4: Steps in Action Plan methodology.

2. Developing the Action Plan

This chapter provides the methodology to the development of the Action Plan.

2.1 Case for Change

To develop a robust evidence base to inform the Action Plan, extensive engagement initiatives have been conducted with various internal and external stakeholders.

The Let's Talk Transport Report carefully examines available data to identify problems and opportunities in Perth and Kinross's transport network. This report takes into consideration input from professional and civic stakeholders. Since the development of the Main Issues Report, data from the Big Place Conversation has supported the development of the Mobility Strategy.

This gives us a full picture of the existing transport network. This understanding forms the basis for the Council's case for change, justifying the need for improvements.

All engagement undertaken as part of this case for change has been considered and utilised to develop the Action Plan.

Summary of engagement for the Mobility Strategy

Big Place Conversation: Engaged 1,259 participants through 121 events, comprising focused groups and area-based workshops, using place standard principles.

Mobility Strategy Main Issues Report: Gathered 70 consultation responses.

Elected Member Workshop: A dedicated Elected Members workshop on the Mobility Strategy and its key principles / objectives.

Recurring Professional and Civic Stakeholder Engagement: Collaborated with over 18 partners throughout key project stages (e.g. SEPA, NHS, Nature Scot, and Sustrans).

Tactran's Regional Transport Strategy Public Opinion Research: Involved 1,069 participants, with 300 from Perth and Kinross.

2.2 Transport Planning Objectives

11 Transport Planning Objectives (TPOs) have been developed. These frame the desired outcomes of the Mobility Strategy.

The TPOs were developed and informed by:

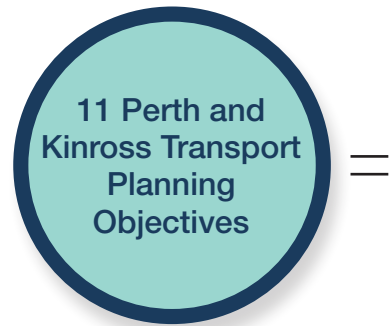
- National Transport Strategy 2 priorities
- Regional Transport Strategy strategic objectives
- PKC Corporate Plan priorities
- Problems identified in the Let's Talk Transport Report

The Action Plan has been informed and developed in alignment with the 11 TPOs. The development of the TPOs has been discussed in more detail in the Mobility Strategy document.



Figure 5: Process to develop Perth and Kinross Transport Planning Objectives.

Table 1: Perth and Kinross Transport Planning Objectives.



NTS2 Priorities	TPO	PKC - Transport Planning Objectives
Reduce Inequalities	1	To improve the affordability of transport options across Perth and Kinross for all.
	2	To improve the ability of rural communities and communities with protected characteristics to access jobs, education and services.
Take Climate Action	3	To reduce CO ₂ emissions produced by transport across Perth and Kinross, by reducing car kilometres, decarbonising motorised transport and increasing the share of everyday journeys of people and goods by sustainable and active travel modes.
	4	To improve climate resilience across Perth and Kinross's transport network by reducing the impacts caused by extreme weather events.
Helps deliver Inclusive economic growth	5	To support economic growth by improving the reliability and efficiency of Perth and Kinross's transport network.
	6	To support local development that encourages and facilitates local living and sustainable access, across Perth and Kinross, by achieving an increased active travel and public transport mode split to and from new developments.
	7	To improve the capacity and reliability of alternative sustainable freight and logistic modes across Perth and Kinross.
	8	To improve labour market access through sustainable transport, active travel, and digital opportunities, to and from Perth and Kinross.
Improve our health and wellbeing	9	To improve road safety and perceived safety for all transport users across Perth and Kinross.
	10	To improve physical; and mental health within Perth and Kinross through walking, wheeling and cycling.
	11	To improve air quality across Perth and Kinross's road network by achieving revocation of both Air Quality Management Areas and reducing preventable pollutants.



2.3 Developing the Long List of Actions

A list of potential actions was developed through analysis of the problems and opportunities identified through engagement undertaken. This formed the case for change. This ensures that the Action Plan is promoting a problem-led and evidence-based approach.

A number of national, regional and local policies and strategies were also reviewed to supplement and expand this list to create a robust and well evidenced long list of **234 actions**.

In line with Local Transport Strategy Guidance and ensuring that people have access to their daily activities, strategies should be framed more broadly. These should consider not only transport, but other non-transport approaches such as spatial and digital, known as Triple Access Planning.

The Action Plan has been developed using this approach which considers actions relating to the transport system (physical mobility) as well as the land-use system (spatial proximity) and the telecommunications system (digital connectivity) which together constitutes a Triple Access System.

A detailed breakdown of the methodology employed to produce the plan can be found in Appendix 4 of the Mobility Strategy.

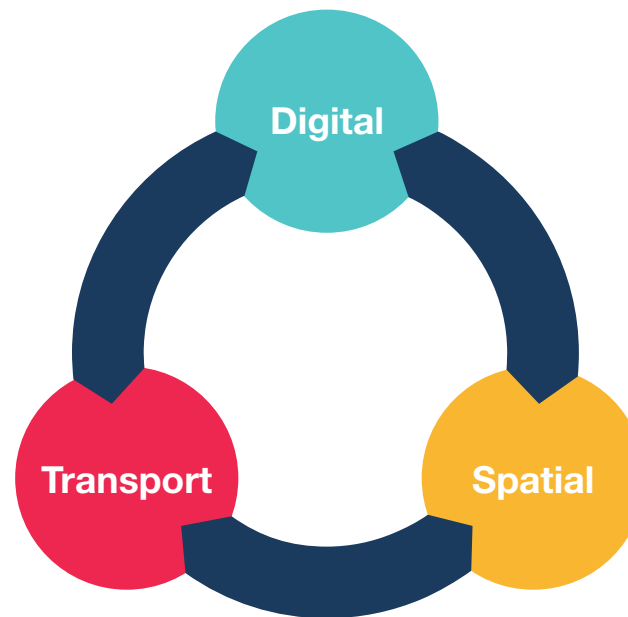


Figure 6: Three aspects of access.

2.4 Developing the Final List of Actions

The Action Plan has been developed and informed in line with the Scottish Transport Appraisal Guidance (STAG). STAG represents best practice guidance for transport appraisals and follows a structure and methodology that is consistent with the UK Government's Green Book.

The STAG methodology provides a robust framework to evaluate potential transport actions. STAG assessments are objective-led and seek to appraise projects and options against defined criteria.

Each of the 234 actions in the long list were appraised against:

- PKC's 11 Transport Planning Objectives;
- STAG Criteria;
- Established national, regional and local policy objectives; and
- Feasibility, Affordability, and Public Acceptability.

67 actions were sifted out of the long list as a result of this initial appraisal. This is due to not positively contributing to the appraisal criteria above, or due to being consolidated into another action to address overlaps and repetition.

The final list of actions in the Action Plan is **167 actions**.



2.5 Developing Themes

Each of the 167 actions in the Action Plan have been grouped into one of 8 themes that best reflects what the action relates to, depending on mode or type of action. The themes are shown in Figure 7.

The list of actions in the Action Plan is broken down between Strategic Actions and Supporting Actions:

1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Each of the actions could potentially be allocated under numerous themes as there are inevitable interdependencies in the final list of actions. Therefore, it is possible that Strategic and Supporting Actions are not within the same theme.

Overview of Actions

Strategic Actions	47
Supporting Actions	120

Timescales

Given the scope and magnitude of the Action Plan, each action will be developed and implemented over a 15-year timeframe. Some actions will require business case development and be dependent on external funding, while others can be executed in the short term.

An indicative delivery timeline overview of all actions per theme is shown in the table below. Timescales have been estimated on the assumption that all actions have funding secured and are ready to be delivered.

Table 2: Number of actions per theme and feasible delivery timeline

		All actions Feasible delivery timeline if funding is available			Total
		1-4 years	5-8 years	8-15 years	
Theme	Behaviour Change, Education and Awareness	26			26
	Accessibility and Inclusivity	3	7		10
	Innovation and Future Mobility	12	8	3	23
	Public Realm	7	2		9
	Organisation, Planning and Regulations	29	5		34
	Road Network	7	3	4	14
	Sustainable Transport	19	12	4	35
	Business-As-Usual and Committed for Delivery	15		1	16
Total number of actions		118	37	12	167

If you had the funding and were to start now, the action could be finalised in... 2025-2028 2028-2032 2032-2040

Action Plan Summary

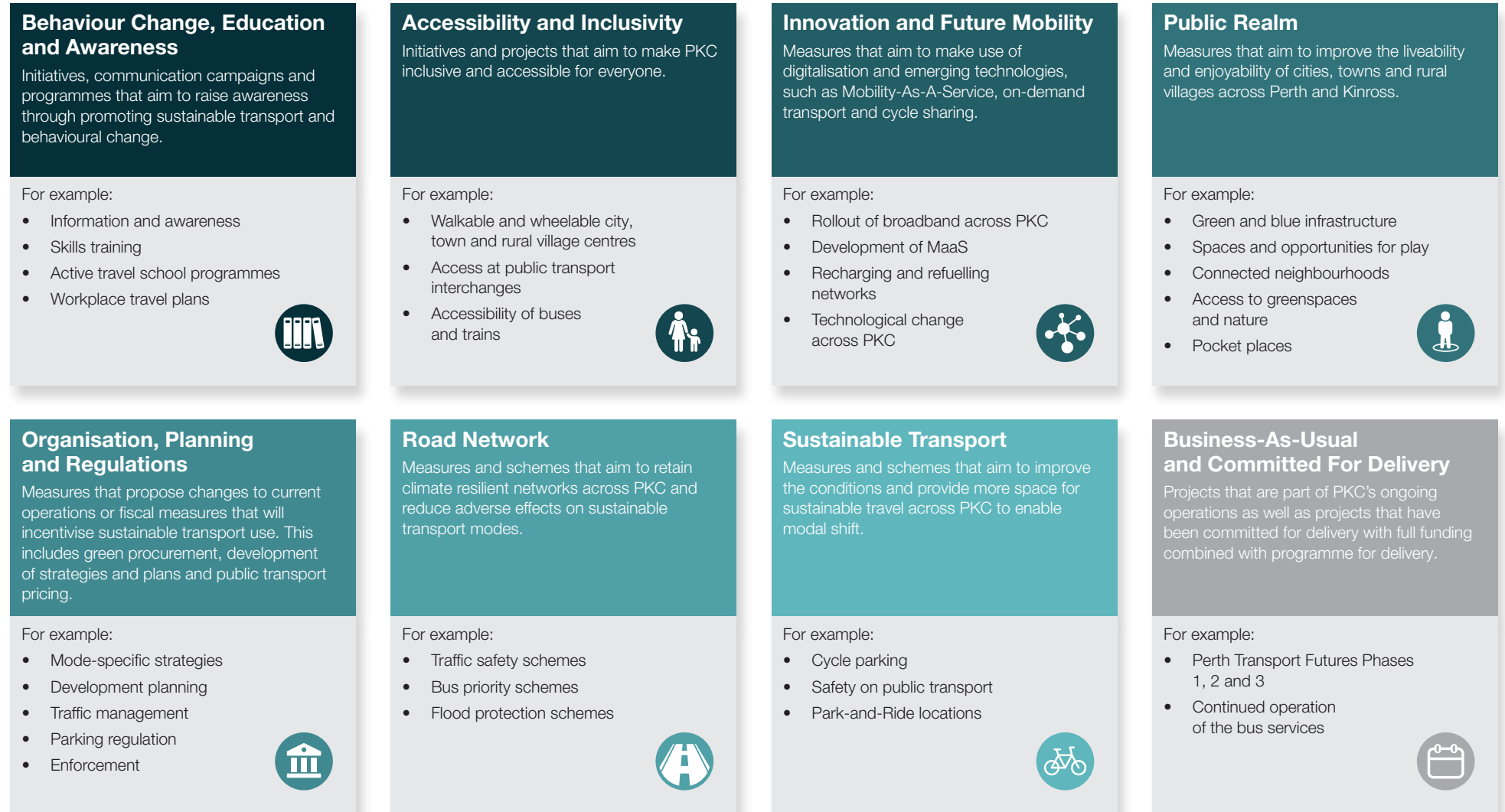


Figure 7: Themes for the Perth and Kinross Mobility Strategy Action Plan.



2.6 Public Consultation

In the summer of 2024 (28 May – 28 July), PKC undertook a public consultation exercise seeking feedback on the Draft Policy Document and Action Plan. The consultation questionnaire covered questions in relation to the Mobility Strategy, Transport Planning Objectives and Action Plan. During the consultation period, the Mobility Strategy gained 72 responses and led to adjustments and revisions to the Action Plan. For more information on the public consultation, refer to the Mobility Strategy Appendix 4: Action Plan Methodology Note and Appendix 5: Consultation Summary Note.

2.7 Appraisal

After the public consultation period, further appraisal work was undertaken on the final list of actions. This involved a more detailed consideration and appraisal of the actions, including identification of indicative costs, potential funding sources, partners as well as action leads. For more information on the appraisal, refer to the Mobility Strategy Appendix 4: Action Plan Methodology Note.

2.8 Delivery Plan

The Delivery Plan sets out a bank of actions for delivery over the lifespan of the Mobility Strategy. A range of funding sources will be required to support the delivery of the Action Plan. Therefore, the Delivery Plan also provides indicative scales of cost and identifies potential funding sources for the delivery of the actions. In addition, not all actions within the Action Plan are solely within the remit of PKC and therefore successful delivery of the actions will involve a number of existing and new partnerships.

3. Action Plan

This chapter introduces the final list of actions for the Mobility Strategy, and is divided by the 8 themes introduced above. This chapter will introduce only the strategic actions and visualise them.

While some actions have been given an indicative location, some of the actions are council-wide and cannot be related to one geographic location in which case, they have been centred on the map.

The final list of 167 actions can be found at the end of this document together with their theme, timescale, cost category and potential partners.



3.1 Behaviour Change, Education and Awareness

Actions under Behaviour Change, Education and Awareness are initiatives, communication campaigns and skills development programmes that aim to raise awareness and change travel behaviour. This is by promoting a shift towards more sustainable modes of transport and ensuring that everyone has the required skills and knowledge to embrace these modes. This includes increasing awareness of the revised 2022 Highway Code that gives pedestrians priority when using the footpath, shared spaces and crossing the road.

3.1.1 Action Timelines

The actions have been divided into short, medium and long-term projects based on how long implementing each action would take, provided that funding was available.

Short (1-4 years)	26
Medium (4-8 years)	0
Long (8-15 years)	0

3.1.2 Action Types

The actions have been broken down between Strategic Actions and Supporting Actions:

1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	26
Strategic Actions	3
Supporting Actions	23



Behaviour Change, Education and Awareness

Strategic Actions

73

Implement workshops and training as well as advertisement and promotional campaigns to increase awareness of the Avoid-Shift-Improve Framework, and subsequently increase the number of journeys made by sustainable travel modes.

116

Deliver a behaviour change programme that improves access to bikes for all (including adapted bicycles, e-cycles and cycle share) and provides schools, workplaces, communities and disadvantaged groups with the confidence and skills to cycle, such that they can make use of new or existing active travel infrastructure.

149

Continue to work with local communities, key stakeholders and resilience groups in the co-design of projects to build better places together, while seeking to expand the range and number of opportunities for co-design by making use of external funding sources.

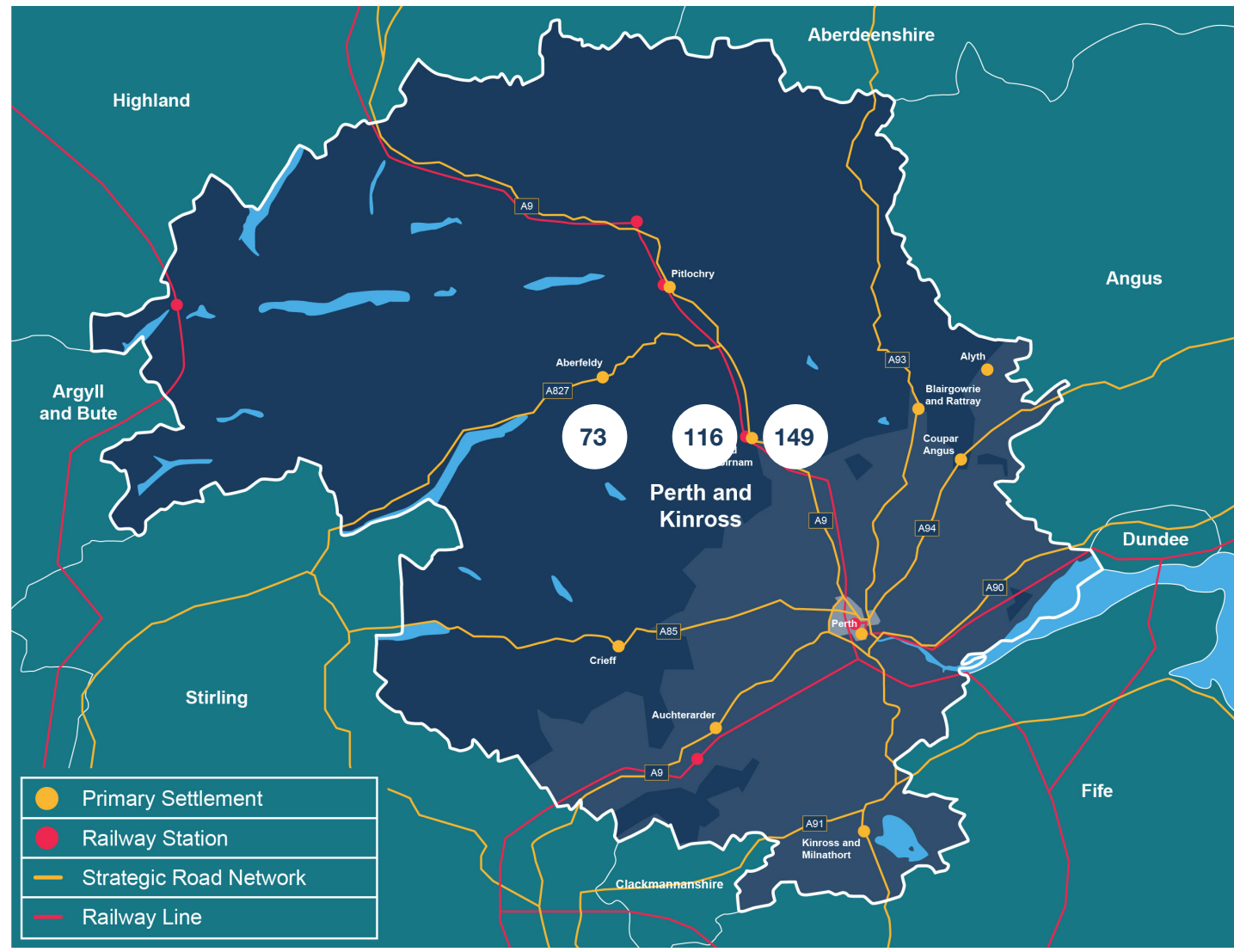


Figure 8: Strategic actions within the theme Behaviour Change, Education and Awareness.



3.2 Accessibility and Inclusivity

Actions under the theme of Accessibility and Inclusivity are initiatives and projects that aim to make PKC accessible for everyone. This can be by retrofitting and removing barriers in the existing infrastructure and ensuring that any new piece of infrastructure takes into consideration the needs of underrepresented groups, such as the elderly, women, disabled people and people with accessibility issues.

3.2.1 Action Timelines

The actions have been divided into short, medium and long-term projects based on how long implementing each action would take, provided that funding was available.

Short (1-4 years)	3
Medium (4-8 years)	7
Long (8-15 years)	0

3.2.2 Action Types

The actions have been broken down between Strategic Actions and Supporting Actions:

1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	10
Strategic Actions	4
Supporting Actions	6



Accessibility and Inclusivity

Strategic actions

118

Provide access for all at public transport interchanges, supporting Scotland’s Accessible Travel Framework. Roll out a programme of interchange upgrades by focussing on improved infrastructure design to, and within bus stations, and improved information, signage and wayfinding by upgrading the accessibility and quality of passenger facilities at existing stations and stops or, where needed, construction of new facilities.

124

Work with partners to improve vehicle accessibility and the integration of buses and trains by increasing the space to accommodate persons with disabilities, reduced mobility, prams and/or cycles.

219

Conduct an accessibility audit on all connections between key local services. The audit should focus on the experiences of underrepresented groups, such as older people, women, disabled people and people with accessibility issues. Provide improvements that meet inclusive design standards for primary facilities and ancillary infrastructure.



Accessibility and Inclusivity

Strategic actions

232

Support partners to improve the access for all at public transport interchanges supporting Scotland's Accessible Travel Framework. With partners, deliver a programme of interchange upgrades by focussing on improved infrastructure design to, and within railway stations, and improved information, signage and wayfinding by upgrading the accessibility and quality of passenger facilities at existing stations or, where needed, construction of new facilities.

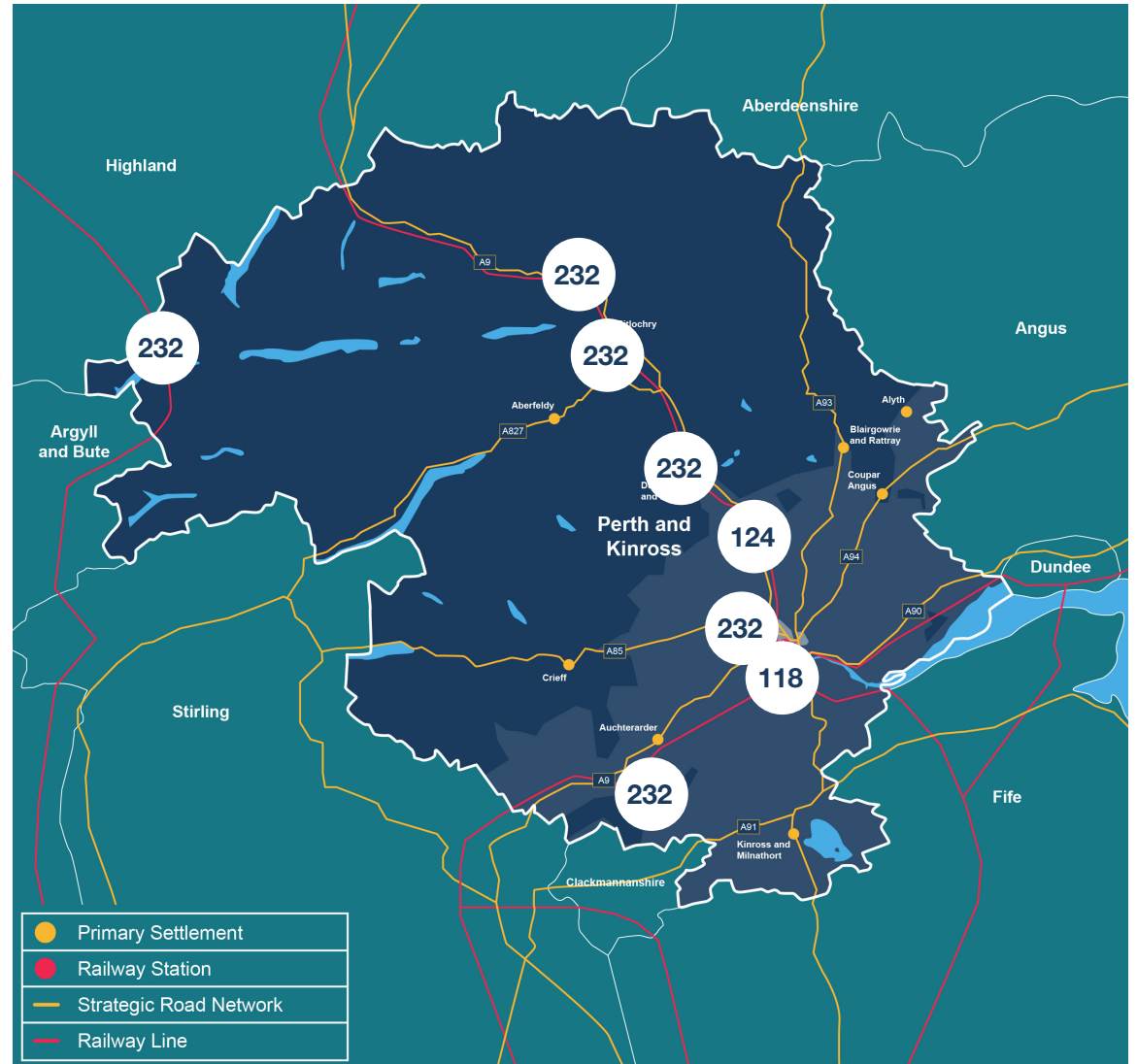


Figure 9: Strategic actions within the theme Accessibility and Inclusivity.

3.3 Innovation and Future Mobility

Actions under Innovation and Future Mobility include measures that aim to make use of digitalisation and emerging technologies, such as Mobility-As-A-Service, on-demand transport and cycle sharing to encourage modal shift towards more sustainable modes of transport. Through triple access planning (see page 10), especially digital innovation, the schemes also enable connectivity, while reducing the need to travel.

3.3.1 Action Timelines

The actions have been divided into short, medium and long-term projects based on how long implementing each action would take, provided that funding was available.

Short (1-4 years)	12
Medium (4-8 years)	8
Long (8-15 years)	3

3.3.2 Action Types

The actions have been broken down between Strategic Actions and Supporting Actions:

1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	23
Strategic Actions	3
Supporting Actions	20



Innovation and Future Mobility Strategic Actions

37

Encourage, promote and facilitate the roll out of digital infrastructure, such as fast broadband/5G across PKC and particularly in rural areas and those on low incomes in line with PKC Digital Strategy.

55

Support partners to develop and roll out Mobility-as-a-Service (MaaS).

119

Support the decarbonisation of Perth and Kinross' transport network by ensuring there are new and expanding recharging / refuelling networks as well as technological change.

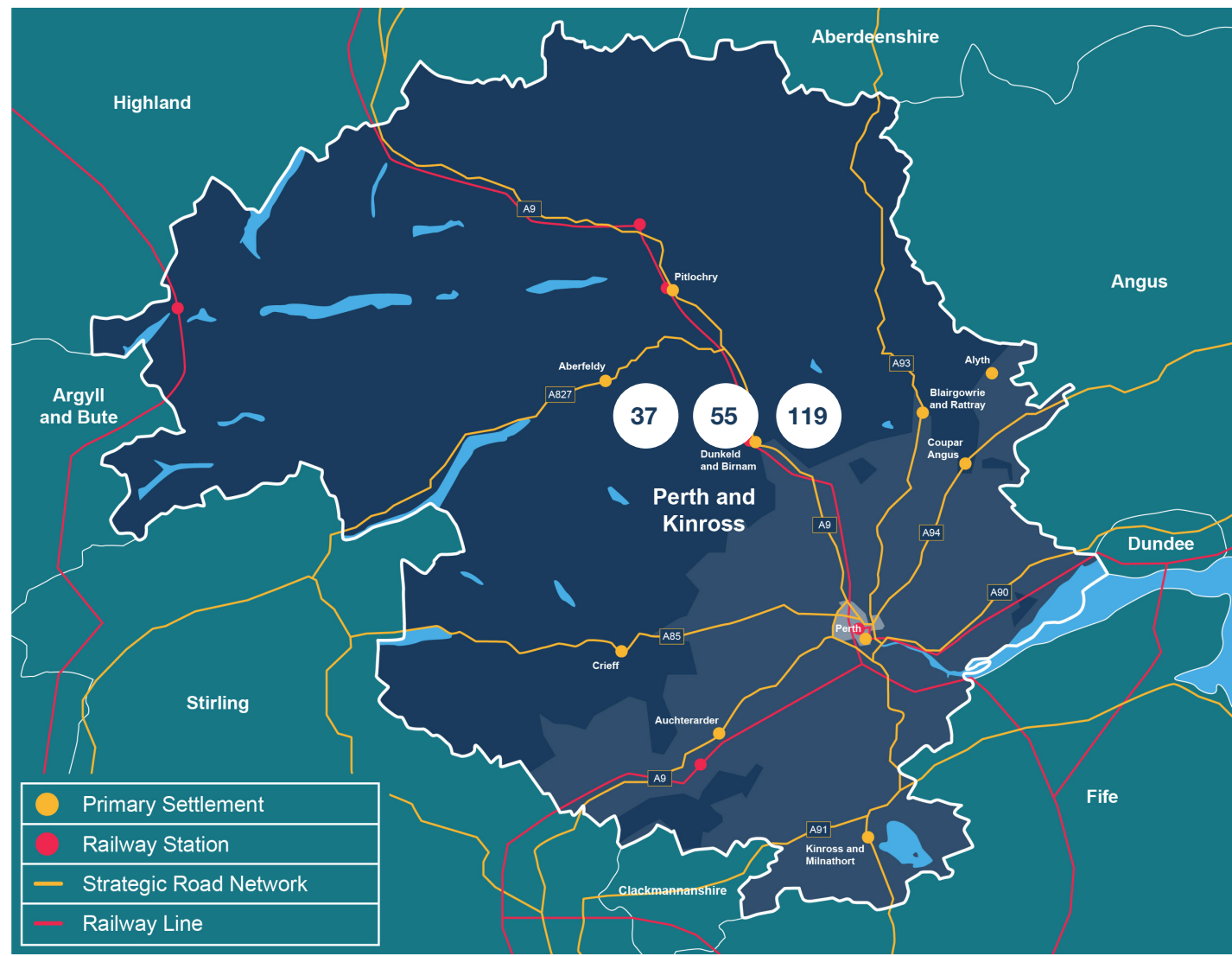


Figure 10: Strategic actions within the theme Innovation and Future Mobility.



3.4 Public Realm

The theme ‘public realm’ includes measures that aim to promote more sustainable modes of transport by improving the liveability and enjoyability of public realm and connecting neighbourhoods in Perth and Kinross. For example actions under the theme include improving access to greenspaces and making connections to blue and green infrastructure, improving the look and feel of places, and facilitating opportunities for play, recreation and sports.

3.4.1 Action Timelines

The actions have been divided into short, medium and long-term projects based on how long implementing each action would take, provided that funding was available.

Short (1-4 years)	7
Medium (4-8 years)	2
Long (8-15 years)	0

3.4.2 Action Types

The actions have been broken down between Strategic Actions and Supporting Actions:

1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	9
Strategic Actions	3
Supporting Actions	6



Public Realm Strategic Actions

- 111** Deliver connected neighbourhoods within towns and cities to better achieve connected and more accessible communities following the 20-minute neighbourhood concept, so that as many people as possible can meet the majority of their daily needs within a reasonable walk, wheel or cycle of their home.
- 159** Develop a rural approach/equivalent to the 20-minute neighbourhood concept in and around villages and towns to enhance local accessibility, help tackle societal causes of inequality, and reduce social isolation and loneliness.
- 161** Protect and incorporate green infrastructure within all new infrastructure schemes and developments, capitalising on opportunities across Perth and Kinross to promote active travel and make connections where possible to blue and green networks to provide a multifunctional network with multiple benefits for climate and nature.

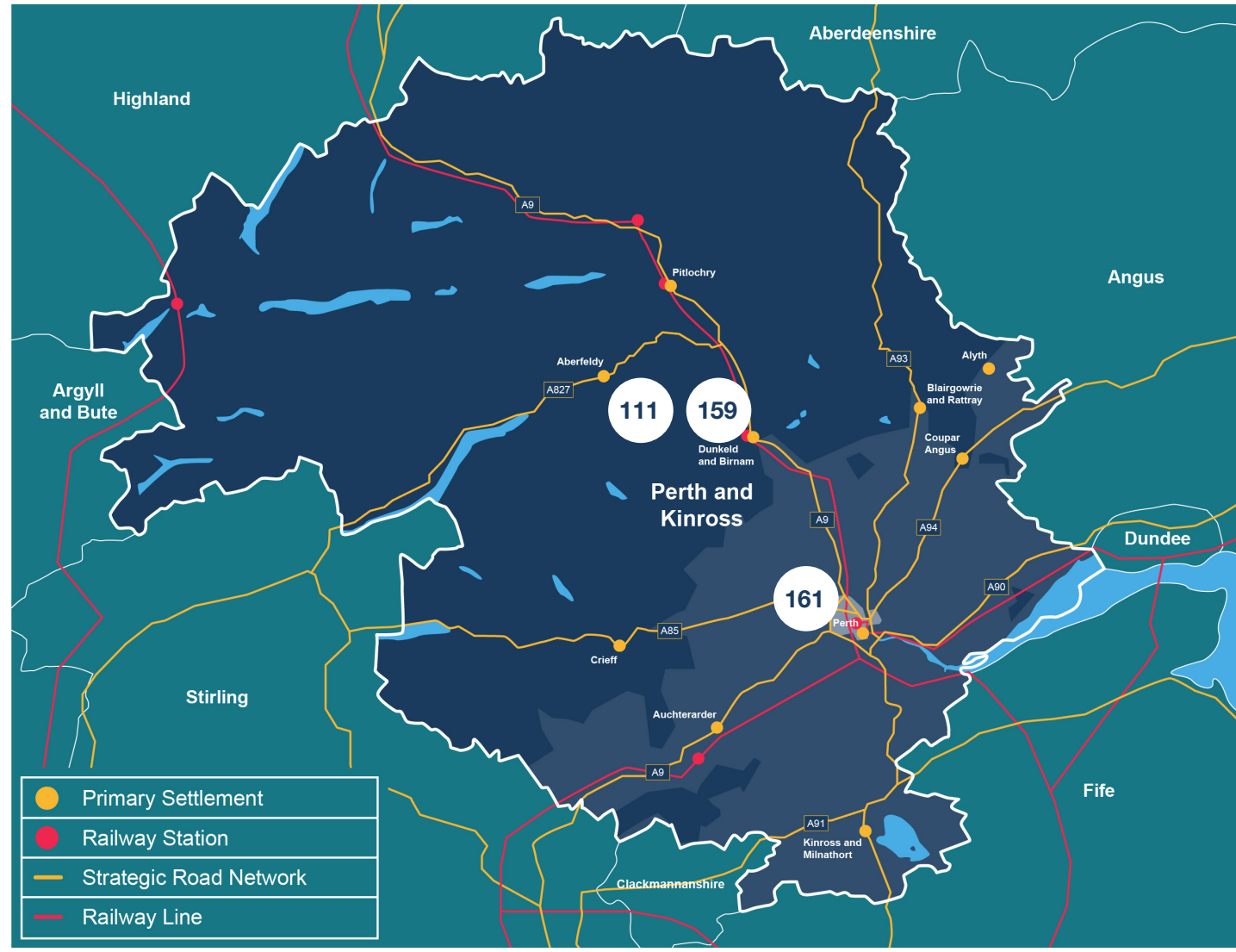


Figure 11: Strategic actions within the theme Public Realm.



3.5 Organisation, Planning and Regulations

Organisation, Planning and Regulations actions are measures that propose changes to current operations and planning for mobility in PKC, as well as fiscal measures that will incentivise sustainable transport use. This includes green procurement, development of strategies and plans and public transport pricing. Other actions under this theme includes the development and updating of various strategies and plans that enable the shift towards more sustainable mobility in Perth and Kinross. These actions include, for instance, strategies on active travel, public transport, electric vehicle infrastructure as well as freight, logistics and deliveries.

3.5.1 Action Timelines

The actions have been divided into short, medium and long-term projects based on how long implementing each action would take, provided that funding was available.

Short (1-4 years)	29
Medium (4-8 years)	5
Long (8-15 years)	0

3.5.2 Action Types

The actions have been broken down between Strategic Actions and Supporting Actions:

- Strategic Actions are those deemed significant and impactful in achieving the TPOs
- Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	34
Strategic Actions	10
Supporting Actions	24



Organisation, Planning and Regulations Strategic Actions

11

Update the existing Active Travel Strategy that works for everyone in line with Transport Scotland’s Active Travel Strategy Guidance (February 2023).

This will adopt and combine the vision and objectives of the Mobility Strategy, Tactran’s emerging regional active travel network, and the Perth Cycle Network Masterplan to complement the radial sustainable corridors to and from Perth City. Support also, the development of local masterplans to present local aspirations, such as Kinross Active Travel Masterplan.

27

Finalise and deliver an EV Infrastructure Strategy that will include on and off-street charging infrastructure and develop a private/public partnership for delivery and operation.

35

Develop a Strategic Parking Policy to align with the Mobility Strategy’s vision and objectives that will assess utilisation, integration, parking provision, demand, safety and sustainable transport alternatives. The high-level strategic framework will enable strategic, tactical and operational decisions on parking arrangements to be undertaken using an evidence-based decision-making process. The Parking Policy may include, for instance, guidance on cycle parking requirements and appropriate storage types, and reduction in car parking requirements for new developments.



Organisation, Planning and Regulations Strategic Actions

42

Explore new bus powers (Transport Act 2019) to meet the needs of residents and visitors for bus services across the council area. The interventions may include council-run bus services, franchised bus services or the council entering into Bus Services Improvement Partnerships (BSIPs) with bus operators in the area. Engage with residents and visitors to better understand where intervention is needed most.

59

Promote/support community funding opportunities that allow for local projects to be delivered by Communities for Communities to promote and deliver investment in public and private services in communities.

60

Update the Council's Corporate Travel Plan update to align with the Mobility Strategy's vision and objectives to promote the Council as an exemplary organisation in relation to active travel and public transport individually as well as part of MaaS.

67

Work with partners to ensure public transport is affordable to all, specifically for deprived communities.



Organisation, Planning and Regulations Strategic Actions

153

Ensure developments consider place and prioritise the needs of people before the movement of motor vehicles in line with national and local design guidance. This includes prioritising sustainable and active travel choices, and including fully accessible paths and routes which are well connected with the wider environment beyond the site boundary.

187

Work with Tactran's Regional Freight Quality Partnership to develop a Freight, Logistics and Deliveries Plan to ensure that logistics and distribution networks move goods efficiently and sustainably to businesses and consumers. This may include, for instance, exploring the role of consolidation centres along the strategic road corridors.

188

Develop a Public Transport Strategy to guide the development of the public transport system across the region for the benefit of those visiting, working and living in Perth and Kinross.

3.6 Road Network

Measures within the theme ‘Road Network’ include actions that aim to retain climate resilient networks across PKC, and reducing adverse effects on sustainable transport modes. These measures include, for instance, prioritisation of buses on roads, improving road safety through speed limit reductions and implementing traffic calming measures.

3.6.1 Action Timelines

The actions have been divided into short, medium and long-term projects based on how long implementing each action would take, provided that funding was available.

Short (1-4 years)	7
Medium (4-8 years)	3
Long (8-15 years)	4

3.6.2 Action Types

The actions have been broken down between Strategic Actions and Supporting Actions:

1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	14
Strategic Actions	4
Supporting Actions	10



Road Network Strategic Actions

32

Together with partners, continue to inspect, maintain and improve road structures across Perth and Kinross to retain climate resilient networks.

84

Continue to develop and implement bus priority measures. Measures may include infrastructural improvements as well as enforcement of traffic regulations to facilitate the provision of efficient bus service with improved journey times.

121

Support partners to deliver measures to reduce the adverse effects of trunk road traffic on people walking, wheeling and cycling in those communities that have a trunk road passing through them by, for example, reducing traffic speed, improving the width and quality of paths and upgrading road crossing facilities.

189

Conduct a traffic safety audit on all major roads and across all settlements larger than 1,000 residents, within 5km of schools carrying out improvements based on the findings.

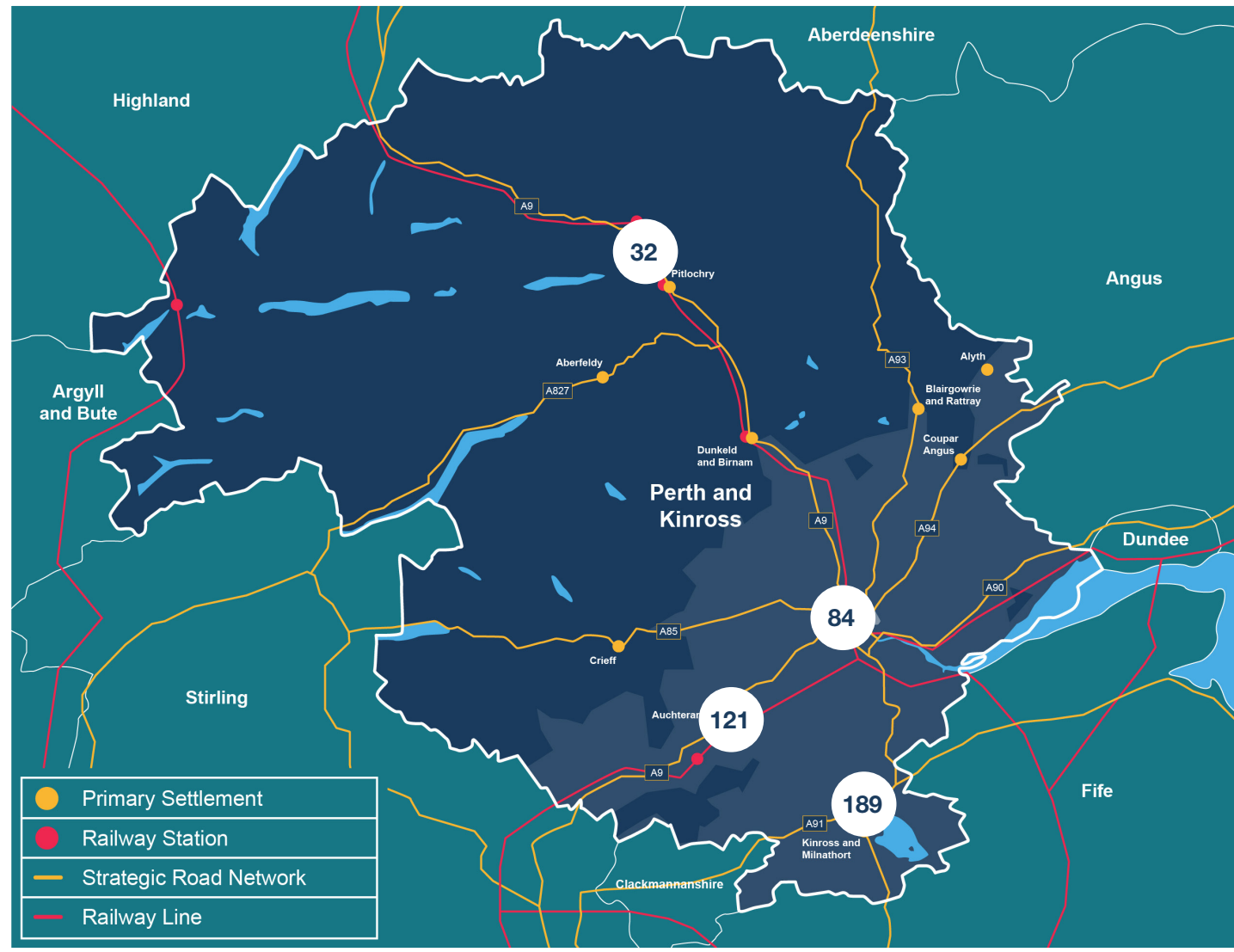


Figure 12: Strategic actions within the theme Road Network.



3.7 Sustainable Transport

Actions under ‘Sustainable Transport’ include measures and schemes that aim to improve the conditions and provide more space for sustainable travel across Perth and Kinross to enable modal shift. Measures include, for example, the re-allocation of road space towards sustainable modes transport, installation of cycle parking and exploring the potential for new park-and-ride facilities outwith town centres.

3.7.1 Action Timelines

The actions have been divided into short, medium and long-term projects based on how long implementing each action would take, provided that funding was available.

Short (1-4 years)	19
Medium (4-8 years)	12
Long (8-15 years)	4

3.7.2 Action Types

The actions have been broken down between Strategic Actions and Supporting Actions:

1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	35
Strategic Actions	11
Supporting Actions	24



Sustainable Transport Strategic Actions

- 1 Continue the roll-out of the Perth People Place Programme to develop sustainable and active travel corridors within local communities.
- 2 Make improvements within Perth City Centre to reduce car dominance and improve sustainable and active travel choices. Improvements may consider: parking and road space reallocation, traffic management arrangements, connecting services, and placemaking to optimise traffic flows and the space available, and improve sustainable and active travel choices to reduce congestion and local emissions.
- 12 Continue to improve on- and off-street public and residential cycle parking across village, town and city centres. Ensure that cycle parking is secure and if feasible, covered. Secure cycle parking should accommodate various cycles, such as cargobikes, tricycles, wide-tyred cycles, cycles with trailers in addition to providing facilities for storing accessories, such as saddlebags and helmets during the duration of parking to encourage linked trips by active modes.





Sustainable Transport

Strategic Actions

41

Work with bus partners to improve safety on public transport. This may include enhanced provision of lighting and CCTV on vehicles and at key interchanges and along corridors to increase the perception of safety and encourage modal shift.

75

Work with partners to improve access to healthcare and social services for those in the lowest SIMD datazones, rural communities and over-65s through improving public transport frequency, affordability and connectivity to healthcare facilities.

88

Support the provision of new, relocated and enhanced train stations where this will improve access to the rail network and improve integration within the area being served.

117

Support a programme of improvements, such as junction upgrades and permissible speed increases, to achieve journey time improvements and line capacity increases for passenger and freight services in line with STPR2 Tay Cities recommendations and Rail Services Decarbonisation Action Plan.



Sustainable Transport

Strategic Actions

173

Explore potential for parking areas outwith town centres across Perth and Kinross, including Park-and-Ride / Park-and-Choose.

209

Work with bus companies to improve the experience within bus stations by providing free facilities such as adequate seating, well maintained toilets, water refill stations and fast Wi-Fi.

231

Make improvements within town and village centres to reduce car dominance and improve sustainable and active travel choices.

Improvements may consider: parking and road space reallocation, traffic management arrangements, connecting services, and placemaking to optimise traffic flows and the space available, and improve sustainable and active travel choices to reduce congestion and local emissions.

234

Work with rail companies to improve the experience within train stations by providing free facilities such as adequate seating, well maintained toilets, water refill stations and fast Wi-Fi.

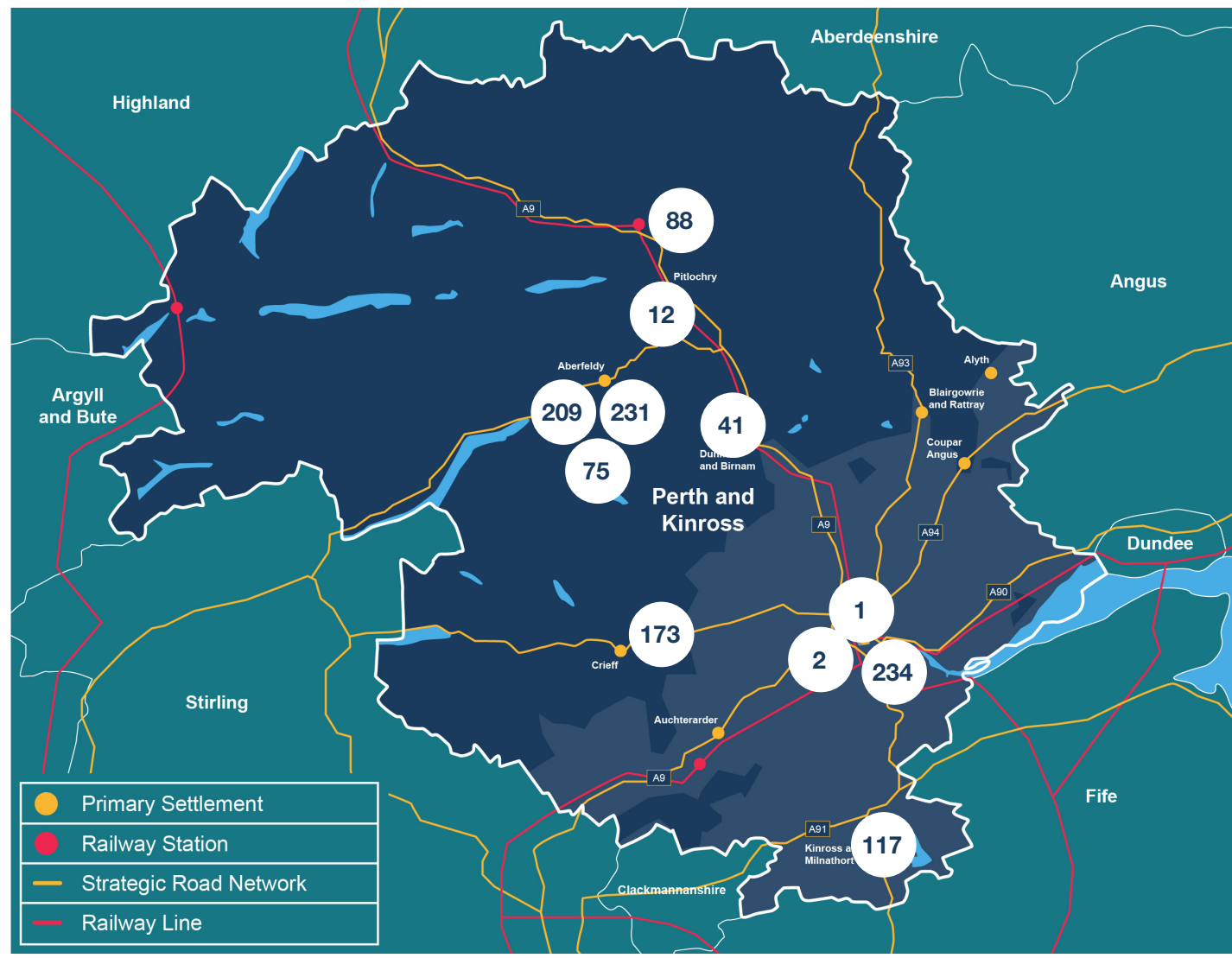


Figure 13: Strategic actions within the theme Sustainable Transport.



3.8 Business-As-Usual and Committed for Delivery

All actions within the Draft Action Plan can be allocated to at least one of the above themes. However, there are also projects within the Council’s statutory functions. As such, they form a part of the Council’s existing operations that should be continued wherever possible in order to ensure continued functioning of the Perth and Kinross transport network.

There are also projects that have been committed for delivery with full funding combined with a programme for delivery. Although there are only few projects meeting this criterion, it is also important to list them to ensure their timely delivery.

3.8.1 Action Timelines

The actions have been divided into short, medium and long-term projects based on how long implementing each action would take, provided that funding was available.

Short (1-4 years)	15
Medium (4-8 years)	0
Long (8-15 years)	1

3.8.2 Action Types

The actions have been broken down between Strategic Actions and Supporting Actions:

1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	16
Strategic Actions	9
Supporting Actions	7



Business-As-Usual and Committed For Delivery

Actions

48

Continually assess air quality across Perth and Kinross to assess any necessary mitigation measures, such as Low Emission Zones.

186

Continue to implement the Council’s newly adopted Corporate Asset Management Policy (CAM Framework January 2024).

223

Continue to monitor and model traffic flows across Perth City to understand the impacts of new developments and traffic management alterations on air quality, and look for opportunities to align with the regional model.

225

Following the completion of Perth Transport Futures Phase 1 in 2019, complete Phase 2 (‘Destiny Bridge’ and accompanying infrastructure) and Phase 3 (Bertha Park North Link).

226

Ensure the continued operation of the public transport system to meet the needs of the residents and visitors across Perth and Kinross.

227

Continue to ensure that, at minimum, the designs for transport developments meet standards and the National Roads Development Guide (NRDG).



Business-As-Usual and Committed For Delivery

Actions

228

Continue the roll out of network improvements as part of Cycling, Walking and Safer Routes.

229

Continue to develop and deliver the implementation of on-going behaviour change initiatives, for example through supporting the People and Place Programme. Initiatives could include, for instance, community engagement (Bikeability Officer, Community Active Travel Coordinator), bus improvement (Real Time Passenger Information screens and free bus days), and marketing and promotion activities with communities, workplaces and schools.

230

Continue to support and work alongside partners such as Network Rail, Sustrans, and Tactran to help operate and enhance existing transportation systems.

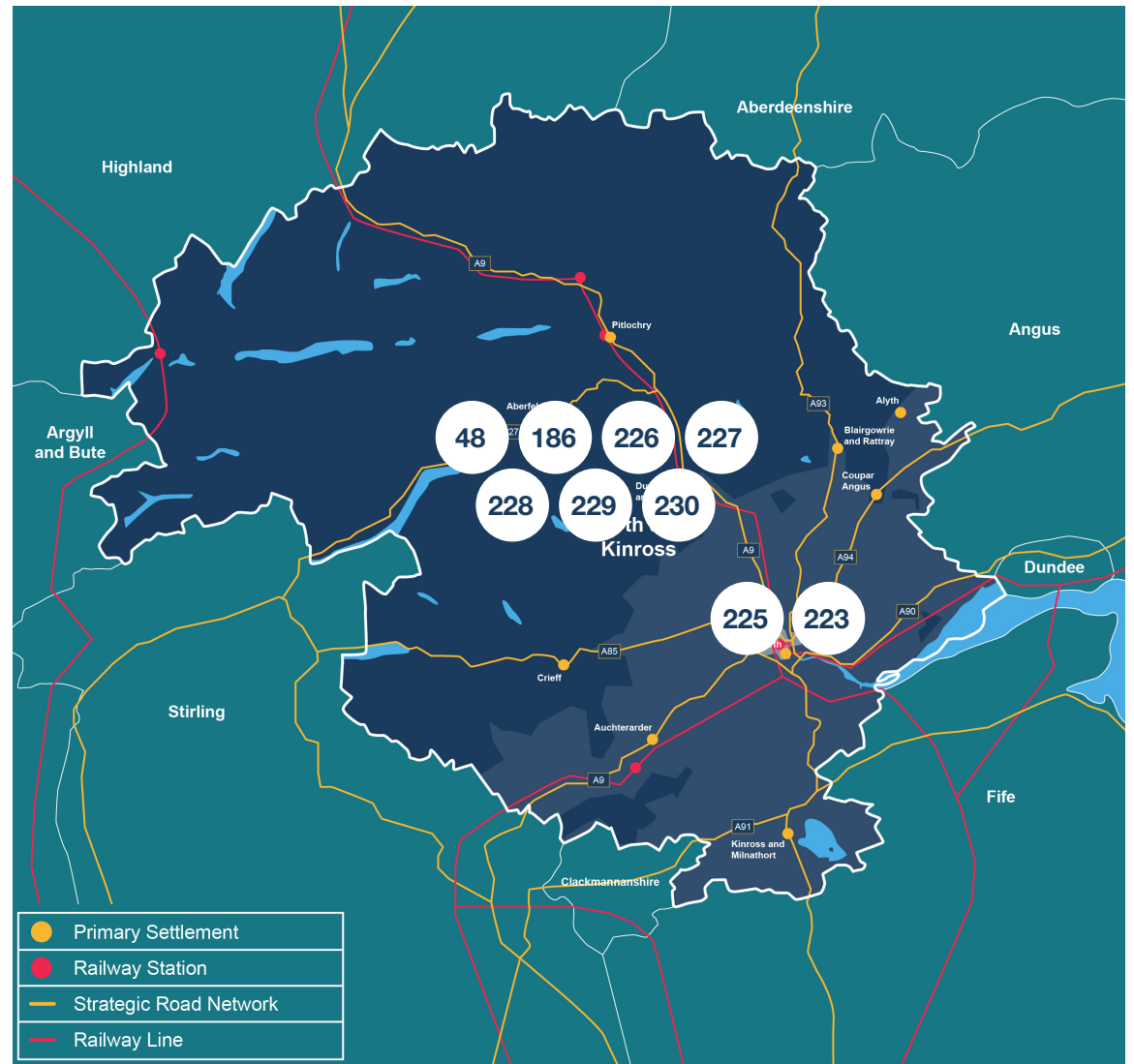


Figure 14: Strategic actions within the theme Business-As-Usual and Committed for Delivery.



4. Summary

This document has explained the development of the Action Plan as part of PKC’s Mobility Strategy and presented the final list of actions.

The Action Plan sets out a bank of actions that can be delivered over the lifespan of the Mobility Strategy in an effective, coordinated and cost-effective manner to support future delivery, the Implementation Plan has been collated to provide more information on the actions, such as indicative costs, funding sources and partners. The majority of strategic actions and corresponding supporting actions can be developed by a singular team at the Council, inter-departmental collaboration will be needed to ensure delivery in an effective and coordinated manner.

The Mobility Strategy sets out a vision for transformational change to transport across the region and ensures that the Council makes a full contribution to our climate change commitments and the transition to net zero carbon. An aspirational transport network for Perth City has been visualised overleaf in Figure 15.

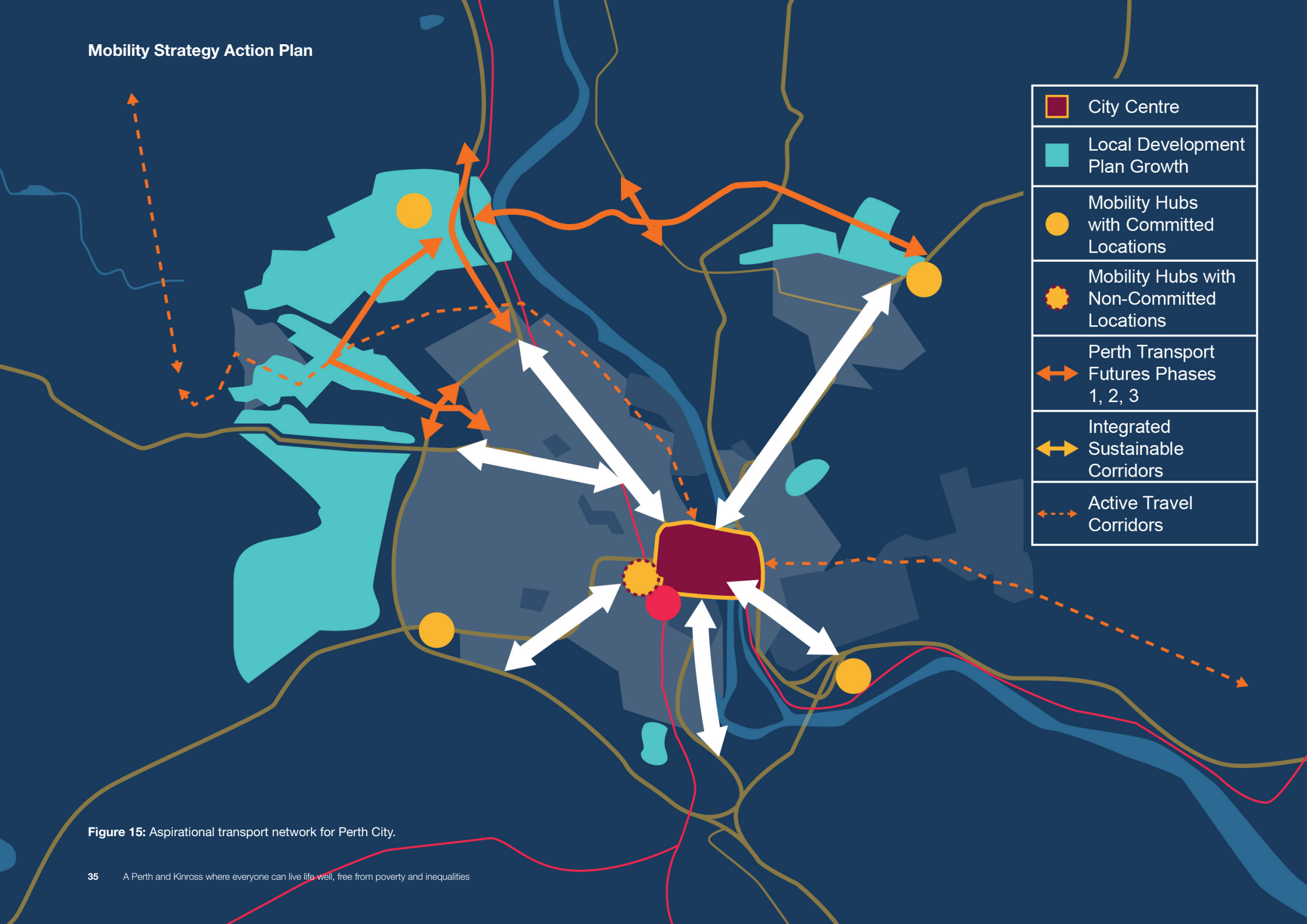


Figure 15: Aspirational transport network for Perth City.

5. Implementation Plan

This is the Implementation Plan with the final list of all 167 actions resulting from the appraisal of the long list of 234 actions. The list is organised to show the 47 strategic actions with their supporting actions. Each action is accompanied by the allocated theme, timescale, indicative cost, potential funding sources and partners for the delivery. Not all actions IDs are present in the tables below due to some actions being sifted out throughout the appraisal process.

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
1	Continue the roll-out of the Perth People Place Programme to develop sustainable and active travel corridors within local communities - piloted by the Dunkeld Road Corridor. Corridors to be considered: Glasgow Road Dundee Road Edinburgh Road Perth Road (Scone to Perth)	Sustainable Transport	Medium	High	Sustrans, Transport Scotland	Sustrans, Tactran

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
2	Make improvements within the Perth City Centre ring road to reduce car dominance and improve sustainable and active travel choices. Improvements may consider: parking and road space reallocation, traffic management arrangements, connecting services, and placemaking to optimise traffic flows and the space available, and improve sustainable and active travel choices to reduce congestion and local emissions.	Sustainable Transport	Short	Medium	Innovate UK, Sustrans, Tactran, Tay Cities Region Deal, Transport Scotland	PKC

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
11	<p>Update the existing Active Travel Strategy that works for everyone in line with Transport Scotland's Active Travel Strategy Guidance (February 2023).</p> <p>This will adopt and combine the vision and objectives of the Mobility Strategy, Tactran's emerging regional active travel network, and the Perth Cycle Network Masterplan to complement the radial sustainable corridors to and from Perth City. Support also, the development of local masterplans to present local aspirations, such as Kinross Active Travel Masterplan.</p>	Organisation, Planning and Regulations	Short	Low	PKC Only	Community Development Trusts, Sustrans, Tactran
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
14	Assess and review Core Path Plan path assets and deliver a programme of improvements.	Sustainable Transport	Long	High	Paths for All, Transport Scotland	Community Councils, Community Development Trusts, Perth and Kinross Countryside Trust, Sustrans, Tactran

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
17	Work alongside partners Tactran to design and develop or improve the regional active travel network to connect Perth and Kinross with other regions, cities and major gateways using high quality active travel infrastructure that segregates users from busy roads and makes use of quiet roads where appropriate.	Business-As-Usual and Committed For Delivery	Long	Very High	Sustrans, Tactran, Transport Scotland	Community Councils, Community Development Trusts, Perth and Kinross Countryside Trust, Sustrans, Tactran
18	Support partners in the delivery of National Cycle Network enhancements to ensure they work for everyone.	Sustainable Transport	Medium	Low	Sustrans, Transport Scotland	Sustrans
72	Provide high quality and inclusive (i.e. safe, segregated, direct) active travel infrastructure, focusing on the delivery of active freeways between Perth City Centre / rural areas to employment, health facilities, services, leisure and tourism activities, to encourage more people to walk, wheel and cycle more often.	Sustainable Transport	Medium	Very High	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, Sustrans, Tactran, Transport Scotland	Cairngorms National Park Authority, Community Development Trusts, Community Councils, Loch Lomond & The Trossachs National Park, Sustrans, Tactran

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
91	Expand the Green Route Networks by increasing the number of shared use paths, safer crossing locations and cycle parking. Green Route infrastructure provides walking and cycling friendly road links on narrow country roads between communities with reduced speed limits to reduce carbon emissions and air pollution.	Sustainable Transport	Medium	High	Cycling Scotland, Paths for All, Tactran, Transport Scotland	Community Development Trusts, Perth and Kinross Countryside Trust, Transport Scotland
92	Develop an Active Travel Monitoring Plan to collect qualitative and quantitative data on active travel in Perth and Kinross. Monitor the outputs to evaluate the impact of active travel investment and levels of cycling to embed learning in future decisions and schemes.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC
98	Support and promote a toolkit for schools and Parent Councils to set-up and coordinate bike-trains and walking-buses easily and effectively.	Behaviour Change, Education and Awareness	Short	Low	Tactran	Organisations delivering behaviour change initiatives, Parent Councils, Schools
99	Advertise health walks and other programmes to support people who are less confident about walking or cycling, and work with Live Active Leisure and Sustrans to support the projects they undertake in this area.	Behaviour Change, Education and Awareness	Short	Low	Tactran	Live Active Leisure, Organisations delivering behaviour change initiatives, Sustrans

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
115	Deliver improved and safer walking, wheeling and cycling routes to primary and secondary schools, created through a comprehensive package of behavioural change measures and local infrastructure schemes.	Sustainable Transport	Short	High	Sustrans, Tactran	Organisations delivering behaviour change initiatives, Schools, Tactran
146	Improve/provide active travel crossings that can accommodate cycling over the River Tay.	Sustainable Transport	Long	High	Sustrans, Transport Scotland	Community Councils, Community Development Trusts, Sustrans, Tactran
147	Review National Cycle Network (NCN) and NCN Development Plan (NDP) intersecting with Perth & Kinross Council to explore feasibility options to connect NCN routes.	Sustainable Transport	Short	Low	Sustrans	Sustrans, Tactran
195	Conduct a review of signage in relation to existing active travel routes (e.g. NCN, core paths) and signposting to key amenities/ services/ attractions/ gateways.	Organisation, Planning and Regulations	Short	Low	Sustrans	Sustrans
196	Explore the feasibility and identify appropriate locations for implementing Cycle Streets (i.e. prioritisation of cycle users within a mixed street environment with motor traffic to be treated as 'guests') and/or Filtered Streets (i.e. filtered access for motor traffic while delivering permeable access for walking, wheeling and cycling) to encourage active travel.	Road Network	Short	Low	Sustrans	PKC

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
199	Explore the feasibility and support delivery of expanding the network of long-distance off-road shared paths for commuting and recreational travel. This may include the review of, for example, Countryside Trust's active travel projects and re-utilisation of disused railway lines for walking, wheeling and cycling, particularly between rural settlements.	Sustainable Transport	Short	Low	Sustrans, Transport Scotland	Perth and Kinross Countryside Trust, Sustrans, Tactran

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
12	Continue to improve on- and off-street public and residential cycle parking across village, town and city centres. Ensure that cycle parking is secure and if feasible, covered. Secure cycle parking should accommodate various cycles, such as cargobikes, tricycles, wide-tyred cycles, cycles with trailers in addition to providing facilities for storing accessories, such as saddlebags and helmets during the duration of parking to encourage linked trips by active modes.	Sustainable Transport	Short	Low	Cycling Scotland, Sustrans, Tactran, Transport Scotland	Community Councils, Community Development Trusts, Sustrans, Tactran

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
207	Together with partners, explore the feasibility of providing secure off-street cycle parking at public transport stops and stations. Secure cycle parking should accommodate various cycles, such as cargobikes, tricycles, wide-tyred cycles, cycles with trailers in addition to providing facilities for storing accessories, such as saddlebags and helmets during the duration of parking to encourage linked trips by active modes.	Sustainable Transport	Short	Low	Bus Operators, Rail Operators, Tactran	Bus Operators, Network Rail

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
27	Finalise and deliver an EV Infrastructure Strategy that will include on and off-street charging infrastructure and develop a private/public partnership for delivery and operation.	Organisation, Planning and Regulations	Medium	Low	Energy Saving Trust, Scottish Futures Trust, Transport Scotland	ChargePlace Scotland, Community Development Trusts, Community Councils, Tactran, Transport Scotland

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
138	Explore the provision of electric car club vehicles (and associated charging infrastructure) as part of new housing developments.	Innovation and Future Mobility	Short	Medium	Private Developer Contributions	Car Club Operators, Energy Providers, Private Developers, Tactran
141	Enable inclusion of an electric car sharing vehicle at the site of any significant charging infrastructure.	Innovation and Future Mobility	Short	Medium	Car Club Operators, Energy Saving Trust	Car Club Operators, ChargePlace Scotland, Tactran

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
32	Together with partners, continue to inspect, maintain and improve road structures across Perth and Kinross to retain climate resilient networks.	Road Network	Short	Very High	Transport Scotland	Transport Scotland, Road Operating Companies
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
28	Develop an asset management platform (e.g. a mapping tool), used to highlight the status of the road network, allowing for a clear and prioritised programme of work that can be well communicated and easily shared. This will help find coworking opportunities, optimise them, and minimise disturbance to existing live network.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
31	Encourage sustainable procurement options for large maintenance contracts.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC
33	Together with partners, continue to develop and deliver Flood Protection Schemes (FPS) under the Flood Risk Management Strategy - Tay Local Plan District to reduce flood risk across the identified vulnerable areas. Ensure to consider transport network resilience and accessibility issues as well as dwelling flooding.	Business-As-Usual and Committed For Delivery	Short	Very High	Scottish Environment Protection Agency (SEPA), Scottish Government	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, Scottish Environment Protection Agency (SEPA), Scottish Water
148	Ensure new / improved infrastructure avoids increasing flood risk and reduces risk of flooding.	Organisation, Planning and Regulations	Short	Very High	Scottish Environment Protection Agency (SEPA), Scottish Government, Transport Scotland	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, Scottish Environment Protection Agency (SEPA), Scottish Water

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
150	Integrate sustainable urban drainage systems in design and placemaking to reduce surface water flooding/run-off.	Innovation and Future Mobility	Short	High	Private Developer Contributions, Scottish Government	Private Developers, Scottish Environment Protection Agency (SEPA), Scottish Water
221	Support Transport Scotland on the delivery of STPR2 recommendation 31 to adapt trunk roads and motorways to the impacts of climate change to improve network safety, reliability and resilience. STPR2 recommends building on existing evidence around vulnerable locations to develop a fuller picture of those areas on the trunk road and motorway network most at risk of disruption due to weather events. This would provide a basis for identifying, prioritising and implementing improvements.	Road Network	Long	Low*	Transport Scotland	Transport Scotland

* The total cost (for both PKC and partners) of implementing this action will likely be considerably higher than the indicative cost in this Action Plan which highlights the indicative costs to PKC alone.

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
222	Support Transport Scotland on the delivery of Support STPR2 recommendation 32 to improve reliability, resilience and safety by renewing and refurbishing trunk roads and motorways. STPR2 recommends continued and increased investment in the trunk road and motorway network over and above current maintenance levels to keep the network reliable and resilient for road users. Potential measures would include, but are not limited to, carriageway and structure schemes, strengthening of major bridges, removal of accessibility barriers and development of integrated transport plans.	Road Network	Long	Low*	Transport Scotland	Transport Scotland
224	Ensure that the access of agricultural traffic is duly considered in infrastructure projects.	Road Network	Short	Medium	Transport Scotland	Transport Scotland

* The total cost (for both PKC and partners) of implementing this action will likely be considerably higher than the indicative cost in this Action Plan which highlights the indicative costs to PKC alone.

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
35	Develop a Strategic Parking Policy to align with the Mobility Strategy's vision and objectives that will assess utilisation, integration, parking provision, demand, safety and sustainable transport alternatives. The high-level strategic framework will enable strategic, tactical and operational decisions on parking arrangements to be undertaken using an evidence-based decision-making process. The Parking Policy may include, for instance, guidance on cycle parking requirements and appropriate storage types, and car parking requirements for new developments.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
36	Implement and enforce pavement parking in line with the Transport (Scotland) Act 2019.	Organisation, Planning and Regulations	Short	Medium	PKC Only	PKC
190	Explore potential of removing, reducing, reallocating on- and off-street parking across Perth and Kinross to create space for sustainable and active travel and public realm.	Public Realm	Short	Low	Sustrans	PKC
204	Review the pricing of parking across Perth and Kinross.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
37	Encourage, promote and facilitate the roll out of digital infrastructure, such as fast broadband/5G across PKC and particularly in rural areas and those on low incomes in line with PKC Digital Strategy.	Innovation and Future Mobility	Medium	Low*	Broadband Providers, Scottish Government, Tay Cities Region Deal	Broadband Providers, Tay Cities Region
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
39	Support trialling and the adoption of innovative technologies and techniques in line with Mobility Strategy objectives, improving digital accessibility and thus promoting and delivering investment in public and private sector services.	Innovation and Future Mobility	Short	High	Scottish Government, Tay Cities Region Deal	Broadband Providers, Tay Cities Region
61	Continue to support hybrid working, encouraging online video conferencing/training/meetings, reducing the need to travel for work, and continue to provide the digital services required.	Business-As-Usual and Committed For Delivery	Short	Low	Broadband Providers, Scottish Government, Tay Cities Region Deal	Broadband Providers, Scottish Government, Tay Cities Region, Workplaces - Medium (50-249 employees) and Large (>250 employees)

* The total cost (for both PKC and partners) of implementing this action will likely be considerably higher than the indicative cost in this Action Plan which highlights the indicative costs to PKC alone.

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
151	Work with broadband providers to develop affordable, sustainable internet access, and with partners such as social housing providers and caregivers, provide the residents with training and support to develop basic digital skills to facilitate reduction in travel demand in relation to employment and services.	Behaviour Change, Education and Awareness	Short	Medium*	Broadband Providers, Scottish Government, Tay Cities Region Deal	Broadband Providers, Social Housing Providers, Tay Cities Region

* The total cost (for both PKC and partners) of implementing this action will likely be considerably higher than the indicative cost in this Action Plan which highlights the indicative costs to PKC alone.

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
41	Work with bus partners to improve safety on public transport. This may include enhanced provision of lighting and CCTV on vehicles and at key interchanges and along corridors to increase the perception of safety and encourage modal shift.	Sustainable Transport	Medium	Medium	Bus Operators, Rail Operators, Transport Scotland	Bus Operators, Network Rail, Rail Operators, Transport Scotland

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
42	Explore new bus powers (Transport Act 2019) to meet the needs of residents and visitors for bus services across the council area. The interventions may include council-run bus services, franchised bus services or the council entering into Bus Services Improvement Partnerships (BSIPs) with bus operators in the area. Engage with residents and visitors to better understand where intervention is needed most.	Organisation, Planning and Regulations	Short	Low	Tactran, Transport Scotland	Tactran, Transport Scotland
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
40	Lobby for central government ring fenced funding to improve Local Bus Services and to protect lifeline services.	Organisation, Planning and Regulations	Short	Low	PKC only	Tactran
43	Encourage, support and promote Community Bus Partnerships and Transport Services across Perth and Kinross to provide a secure and direct transport option for older people and those with reduced mobility or disability. Services may include dial-a-bus services, Community Bike Hubs, community minibuses and existing schemes, such as the Glenfarg Community Transport Group.	Sustainable Transport	Short	Low	Paths for All Open Fund, Transport Scotland	Community Councils, Community Development Trusts, Community Transport Association, CoMo UK, Tactran Liftshare
177	Work with bus service providers to provide hopper bus services around towns and settlements to increase direct connectivity to key amenities and services.	Sustainable Transport	Short	High	Transport Scotland	Bus Operators, Community Transport Groups

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
180	Ensure there is a sufficient number of voluntary or paid bus drivers for community run buses in rural communities.	Sustainable Transport	Short	Medium	Funding sources to be explored	Bus Operators, Community Transport Groups, Tactran

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
48	Continually assess air quality across Perth and Kinross to assess any necessary mitigation measures, such as Low Emission Zones.	Business-As-Usual and Committed For Delivery	Short	Low	Tactran, Transport Scotland	Tactran

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
47	Continue to enforce anti-idling.	Business-As-Usual and Committed For Delivery	Short	Low	PKC Only	PKC
164	Keep the City Centre Traffic Management Review under continual review. The Council's Traffic and Environmental Teams will liaise regularly to discuss the effects of component measures of the CCTMR on air quality.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
55	Support partners to develop and roll out Mobility-as-a-Service (MaaS).	Innovation and Future Mobility	Short	Low*	Innovate UK, Tactran, Transport Scotland	Loch Lomond & The Trossachs National Park, NHS Tayside, SEStran, Tactran

* The total cost (for both PKC and partners) of implementing this action will likely be considerably higher than the indicative cost in this Action Plan which highlights the indicative costs to PKC alone.

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
44	Improve access to bikes for everyone by exploring an e-bike share scheme by public or private operators, or by providing support to community action groups.	Innovation and Future Mobility	Short	Low	Cycle Sharing Scheme Operators	Community Councils, Community Development Trusts, Cycle Sharing Scheme Operators
45	Support and encourage partners and communities to establish Car Clubs.	Innovation and Future Mobility	Short	Low	PKC Only	Community Councils, Car Club Operators, Community Development Trusts

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
110	Work with partners to develop smart, integrated ticketing and payment services, to modernise, simplify and enable convenience for passengers accessing public transport. Provide alternatives (for example, physical ticket machines) for those without digital access at key public transport interchanges.	Innovation and Future Mobility	Medium	High	Funding sources to be explored	Bus Operators, Rail Operators, Tactran, Transport Scotland
137	Work with regional partners to pilot integrated parking and charging payments through an integrated mobility platform.	Innovation and Future Mobility	Short	Medium	Innovate UK, Tactran, Transport Scotland	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, Private Parking Providers, Tactran
139	Engage with car club operators to address barriers to greater levels of uptake, e.g. dependence on back-to-base model.	Innovation and Future Mobility	Short	Low	Car Club Operators	Car Club Operators, Tactran
166	Assess the potential options for smart parking to facilitate effective location of available parking spaces, and in doing so, reduce adverse impacts on congestion and air quality.	Innovation and Future Mobility	Short	Low	Innovate UK, Tactran, Transport Scotland	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, Private Parking Providers, Tactran

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
59	Promote/support community funding opportunities that allow for local projects to be delivered by Communities for Communities to promote and deliver investment in public and private services in communities.	Organisation, Planning and Regulations	Short	Low	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, Paths for All, Scottish Government, Sustrans, Transport Scotland	Community Councils, Community Development Trusts
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
58	Support communities to develop Community Action Plans which consider transport on a local scale, allowing for a programme of public-led and community-led projects to be adopted, optimising opportunities from a variety of funding streams.	Business-As-Usual and Committed For Delivery	Short	Low	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, Paths for All, Scottish Government, Sustrans, Transport Scotland	Community Councils, Community Development Trusts

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
152	Grow network of Community Climate Action Hubs, supporting local communities to develop place-based approaches to reduce emissions and become more climate resilient.	Organisation, Planning and Regulations	Short	Low	National Centre for Resilience, Scottish Government	Community Councils, Community Development Trusts, Perth and Kinross Countryside Trust, Tayside Local Resilience Partnership

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
60	Update the Council's Corporate Travel Plan update to align with the Mobility Strategy's vision and objectives to promote the Council as an exemplary organisation in relation to active travel and public transport individually as well as part of MaaS.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
52	Continue to encourage and promote the Council's car pool scheme as well as optimise the service's convenience.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	Tactran Liftshare

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
62	Internally promote the Council's Low Carbon Car Scheme and Cycle to Work Scheme.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	PKC
100	Achieve Cycle Scotland's Cycle Friendly status as an employer and advocate that other employers as well as primary and secondary schools also achieve this status.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	Schools, Workplaces

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
67	Work with partners to ensure public transport is affordable to all, specifically for deprived communities.	Organisation, Planning and Regulations	Short	Medium	PKC Only	Bus Operators

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
57	Continue to subsidise and review Free Bus Travel schemes: 1) during the lead-up to Christmas and 2) on the first Saturday of the month during Financial Year 2024-2025, to encourage and promote public transport.	Organisation, Planning and Regulations	Short	Medium	PKC only	Bus Operators
85	Explore the potential for providing further discounted travel schemes to support making travel more affordable.	Organisation, Planning and Regulations	Short	Low	PKC Only	Bus Operators, Tactran
107	Work with partners to undertake a Fair Fares Review (in line with National review) to ensure a sustainable and integrated approach to public transport fares.	Organisation, Planning and Regulations	Short	Low	Transport Scotland	Tactran, Transport Scotland
201	Work with communities to provide support in the process for applying for an under 22's bus pass.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	Community Councils, Community Development Trusts

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
73	Implement workshops and training as well as advertisement and promotional campaigns to increase awareness of the Avoid-Shift-Improve Framework, and subsequently increase the number of journeys made by sustainable travel modes.	Behaviour Change, Education and Awareness	Short	Low	Paths for All, Transport Scotland	Community Councils, Community Development Trusts, Community Organisations, NHS Tayside, Schools, Tactran, Travel Know How Scotland, Workplaces
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
63	Promote Liftshare Scheme through social media and communication platforms.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	Liftshare, Tactran
64	Promote 'Love My Bus' campaign through social media and council communication platforms.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	Transform Scotland

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
76	Provide comprehensive cycle training for vulnerable groups at all life stages in accordance with the Council's Active Travel Strategy, including learning to ride in pre-school, learning to ride on-road through school Bikeability training, and for adults of all ages, including cycle awareness training.	Behaviour Change, Education and Awareness	Short	Low	Tactran	Cycling Scotland, Paths for All, Tactran
89	Provide accurate and accessible travel information that is up-to-date and comprehensive including routes, journey times, timetables, costs and facilities for all modes. Travel information should be available in both paper-based and digital formats.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	Bus Operators, Rail Operators
96	Disseminate information and maps of cycle and walking routes throughout Perth and Kinross online and in print format. Include locations of the Green Route Network, cycle rack locations and other active travel networks.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	Community Councils, Sustrans, Tactran
97	Work with schools to encourage them to have up-to-date Travel Plans, and continue to provide support to schools for implementation of the actions within them.	Behaviour Change, Education and Awareness	Short	Low	Tactran	Organisations delivering behaviour change initiatives, Schools
101	Encourage all secondary schools to promote active travel to their pupils and expand the role of I Bike or other similar projects, to facilitate cycling by secondary school children to and from school as well as for leisure.	Behaviour Change, Education and Awareness	Short	Low	Tactran	Organisations delivering behaviour change initiatives, Schools

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
102	Promote Park & Stride sites at schools and seek to encourage parents/guardians/carers to utilise these locations rather than parking at the school gate.	Behaviour Change, Education and Awareness	Short	Low	Tactran	Organisations delivering behaviour change initiatives, Schools
140	Engage with car club operators to improve information (including in-vehicle information) on using electric club vehicles.	Behaviour Change, Education and Awareness	Short	Low	Car Club Operators	Car Club Operators, Tactran
163	Work with regional partners to further encourage development and employee use of Green Travel Plans in large workplaces.	Behaviour Change, Education and Awareness	Short	Low	Tactran	Tactran, Workplaces - Large (>250 employees)

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
75	Work with partners to improve access to healthcare and social services for those in the lowest SIMD datazones, rural communities and over-65s through improving public transport frequency, affordability and connectivity to healthcare facilities.	Sustainable Transport	Medium	High	Private Developer Contributions, Scottish Government, Tactran	Perth and Kinross Health and Social Care Partnership, Private Developers, Tactran

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ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
158	With partners, promote the health benefits of outdoor recreation and GP-led green health referrals.	Behaviour Change, Education and Awareness	Short	Low	Funding sources to be explored	Cairngorms National Park Authority, Community Councils, Community Development Trusts, Loch Lomond & The Trossachs National Park, NatureScot, Perth and Kinross Health and Social Care Partnership, Scottish Forestry
168	Establish Tayside Physical Activity and Green Health Network with partners to develop pathways to support people to be active in their own community.	Behaviour Change, Education and Awareness	Short	Low	Funding sources to be explored	Cairngorms National Park Authority, Community Councils, Community Development Trusts, Live Active Leisure, Loch Lomond & The Trossachs National Park, NatureScot, Perth and Kinross Health and Social Care Partnership, Scottish Forestry

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
169	Provide access for everyone to activities prescribed by social prescribers and link social prescribers to GP practices.	Organisation, Planning and Regulations	Medium	Low	NHS Tayside	Cairngorms National Park Authority, Community Councils, Community Development Trusts, Live Active Leisure, Loch Lomond & The Trossachs National Park, NatureScot, Perth and Kinross Health and Social Care Partnership, Scottish Forestry
179	Improve access for emergency health care in rural areas where there is concern for the journey time for ambulances and the lack of doctors in the area.	Road Network	Short	High	Scottish Government, Transport Scotland	Perth and Kinross Health and Social Care Partnership

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
84	Continue to develop and implement bus priority measures. Measures may include infrastructural improvements as well as enforcement of traffic regulations to facilitate the provision of efficient bus service with improved journey times.	Road Network	Medium	Very High	Funding sources to be explored	Bus Operators Tactran, Transport Scotland

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
88	Support the provision of new, relocated and enhanced train stations where this will improve access to the rail network and improve integration within the area being served.	Sustainable Transport	Long	High*	Transport Scotland	Network Rail, ScotRail, Transport Scotland
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
10	Support partners with the development of the Perth Railway Masterplan, encourage the integration of the bus station and other sustainable and active travel modes.	Business-As-Usual and Committed For Delivery	Short	Low	Network Rail, Tay Cities Region Deal	Network Rail, Transport Scotland

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ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
111	Deliver connected neighbourhoods within towns and cities to better achieve connected and more accessible communities following the 20-minute neighbourhood concept, so that as many people as possible can meet the majority of their daily needs within a reasonable walk, wheel or cycle of their home.	Public Realm	Medium	High	Sustrans, Transport Scotland	Community Development Trusts, Community Councils

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
68	Create walkable and wheelable city centres and rural village centres with strategic connections. Early collaboration with accessibility groups should be carried out to ensure designs/interventions are fully accessible.	Accessibility and Inclusivity	Medium	High	Private Developer Contributions, Sustrans, Tactran, Transport Scotland	Centre for Inclusive Living, Sustrans, Tactran
172	Develop pocket places in key areas with cycle infrastructure and maps / area information, and public transport timetables.	Public Realm	Short	Medium	Scottish Environment Protection Agency (SEPA), Sustrans, Transport Scotland	Community Councils, Community Development Trusts
176	Improve connections between village/town centres and greenspaces to encourage locally made active travel trips for the benefit of recreation, health and wellbeing and local economy.	Public Realm	Medium	Low	Sustrans, Transport Scotland	Community Councils, Community Development Trusts, Perth and Kinross Countryside Trust, Sustrans, Tactran, Transport Scotland
181	Explore feasibility to pedestrianise village, town and city centres on a permanent/seasonal basis to create more liveable and accessible centres for both residents and visitors, and to boost local economy.	Public Realm	Short	Low	Sustrans	Sustrans, Transport Scotland

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
206	Integrate art and design within projects to encourage active travel and enhance public realm by, for example, exploring ways to incorporate it into empty spaces, into navigation/wayfinding, and at public transport interchanges.	Public Realm	Short	Medium	Sustrans, Tactran, Transport Scotland	PKC

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
116	Deliver a behaviour change programme that improves access to bikes for all (including adapted bicycles, e-cycles and cycle share) and provides schools, workplaces, communities and disadvantaged groups with the confidence and skills to cycle, such that they can make use of new or existing active travel infrastructure.	Behaviour Change, Education and Awareness	Short	Medium	Tactran	Community Councils, Organisations delivering behaviour change initiatives, Schools, Tactran, Workplaces

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
117	Support a programme of improvements, such as junction upgrades and permissible speed increases, to achieve journey time improvements and line capacity increases for passenger and freight services in line with STPR2 Tay Cities recommendations and Rail Services Decarbonisation Action Plan.	Sustainable Transport	Medium	Low*	Transport Scotland	Network Rail, Rail Operators, Tactran Freight Quality Partnership, Transport Scotland

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ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
118	Provide access for all at public transport interchanges, supporting Scotland's Accessible Travel Framework. Roll out a programme of interchange upgrades by focussing on improved infrastructure design to, and within bus stations, and improved information, signage and wayfinding by upgrading the accessibility and quality of passenger facilities at existing stations and stops or, where needed, construction of new facilities.	Accessibility and Inclusivity	Medium	High	Tactran, Transport Scotland	Centre for Inclusive Living, Tactran
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
19	Conduct audits of bus stop and bus interchange accessibility and security and support partners to deliver a programme of improvements to enable increased use and modal shift.	Accessibility and Inclusivity	Medium	High	Tactran, Transport Scotland	Tactran

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
119	Support the decarbonisation of Perth and Kinross' transport network by ensuring there are new and expanding recharging / refuelling networks as well as technological change.	Innovation and Future Mobility	Medium	Very High	Energy Saving Trust, Scottish Futures Trust, Scottish Government, Transport Scotland	Energy Providers, Tactran, Transport Scotland
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
25	Support Transport Scotland and partners in the decarbonisation of Scotland's passenger rail services by 2035.	Innovation and Future Mobility	Long	Medium*	Scottish Government	Energy providers, Network Rail, Rail operators, Scottish Government, Tactran, Transport Scotland
46	Support taxi and private hire fleets to decarbonise and move towards a low carbon fleet.	Innovation and Future Mobility	Long	Low*	Energy Saving Trust, Transport Scotland, Scottish Government	Energy Saving Trust, Scottish Futures Trust, Taxi and Private Hire Fleet Operators
53	Invest in a sustainable/low-carbon council fleet, including charging/fuelling infrastructure.	Innovation and Future Mobility	Medium	High	Energy Saving Trust, Scottish Futures Trust, Scottish Government, Transport Scotland	Energy Providers, Transport Scotland

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ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
54	Support partners in exploring hydrogen vehicles and refuelling facilities through the Tactran and Tayside Hydrogen Project.	Innovation and Future Mobility	Medium	Low*	Scottish Government, Tay Cities Region Deal, Transport Scotland	Tactran, Tay Cities Region
56	Support bus operators to decarbonise bus services, with consideration to charging infrastructure and fleet.	Innovation and Future Mobility	Long	Low*	Energy Saving Trust, Scottish Futures Trust, Scottish Government, Transport Scotland	Bus Operators
142	Continue to participate and support in Tactran's Regional EV Steering Group forum to share data and learning from EV deployment to accelerate the transition and identify barriers to adoption.	Business-As-Usual and Committed For Delivery	Short	Low	PKC Only	Tactran Regional EV Steering Group

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ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
121	Support partners to deliver measures to reduce the adverse effects of trunk road traffic on people walking, wheeling and cycling in those communities that have a trunk road passing through them by, for example, reducing traffic speed, improving the width and quality of paths and upgrading road crossing facilities.	Road Network	Medium	Medium*	Transport Scotland	Community Councils, Police Scotland, Sustrans, Transport Scotland

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
120	Support partners to progress road safety improvements across the trunk road and motorway network with a primary, but not exclusive, focus on rural sections where accident rates and severities are typically higher. The types of improvements would include junction improvements (such as right-turn priority, signalisation, at-grade roundabout and grade-separation) as well as junction rationalisation, realignment/widening of carriageways and provision of overtaking opportunities.	Road Network	Long	Low*	Transport Scotland	Community Councils, Transport Scotland
220	Support Transport Scotland on the delivery of STPR2 recommendation 30 to improve trunk road and motorway safety to progress towards 'Vision Zero' where there are zero fatalities and injuries on Scotland's roads by 2050. STPR2 recommends road safety improvements are progressed across the trunk road and motorway network with a primary, but not exclusive, focus on rural sections where accident rates and severities are typically higher. Measures are likely to include one or a combination of junction improvements, carriageway widening, route realignment and provision of overtaking opportunities. The location and type of improvements on specific routes requires further detailed investigation, potentially through the development of route action plans.	Road Network	Long	Low*	Transport Scotland	Transport Scotland

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Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
124	Work with partners to improve vehicle accessibility and the integration of buses and trains by increasing the space to accommodate persons with disabilities, reduced mobility, prams and/or cycles.	Accessibility and Inclusivity	Short	Medium	Transport Scotland	Bus Operators, Centre for Inclusive Living, Network Rail, Rail Operators, Transport Scotland
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
210	Work with operators to provide on board audio-visual facilities on buses (including naming and announcement of bus stops) to improve accessibility for older people and people with visual or hearing impairments.	Accessibility and Inclusivity	Short	Low*	Funding sources to be explored	Bus Operators

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ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
149	Continue to work with local communities, key stakeholders and resilience groups in the co-design of projects to build better places together, while seeking to expand the range and number of opportunities for co-design by making use of external funding sources.	Behaviour Change, Education and Awareness	Short	Low	National Centre for Resilience, Scottish Government	Community Councils, Community Development Trusts, Perth and Kinross Countryside Trust, Tayside Local Resilience Partnership

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
153	Ensure developments consider place and prioritise the needs of people before the movement of motor vehicles in line with national and local design guidance. This includes prioritising sustainable and active travel choices, and including fully accessible paths and routes which are well connected with the wider environment beyond the site boundary.	Organisation, Planning and Regulations	Short	Low	Private Developer Contributions	Cairngorms National Park Authority, Community Development Trusts, Loch Lomond & The Trossachs National Park, Perth and Kinross Countryside Trust, Private Developers, Sustrans

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ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
49	Build developments where all essentials (shops, schools, parks) are close by and easily accessible by sustainable modes of transport to reduce the need to travel and minimise the use of unsustainable modes. Interventions will be assessed through the development management process and need to be proportionate to the size and location of the development.	Organisation, Planning and Regulations	Medium	Low	PKC Only	Private Developers
50	For developments creating significant number of new trips with no public transport services available, enforce that the developer provides a subsidised service until passenger numbers become commercially viable.	Organisation, Planning and Regulations	Short	Low	Private Developer Contributions	Bus Operators, Private Developers, Community Councils, Community Development Trusts, Taxi and Private Hire Fleet Operators
81	Work with operators and developers to ensure that existing and new employment, education, retail, healthcare, and tourism destinations are serviced by road-based passenger transport, particularly in rural areas.	Sustainable Transport	Short	High	Bus Operators, Private Developer Contributions	Bus Operators, Private Developers
131	Encourage, promote and facilitate spaces and opportunities for play, recreation and sport that are inclusive and enable children and young people to play and move around safely and independently, maximising opportunities for informal and incidental play.	Public Realm	Short	Medium	Greenspace Scotland, Scottish Environment Protection Agency (SEPA)	Greenspace Scotland, Community Councils, Community Development Trusts

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ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
133	Ensure that retail development and the location of shops can be accessed by communities by a range of sustainable transport modes including on foot, by bike, and by public transport.	Organisation, Planning and Regulations	Medium	Low	Private Developer Contributions	Bus Operators, Private Developers, Transport Scotland
154	Ensure developments consider the impact on the path network and be consistent with the Scottish Outdoor Access Code.	Organisation, Planning and Regulations	Short	Low	PKC Only	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, NatureScot, Perth and Kinross Countryside Trust

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
159	Develop a rural approach/equivalent to the 20-minute neighbourhood concept in and around villages and towns to enhance local accessibility, help tackle societal causes of inequality, and reduce social isolation and loneliness.	Public Realm	Short	Low	Tactran, Transport Scotland	Cairngorms National Park Authority, Community Councils, Community Development Trusts, Loch Lomond & The Trossachs National Park, NatureScot, Perth and Kinross Countryside Trust

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
184	Expand pavements to the houses on the edges of rural villages and towns.	Sustainable Transport	Long	High	Funding sources to be explored	Transport Scotland

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
161	Protect and incorporate green infrastructure within all new infrastructure schemes and developments, capitalising on opportunities across Perth and Kinross to promote active travel and make connections where possible to blue and green networks to provide a multifunctional network with multiple benefits for climate and nature.	Public Realm	Short	Medium	Transport Scotland	Community Councils, Community Development Trusts, Perth and Kinross Countryside Trust, Sustrans, Tactran, Transport Scotland

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
128	Undertake a review of nature-based, green and blue infrastructure interventions which can benefit air quality, using the outcomes to develop a database of potential solutions for both regeneration and new developments.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
130	Safeguard access rights and core paths, including active travel routes, and encourage new and enhanced opportunities for access linking to the wider active travel network. Protect and enhance green (land) and blue (water) infrastructure and their networks.	Organisation, Planning and Regulations	Short	Low	Paths for All, Transport Scotland	Community Councils, Community Development Trusts, Perth and Kinross Countryside Trust, Sustrans, Tactran, Transport Scotland
156	Work with land managers to ensure existing woodlands are managed and enhanced for a range of benefits, including public access and biodiversity.	Organisation, Planning and Regulations	Short	Low	PKC Only	Cairngorms National Park Authority, Loch Lomond & The Trossachs National Park, NatureScot, Perth and Kinross Countryside Trust, Private Land Managers, Scottish Forestry, Woodland Trust

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
173	Explore potential for parking areas outwith town centres across Perth and Kinross, including Park-and-Ride / Park-and-Choose.	Sustainable Transport	Short	Low	PKC Only	Tactran, Transport Scotland
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
3	Design and deliver a 'City Centre Mobility Hub' to provide an integrated transport hub in Perth City.	Innovation and Future Mobility	Medium	High	Innovate UK, Tactran, Tay Cities Region Deal, Transport Scotland	PKC
4	Develop and deliver a 'Strategic Mobility Hub' at Walnut Grove, to provide local and strategic transport links with integrated transport choices.	Innovation and Future Mobility	Short	High	Innovate UK, Tactran, Transport Scotland	Tactran, Transport Scotland
5	Develop and deliver a 'Strategic Mobility Hub' at Bertha Park, to provide local and strategic transport links with integrated transport choices.	Innovation and Future Mobility	Short	High	Innovate UK, Tactran, Transport Scotland	Tactran, Transport Scotland
6	Continue to enhance and integrate all modes of transport at the existing Broxden Park and Ride site to improve sustainable and active travel choices.	Sustainable Transport	Short	Medium	Tactran, Transport Scotland	Tactran, Transport Scotland
7	Explore the feasibility of expanding the extent and capacity of existing park and ride sites, such as Kinross, and integrate all modes of transport at the locations to improve sustainable and active travel choices.	Sustainable Transport	Short	Medium	Tactran, Transport Scotland	Tactran, Transport Scotland

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
8	Explore options for local Mobility Hubs within rural communities to integrate modes across rural neighbourhoods and improve public transport links, identifying arterial bus routes, optimise the Council bus subsidy budget and working in partnership with community transport providers.	Innovation and Future Mobility	Medium	Low	Tactran, Transport Scotland	Tactran, Transport Scotland
86	Ensure that land identified as having potential for Park & Ride development is safeguarded within the appropriate Development Plan(s).	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC
185	Improve access to park and ride services for non-car owners and car owners by, for instance, ensuring there is a sufficient number of park and ride locations that are connected with sustainable transport networks in order to reduce kilometres travelled.	Sustainable Transport	Short	Medium	Tactran, Transport Scotland	Centre for Inclusive Living, Tactran, Transport Scotland

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
186	Continue to implement the Council's newly adopted Corporate Asset Management Policy (CAM Framework January 2024).	Business-As-Usual and Committed For Delivery	Short	Low	PKC Only	PKC
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
205	Develop and deliver a seasonal Maintenance Plan for active travel facilities to clear them of overgrown vegetation, fallen leaves, snow and ice.	Organisation, Planning and Regulations	Short	Medium	PKC Only	Perth and Kinross Countryside Trust, Sustrans, Tactran

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
187	Work with Tactran's Regional Freight Quality Partnership to develop a Freight, Logistics and Deliveries Plan to ensure that logistics and distribution networks move goods efficiently and sustainably to businesses and consumers. This may include, for instance, exploring the role of consolidation centres along the strategic road corridors.	Organisation, Planning and Regulations	Short	Low	Funding sources to be explored	Federation of Small Businesses Scotland, Network Rail, Tactran, Tactran Freight Quality Partnership, Tay Cities Region, Transport Scotland

Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
38	Support partners to assess options on last mile freight delivery and the sustainable movement of goods and encourage the inclusion of resting and welfare facilities for haulers within the options.	Behaviour Change, Education and Awareness	Short	Low	Logistics Operators, Transport Scotland	Tactran Freight Quality Partnership
71	Assess the feasibility of increasing freight transport by rail.	Organisation, Planning and Regulations	Medium	Low	Transport Scotland	Network Rail, ScotRail, Tactran Freight Quality Partnership, Transport Scotland
123	Engage the business sector to embed active travel in wider corporate culture, encouraging the use of cargobikes as the preferred choice for local deliveries enabling goods to be moved in a green way.	Behaviour Change, Education and Awareness	Short	Low	Tactran	Workplaces
134	Engage widely across industries to explore and create opportunities for changing technologies and innovation, such as addressing grid capacity constraints, implementing consolidation centres and integrating renewable energy generation, distribution and storage to reduce carbon emissions.	Innovation and Future Mobility	Medium	High*	Funding sources to be explored	Network Rail, Tactran, Tay Cities Region, Tactran Freight Quality Partnership, Transport Scotland
143	Work with partners to introduce a scheme to directly support local businesses to help them understand and consider the financial and environmental benefits of driving an electric vehicle.	Behaviour Change, Education and Awareness	Short	Low	PKC Only	PKC Only Business Owners, Tactran, Tactran Regional EV Steering Group

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Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
188	Develop a Public Transport Strategy to guide the development of the public transport system across the region for the benefit of those visiting, working and living in Perth and Kinross.	Organisation, Planning and Regulations	Short	Low	PKC Only	PKC
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
21	Explore options to align rural public transport services with rail services (timetabling).	Sustainable Transport	Short	Low	PKC Only	Bus Operators, Rail Operators
22	Explore options to improve sustainable transport and active travel connections to bus and railway stations across Perth and Kinross.	Sustainable Transport	Medium	Low	PKC Only	Community Development Trusts, Network Rail, Sustrans, Tactran
26	Conduct audits of bus stop ancillary infrastructure. Deliver improvements on the basis of findings to encourage increase in use. Improvements may include bus shelters, seating, cycle parking, and enhancements to legibility, such as digital display boards with real time information and signage and wayfinding.	Sustainable Transport	Medium	Medium	Energy Saving Trust, Scottish Futures Trust, Transport Scotland	Transport Scotland, Tactran, Community Development Trusts, Community Councils, Centre for Inclusive Living

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ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
78	Support the development of inter-city bus coach services supporting links to Aberdeen, Inverness, Edinburgh & Glasgow.	Sustainable Transport	Short	Low	Funding sources to be explored	Bus Operators HITRANS, Nestrans, SEStran, SPT, Tactran, Transport Scotland
80	Encourage the development of a bus network that is fit for purpose with direct and frequent services on strategic bus routes, supported by an appropriate secondary network of scheduled and demand responsive (DRT) feeder services and efficient interchange provision, including linking with rail services.	Sustainable Transport	Medium	High	Tactran, Transport Scotland	Bus Operators, Community Transport Association, Demand Responsive Transport Providers, Network Rail, Tactran, ScotRail
182	Ensure there is sufficient availability of public transport services during off-peak times such as weekends and evenings, particularly in rural areas.	Sustainable Transport	Short	High	Funding sources to be explored	Bus Operators, Community Councils, Community Transport Groups
213	Work with partners to improve the viability of choosing to travel by bus, particularly in rural areas. The improvements may be in relation to reliability and frequency of bus services.	Sustainable Transport	Medium	High	Funding sources to be explored	Bus Operators

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
189	Conduct a traffic safety audit on all major roads and across all settlements larger than 1,000 residents, within 5km of schools, carrying out improvements based on the findings.	Road Network	Medium	Very High	Transport Scotland	Police Scotland, Transport Scotland
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
13	Explore universal speed limit reductions, 20mph across all residential streets along with further speed reductions.	Road Network	Short	Low	PKC Only	Police Scotland
94	Introduce traffic calming measures to reduce the speeds of motorised vehicles so that residents and visitors feel safe using the network.	Road Network	Short	Low	Funding sources to be explored	Police Scotland
103	Improve speed limit compliance and further enhancement of safety across the road network by following the Scottish National Speed Indicator and increase the use of visual deterrents and enforcement across the road network, particularly in areas of high deprivation and higher than average crash casualties.	Road Network	Short	Low	Transport Scotland	Police Scotland, Transport Scotland
125	Reduce road accident casualties by delivering a range of speed management initiatives, for example social marketing campaigns or speed awareness, to ensure that road users understand why speed limits are set and the need to comply with them.	Behaviour Change, Education and Awareness	Short	Low	Transport Scotland	Police Scotland

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
209	Work with bus companies to improve the experience within bus stations by providing free facilities such as adequate seating, well maintained toilets, water refill stations and fast Wi-Fi.	Sustainable Transport	Short	Medium	Transport Scotland	Bus Operators

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
219	Conduct an accessibility audit on all connections between key local services. The audit should focus on the experiences of underrepresented groups, such as older people, women, disabled people and people with accessibility issues. Provide improvements that meet inclusive design standards for primary facilities and ancillary infrastructure.	Accessibility and Inclusivity	Medium	Very High	Tactran	Centre for Inclusive Living, Community Councils, Perth and Kinross Health and Social Care Partnership
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
93	Work in collaboration with the Centre for Inclusive Living to undertake a Street Audit of crossing locations to identify locations for dropped kerbs to prioritise the locations where work needs to be carried out.	Accessibility and Inclusivity	Short	Low	PKC Only	Centre for Inclusive Living

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
223	Continue to monitor and model traffic flows across Perth City to understand the impacts of new developments and traffic management alterations on air quality, and look for opportunities to align with the regional model.	Business-As-Usual and Committed For Delivery	Short	Low	PKC Only	PKC

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
225	Following the completion of Perth Transport Futures Phase 1 in 2019, complete phase 2 ('Destiny Bridge' and accompanying infrastructure) and phase 3 (Bertha Park North Link).	Business-As-Usual and Committed For Delivery	Short	Very High	Transport Scotland	Transport Scotland

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
226	Ensure the continued operation of the public transport system to meet the needs of the residents and visitors across Perth and Kinross.	Business-As-Usual and Committed For Delivery	Short	High	Funding sources to be explored	Community Councils, Community Development Trusts, Bus Operators, Network Rail, Rail Operators, Tactran, Transport Scotland

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
227	Continue to ensure that, at minimum, the designs for transport developments meet standards and the National Roads Development Guide (NRDG).	Business-As-Usual and Committed For Delivery	Short	Low	PKC Only	PKC

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
228	Continue the roll out of network improvements as part of Cycling, Walking and Safer Routes.	Business-As-Usual and Committed For Delivery	Short	High	Scottish Government	Centre for Inclusive Living, Sustrans, Tactran

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
229	Continue to develop and deliver the implementation of on-going behaviour change initiatives, for example through supporting the People and Place Programme. Initiatives could include, for instance, community engagement (Bikeability Officer, Community Active Travel Coordinator), bus improvement (Real Time Passenger Information screens and free bus days), and marketing and promotion activities with communities, workplaces and schools.	Business-As-Usual and Committed For Delivery	Short	High	Tactran	Bus Operators, Live Active Leisure, Organisations delivering behaviour change initiatives, Sustrans, Tactran

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
230	Continue to support and work alongside partners such as Network Rail, Sustrans, and Tactran to help operate and enhance existing transportation systems.	Business-As-Usual and Committed For Delivery	Short	Very High	Sustrans, Tactran, Transport Scotland	Bus Operators, Rail Operators, Sustrans, Tactran

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
231	<p>Make improvements within town and village centres to reduce car dominance and improving sustainable and active travel choices.</p> <p>Improvements may consider: parking and road space reallocation, traffic management arrangements, connecting services, and placemaking to optimise traffic flows and the space available, and improving sustainable and active travel choices to reduce congestion and local emissions.</p>	Sustainable Transport	Medium	Medium	Sustrans, Tactran, Transport Scotland	PKC

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
232	Support partners to improve the access for all at public transport interchanges supporting Scotland's Accessible Travel Framework. With partners, deliver a programme of interchange upgrades by focussing on improved infrastructure design to, and within railway stations, and improved information, signage and wayfinding by upgrading the accessibility and quality of passenger facilities at existing stations or, where needed, construction of new facilities.	Accessibility and Inclusivity	Medium	High*	Tactran, Transport Scotland	Centre for Inclusive Living, Network Rail, Tactran
ID	Supporting Actions	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
24	Support partners to improve the accessibility of rail services and step-free stations.	Accessibility and Inclusivity	Medium	Low*	Transport Scotland	Network Rail, Rail operators
233	Support partners to conduct audits of rail interchange accessibility and security, and deliver a programme of improvements to enable increased use and modal shift.	Accessibility and Inclusivity	Medium	Medium*	Network Rail, Transport Scotland	Network Rail, Tactran

* The total cost (for both PKC and partners) of implementing this action will likely be considerably higher than the indicative cost in this Action Plan which highlights the indicative costs to PKC alone.

Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale	Indicative Cost	Potential External Funding Sources for PKC	Potential Partners
234	Work with rail companies to improve the experience within train stations by providing free facilities such as adequate seating, well maintained toilets, water refill stations and fast Wi-Fi.	Sustainable Transport	Short	Medium*	Network Rail, Rail Operators, Transport Scotland	Rail Operators, Network Rail

* The total cost (for both PKC and partners) of implementing this action will likely be considerably higher than the indicative cost in this Action Plan which highlights the indicative costs to PKC alone.

ARUP



Perth & Kinross Council

Mobility Strategy

Action Plan Methodology

Reference: 4.1

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Background & Methodology Overview

Arup has been appointed by Perth and Kinross Council (PKC) to support on the delivery of Perth and Kinross Council's Mobility Strategy Action Plan. The overarching objective of the work is to produce an Action Plan that will set out how PKC, alongside working partners, will deliver the emerging Mobility Strategy, contributing towards the Council's Corporate Plan¹ vision for **a Perth and Kinross where everyone can live life well, free from poverty and inequality.**

The purpose of this document is to provide a summary of the methodology undertaken to develop the Action Plan which will set out Perth and Kinross Council's vision for managing and developing the transport network over a period of 15 years.

The Action Plan has been developed and informed in line with Local Transport Strategy Draft Guidance².

Following this guidance, two tools have been employed to ensure that the Action Plan is supported by a robust approach to appraisal:

STAG

The Action Plan has been informed and developed in line with the Scottish Transport Appraisal Guidance³ (STAG). STAG represents best practice guidance for transport appraisals and follows a structure and methodology that is consistent with the UK Government's Green Book⁴.

The STAG methodology provides a robust framework to evaluate potential transport actions. STAG assessments are objective-led and seek to appraise projects and options against defined criteria. For further details on the appraisal criteria and methodology, see Section 4.1.

Triple Access Planning

In line with Local Transport Strategy Draft Guidance and ensuring that people have access to their daily activities, strategies should be framed more broadly to consider not only transport, but other non-transport approaches as visualised in the Triple Access System (Figure 1)⁵.

The Action Plan has been developed using this approach which considers actions relating to the transport system (physical mobility) as well as the land-use system (spatial proximity) and the telecommunications system (digital connectivity) which together constitutes a Triple Access System.

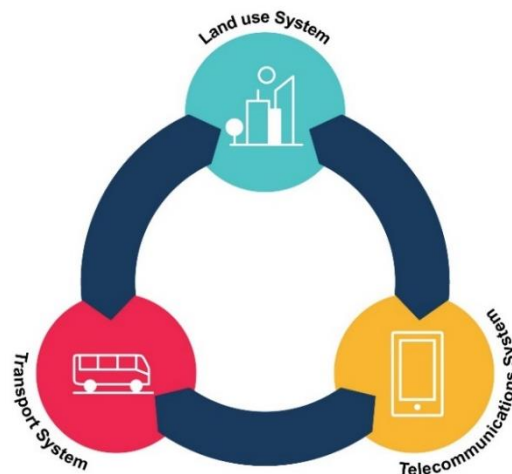


Figure 1: Triple Access System

¹ Perth and Kinross Council, Corporate Plan 2022-2027, https://www.pkc.gov.uk/media/50702/Corporate-Plan-2022-2027/pdf/Corporate_Plan_2022-27_Final.pdf?m=1671722823530

² Transport Scotland, Local Transport Strategy: Draft Guidance, 2023, <https://www.transport.gov.scot/media/53067/lts-local-transport-strategy-guidance-draft-for-stakeholder-review.pdf>

³ Transport Scotland, [Scottish Transport Appraisal Guidance](#), 2008

⁴ HM Treasury, The Green Book – Central Government Guidance on Appraisal and Evaluation, 2022, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1063330/Green_Book_2022.pdf

⁵ <https://www.tapforuncertainty.eu/>

Structure of this Document

The remainder of this document is structured into the following chapters in line with methodology and steps taken to develop the Action Plan in line with guidance.



1. Case for Change

The Let’s Talk Transport Report⁶ carefully examines available data to identify problems and opportunities in Perth and Kinross’s transport network, combining input from professional and civic stakeholders. Integrating feedback from consultation undertaken with evidence from the report gives a full picture of the existing transport network. This understanding forms the basis for the Council’s Case for Change, justifying the need for improvements. Establishing a Case for Change is the first stage in STAG guidance which promotes a problem-led and evidence-based approach. More detail around consultation undertaken to inform the Mobility Strategy can be found in the Mobility Strategy Report in Chapters 1&2. The problems and opportunities identified in the Main Issues Report were used to partly inform the long list of actions described in Section 3.

2. Transport Planning Objectives

After identifying strategic problems and opportunities, PKC formulated objectives to tackle these local issues. All of the actions in the Action Plan have been appraised against the Transport Planning Objectives (TPOs) as detailed in Section 3 .

Transport Planning Objectives (TPOs) have been developed in accordance with Transport Scotland’s National Transport Strategy 2⁷ (NTS2) and Tactran’s Regional Transport Strategy⁸ (RTS). Each objective has undergone a detailed development process, commencing with the four NTS2 priorities and corresponding RTS Objectives. This alignment is then integrated with PKC’s Corporate Plan Priorities and the locally identified problems from the Let’s Talk Transport Report. This evidence-led process to develop the TPOs is illustrated in Figure 2 below.

⁶ Perth & Kinross Council. The Big Place Conversation – Let’s Talk Transport: Main Issues Report (2023). https://consult.pkc.gov.uk/communities/lets-talk-transport/user_uploads/lets-talk-transport---main-issues-report-2.pdf

⁷ Transport Scotland. National Transport Strategy 2. 2020. <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>

⁸ Tactran, Tayside and Central Scotland Regional Transport Strategy 2024-2034, Draft for Consultation, 2023, [2023-08-03-Draft-RTS-v6.pdf](https://www.tactran.gov.uk/2023-08-03-Draft-RTS-v6.pdf) ([tactran.gov.uk](https://www.tactran.gov.uk))



Figure 2: Process to Develop TPOs

11 TPOs have been developed to address key problems, creating specific, targeted and unique objectives for PKC as shown in Table 1 below. The TPOs were developed by PKC in collaboration with Arup and refined through an iterative process until the final wording was agreed.

Table 1: Mobility Strategy TPOs

TPO	TPO Description
1	To improve the affordability of transport options across Perth and Kinross for all
2	To improve the ability of rural communities and communities with protected characteristics to access jobs, education and services
3	To reduce CO2 emissions produced by transport across Perth and Kinross, by reducing car kilometres, decarbonising motorised transport and increasing the share of everyday journeys of people and goods by sustainable and active travel modes
4	To improve climate resilience across Perth and Kinross's transport network by reducing the number of bridge and road closures each year caused by weather events
5	To support economic growth by improving the reliability and efficiency of Perth and Kinross's transport network
6	To support local development that encourages and facilitates local living and sustainable access, across Perth and Kinross, by achieving an increased active travel and public transport mode split to and from new developments
7	To improve the capacity and reliability of alternative sustainable freight and logistic modes across Perth and Kinross
8	To improve labour market access through sustainable transport, active travel, and digital opportunities, to and from Perth and Kinross
9	To improve road safety and perceived safety for all transport users across Perth and Kinross
10	To improve physical and mental health within Perth and Kinross through walking, wheeling and cycling
11	To improve air quality across Perth & Kinross's road network by achieving revocation of both Air Quality Management Areas and reducing preventable pollutants

3. Developing the Long List of Actions

PKC developed an initial list of actions in the form of a Baseline Action Plan comprising of 61 actions. This initial list was informed by the identified problems and opportunities evidence base from engagement and aligned with the TPOs. Arup then undertook a thorough desktop study to supplement and expand this initial list to create a long list aligning with the Option Generation and Development Stage of STAG. To inform the long list approximately 60 documents (see Table 2 overleaf) were reviewed, consisting of plans, strategies and policies at varying scales:

- **National** – such as NTS2, Strategic Transport Projects Review 2⁹ (STPR2), National Planning Framework 4¹⁰
- **Regional** – such as RTS, Regional EV (Electric Vehicle) Strategy¹¹
- **Local** – such as Perth Transport Futures¹², Community Action Plans, Local Development Plan¹³
- **PKC Officer input** (including details on existing operations and procedures)
- **Elected Member input**
- **Arup expertise / publications**

Any identified problem or opportunity sourced from these documents was added to the long list. As mentioned in the above introduction, the Triple Access Planning approach was adopted when developing the long list to ensure that as well as transport, other non-transport approaches were considered. This included digital and spatial which together constitute a Triple Access System. Identifying options in this way can avoid a singular focus on transport infrastructure options.

An additional consideration when developing the long list of actions in the Action Plan is both the Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy included in NTS2. NTS2 states that transport options focusing on reducing inequalities and the need to travel unsustainably will be prioritised.

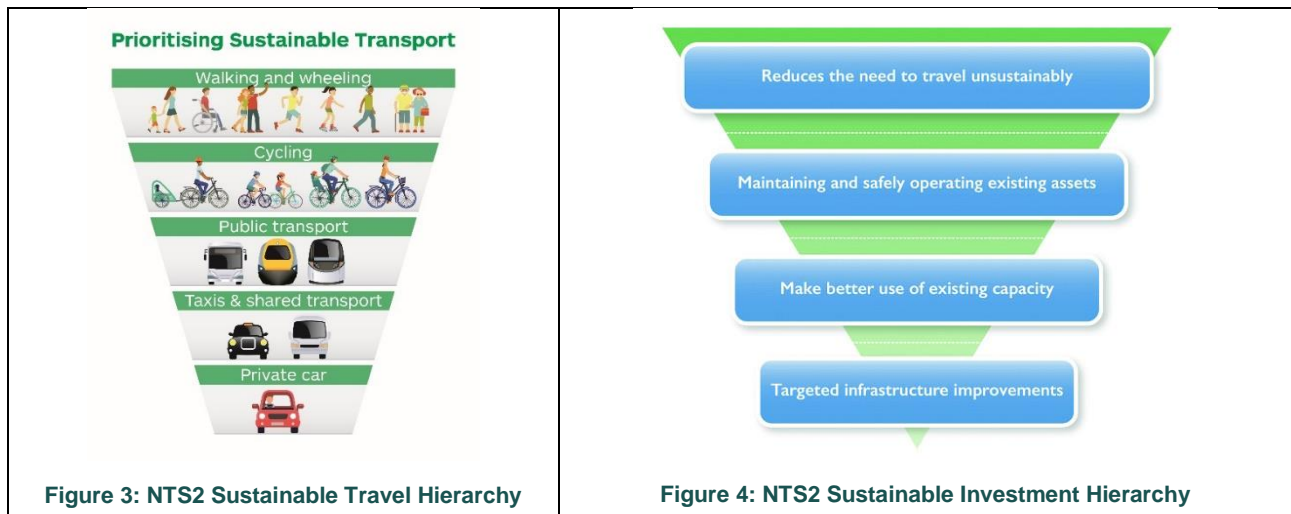


Figure 3: NTS2 Sustainable Travel Hierarchy

Figure 4: NTS2 Sustainable Investment Hierarchy

At the end of the Option Generation, the long list of actions of the Draft Action Plan totalled **231 actions**.

⁹ Transport Scotland, Strategic Transport Projects Review 2, 2022, <https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/>

¹⁰ Scottish Government, National Planning Framework 4, 2023, <https://www.gov.scot/binaries/content/documents/govscot/publications/strategy-plan/2023/02/national-planning-framework-4/documents/national-planning-framework-4-revised-draft/national-planning-framework-4-revised-draft/govscot%3Adocument/national-planning-framework-4.pdf>

¹¹ Tactran, Regional EV Strategy, 2019, https://tactran.gov.uk/wp-content/uploads/2021/12/Tactran-Regional-EV-Strategy_FINAL.pdf

¹² [Perth Transport Futures | Major Infrastructure Upgrade Programme](#)

¹³ Perth and Kinross Council, Local Development Plan 2, 2019, [LDP 2 2019 Adopted Interactive.pdf \(pkc.gov.uk\)](#)

Table 2: Documents reviewed to inform and create a Long List of Actions

Type	Document/Site Name	Author/Owner
National policy/strategy/plan	Just Transition Plan Discussion Paper - Transport	Scottish Government
	Just Transition Plan Discussion Paper - Land Use & Agriculture	Scottish Government
	Just Transition Plan Discussion Paper - Built Environment & Construction	Scottish Government
	Programme for Government 2023 to 2024	Scottish Government
	National Planning Framework 4	Scottish Government
	Update to the Climate Change Plan 2018 to 2032	Scottish Government
	Cleaner Air for Scotland 2	Scottish Government
	Public Health Priorities for Scotland	Scottish Government
	Fairer Scotland Action Plan	Scottish Government
	National Transport Strategy 2	Transport Scotland
	National Transport Strategy 2: Second Delivery Plan	Transport Scotland
	Strategic Transport Projects Review 2	Transport Scotland
	Strategic Transport Projects Review 2: Tay Cities Region	Transport Scotland
	Scotland Cycling Framework	Transport Scotland
	Scotland’s Road Safety Framework to 2030	Transport Scotland
	Public Health Scotland Delivery Plan 2021 to 2024	Public Health Scotland
Regional policy/strategy/plan	Regional Transport Strategy 2015 to 2036 Refresh	Tactran
	Regional EV Strategy	Tactran
	Tayside Bus Partnership Fund Appraisal Study	Systra
	The Tay Cities Deal	Taycities (Angus Council, Dundee City Council, Fife Council, Perth and Kinross Council)
	TAYplan - Strategic Development Plan	The Strategic Development Planning Authority for Dundee, Angus, Perth and North Fife
Local policy/strategy/plan	Perth People Place	Perth and Kinross Council
	Perth and Kinross Active Travel Strategy	Perth and Kinross Council
	Perth and Kinross Local Development Plan 2	Perth and Kinross Council
	Baseline Strategic Action Plan	Perth and Kinross Council
	Let’s Talk Transport: Main Issues Report	Perth and Kinross Council
	Perth and Kinross Local Housing Strategy 2022 to 2027	Perth and Kinross Council
	Perth Air Quality Action Plan	Perth and Kinross Council
	Crieff Air Quality Action Plan	Perth and Kinross Council
	Perth and Kinross council Corporate Plan 2022 to 2027	Perth and Kinross Council
	Perth Transport Futures	Perth Transport Futures
	Perth Cycle Network Masterplan	Systra
	Cairngorms Local Development Plan 2021	Cairngorms National Park Authority
	Cairngorms National Park Partnership Plan 2022 to 2027	Cairngorms National Park Authority

	Climate Change Strategy and Action Plan	Climate Action Perth and Kinross (Perth and Kinross Council)
	Flood Risk Management Plan – Tay Local Plan District	SEPA
	Perth and Kinross Community Plan (Local Outcomes Improvement Plan 2022-2032)	Perth and Kinross Community Planning Partnership
	Strategy for the Alyth Development Trust	Alyth Development Trust
	Auchterarder and Aberuthven Community Action Plan 2022 to 2027	Auchterarder and Aberuthven Community Action Plan Steering Group
	Blairstown and Rattray Community Action Plan 2021 to 2026	Blairstown and Rattray Community Action Plan Steering Group
	Crieff Community Action Plan 2021 to 2026	Crieff Community Action Plan Steering Group
	Delivering Rannoch’s Sustainable Future: Development Plan Summary	Rannoch Community Fund Group
	Mount Blair Community Action Plan 2013 to 2018	Mount Blair Community Action Plan Steering Group
	Pitlochry Community Action Plan	Pitlochry Community Action Trust
	St Fillans Community Action Plan 2017 to 2022	The Community Partnership in Loch Lomond & The Trossachs National Park Area
	Stanley Community Action Plan 2010 to 2015	Stanley Community Futures
Arup publication	Active Train Stations	Arup
	Equitable Future Mobility	Arup & Urban Transport Group
	Cities Alive: Designing cities that work for women	Arup & University of Liverpool
	Cities Alive: Towards a walking world	Arup
	Cities Alive: Rethinking green infrastructure	Arup
	Cities Alive: Designing for urban childhoods	Arup
	Cities Alive: Designing for ageing communities	Arup
	Cycling for everyone	Arup & Sustrans
	Walking for everyone	Arup & Livings Streets & Sustrans
	Inclusive cycling in cities and towns	Arup & Sustrans
	Intelligent Connectivity for Seamless Urban Mobility	Arup & Qualcomm
	Rethinking Urban Mobility	Arup & London Transport Museum & Gowling WLG & Thales

In line with the Early Option Sifting stage in STAG, each action in the long list was qualitatively appraised against the 11 Transport Planning Objectives using a seven-point assessment scale in line with STAG guidance. The assessment considered the relative size and scale of impacts. For each action, each TPO was assigned a score of -3 to 3 in line with the Table 3 below. Actions which were not deemed to contribute positively to the TPOs were sifted out.

Table 3: STAG Seven-Point Assessment Scale

Seven-point assessment scale		Assigned score in Mobility Strategy
Score	Definition	
Major benefit ✓✓✓	These are benefits or positive impacts which, depending on the scale of benefit or severity of impact, the practitioner feels should be a principal consideration when assessing an option’s eligibility for funding	3
Moderate benefit ✓✓	The option is anticipated to have only a moderate benefit or positive impact. Moderate benefits and impacts are those which taken in isolation may not determine an option’s eligibility for funding, but taken together do so	2
Minor benefit ✓	The option is anticipated to have only a small benefit or positive impact. Small benefits or impacts are those which are worth noting, but the practitioner believes are not likely to contribute materially to determining whether an option is funded or otherwise	1
No benefit or impact -	The option is anticipated to have no or negligible benefit or negative impact	0
Minor cost or negative impact X	The option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option’s eligibility for funding, but taken together could do so	-1
Moderate cost or negative impact XX	The option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option’s eligibility for funding, but taken together could do so	-2
Major cost or negative impact XXX	These are costs or negative impacts which, depending on the scale of cost or severity of impact, the practitioner should take into consideration when assessing an option’s eligibility for funding	-3

Following this step, the remaining actions in the long list were defined further, following the Option Generation and Development Stage of STAG. This was part of an iterative process with PKC.

4. Developing the Final List of Actions

In order to develop a final list, the long list of actions was subject to a Preliminary Options Appraisal in line with STAG. Each action was qualitatively appraised against:

- STAG Criteria;
- Established National, Regional and Local Policy Objectives; and
- Feasibility, Affordability, and Public Acceptability.

4.1 Appraisal against STAG Criteria

A qualitative assessment was completed against the STAG Criteria using a seven-point scale (see Table 3). Each action was appraised against the five main STAG Criteria as per the updated STAG Managers Guide 2022¹⁴, as well as a number of sub-criteria, as shown in Table 4:

- Environment;
- Climate Change;
- Health, Safety and Wellbeing;
- Economy; and
- Equality and Accessibility.

Table 4: STAG Sub-criteria

Environment	Economy
• Biodiversity and Habitats	• Transport Economic Efficiency (TEE)
• Geology and Soils	• Wider Economic Impacts (WEIs)
• Land Use (including Agriculture and Forestry)	Equality and Accessibility
• Water, Drainage and Flooding	• Public Transport Network Coverage
• Air Quality	• Active Travel Network Coverage
• Historic Environment	• Comparative Access by People Group
• Landscape	• Comparative Access by Geographic Location
• Noise and Vibration	• Affordability
Climate Change	
• Greenhouse Gas Emissions	
• Vulnerability to the Effects of Climate Change	
• Potential to Adapt to the Effects of Climate Change	
Health, Safety and Wellbeing	
• Accidents	
• Security	
• Health Outcomes	
• Access to Health and Wellbeing Infrastructure	
• Visual Amenity	

¹⁴ Transport Scotland, Scottish Transport Appraisal Guidance – Managers Guide, 2022, www.transport.gov.scot/media/50895/scottish-transport-appraisal-guidance-managers-guide.pdf

4.2 Appraisal against Established National, Regional and Local Policy Objectives

As previously stated, the Mobility Strategy is designed to align with and complement various national, regional and local strategies and policies. Each action was appraised against several key objectives, priorities, and targets which the Mobility Strategy will support the delivery of. A full comprehensive list of national, regional and local strategies and policies can be found in the [Let's Talk Transport Report](#).

The performance of each action against these policies and strategies was qualitatively assessed and assigned a score using a seven-point scale (see Table 3).

4.3 Appraisal against Feasibility, Affordability, and Public Acceptability

Alongside the STAG Criteria and Established Policy, the implementation potential of the actions was appraised in terms of feasibility, affordability, and public acceptability:

- **Feasibility** - the feasibility of construction or implementation and operation (if relevant) of an option and the status of its technology (e.g. proven, prototype, in development, etc.) as well as any cost, timescale or deliverability risks associated with the construction or operation of the option, including consideration of the need for any departure from design standards that may be required;
- **Affordability** - the scale of the financing burden on the promoting authority and other possible funding organisations and the risks associated with these. The level of risk associated with an option's ongoing operating or maintenance costs and its likely operating revenues (if applicable); and
- **Public Acceptability** - the likely public response is of importance at this initial appraisal phase and reference to supporting evidence, for example results from a consultation exercise should be provided where appropriate.

For this part of the appraisal, the performance of each action has been qualitatively appraised over three levels: **Minor, Moderate or Major** considerations. By 'consideration' it is meant that there may be potential negative or problematic issues which will require a certain level of investigation.

As this analysis highlights 'potential' issues only, the scorings of 'major considerations' have not necessarily led to an outright rejection of an action. The scoring has been considered in the overall context of the appraisal and further analysis of 'major' issues should be explored if the action is taken forward. As a result of the Preliminary Options Appraisal, **67 actions** in total were sifted out from the long list, having not contributed to one or multiple of the above appraisal criteria. In addition, actions were also sifted out if they had been consolidated into another action to address overlaps and repetition (see Table 5).

At the end of the Preliminary Options Appraisal, the final list totalled **164 actions**.

Table 5: Sifted out actions

ID	Description	Rationale for sifting out
9	Support partners working on Bridge of Earn/Oudenard sustainable transport improvements. The improvement options that have been submitted to Transport Scotland include appraisal work, for instance, a mobility hub, railway station and improved bus services.	Feedback provided post Mobility Board meeting on 22 March 2024
15	Support the delivery of Perth & Kinross Countryside Trusts rural active travel projects	Covered under ID199 in Final List
16	Support partners in the delivery of Cairngorms 2030, particularly focused on active travel links within and between Blair Atholl and Killiecrankie	Covered under ID112 in Final List
20	Encourage, support, and promote Community Transport Services to complement and support existing services	Covered under ID43 in Final List

23	Support consideration for an improved rail corridor between Dunfermline and Perth in the Strategic Transport Projects Review 2 - Edinburgh/Glasgow Perth/Dundee Rail Corridor Enhancements	Covered under ID117 in Final List
29	Regularly use Reclaimed Asphalt Pavement (RAP) and MacRebur (binder extenders from 100% waste non-recyclable plastics)	Covered under ID31 in Final List
30	Encourage the use of Durakerb, a recycled & recyclable lightweight kerb solution	Covered under ID31 in Final List
51	Develop a platform that allows for all upcoming work to be mapped across the responsible teams, in order to collaborate and align work streams. This will help find co-working opportunities, optimize spend and minimise disturbance to the existing live road network	Covered under ID28 in Final List
65	Support partners to improve public transport services in rural areas, ensuring adequate connectivity with employment, schools and services	Covered under ID67, ID81 and ID213 in Final List
66	Deliver well defined key corridors connecting Perth with rural neighbourhoods	Not well defined and covered under ID 68 and ID72 in Final List
69	Improve reliability of public transport and journey times	Covered under ID67, ID81 and ID213 in Final List
70	Provide further freight driver resting zones	Covered under ID38 in Final List
74	Reduce road accident casualties and achieve or better national road safety targets by mounting a regional road safety campaign	Covered under ID125 in Final List
77	Develop walking & cycling links to and within Perth city centre / rural areas to employment, health facilitates, services, leisure and tourism activities	Covered under ID72 in Final List
79	Support the provision of improved walking, wheeling and cycling access at public transport interchanges and on trains/buses	Covered under ID19 and ID22 in Final List
82	Identify and prioritise opportunities for enhanced provision of CCTV on vehicles and at key interchanges and corridors to increase perception of safety and encourage modal shift	Covered under ID41 in Final List
83	Identify and prioritise a programme of improvements and set appropriate standards for lighting provision at bus stops and interchanges as well as along active travel routes to increase perception of safety and encourage modal shift	Covered under ID41 in Final List
87	Monitor car parking near long distance bus and coach stops in order to facilitate rural interchange by providing small formal car parks next to bus stops where provision can be supported	Does not align with policy objectives
90	Provide information that allows for planning and comparing journey options, including sustainable/active travel options, along with guidance on reliability	Covered under ID89 in Final List
95	Introduce a Bike Hire Scheme with electric bikes to help residents or visitors overcome steeper inclines	Covered under ID44 in Final List
104	Improve accessibility for residents, visitors and businesses through improvements to the transport network	Sifted out at an early stage in appraisal as not well identified, too high-level and covered off in other actions
105	Provide an inclusive transport system which improves affordability and accessibility of public transport	Sifted out at an early stage in appraisal as not well identified, too high-level and covered off in other actions

106	Enhance choice and access to active travel and public transport	Sifted out at an early stage in appraisal as not well identified, too high-level and covered off in other actions
108	Engage with disabled people and organisations that represent them to agree priorities that will support improved door-to-door journeys and identify barriers to travel	Covered under ID93 in Final List
109	Continue to develop and implement bus priority measures under the Bus Partnership Fund to deliver bus priority on local roads	Covered under ID84 in Final List
112	Create new and/or improved active travel routes to connect smaller rural communities with nearby towns by using high-quality active travel infrastructure that segregates users from busy roads but makes use of quiet roads where appropriate	Covered under ID72 in Final List
113	Create new and/or improved active travel routes to connect PKC area with other regions, cities and major gateways, using high quality active travel infrastructure that segregates users from busy roads, but makes use of quiet roads where appropriate	Covered under ID17 in Final List
114	Build on existing programmes to deliver local, regional and national initiatives that provide encouragement, enablement and incentivisation for more people to make use of active and sustainable choices, such as walking, wheeling, cycling, public transport, shared mobility and Mobility-as-a-Service (MaaS)	Covered under ID144 in Final List
122	Monitor and evaluate the impact of active travel investment and levels of cycling to embed learning in future decisions and schemes	Covered under ID92 in Final List
126	Install speed indicators in areas of high deprivation to help mitigate higher than average crash casualties	Covered under ID103 in Final List
127	Develop an Open Space Strategy to develop scaled-up and nature-based solutions to enhance and increase open spaces, that are well managed, located and connected	Covered under ID128 in Final List
129	Continue to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options	Covered under ID111 in Final List
132	Encourage, promote and facilitate the roll out of digital infrastructure across PKC to unlock the potential of all our places and the economy by ensuring that the technology is universal, future-proofed and delivered universally, particularly in areas with no or low connectivity capacity	Covered under ID37 in Final List
135	Allow free parking for EVs in council-run car parks or on-street parking bays	Does not align with policy objectives
136	Ensure EV charging tariffs align with other Councils in the Tactran region and contribute to the national coordination of EV charging tariffs	Does not align with policy objectives
144	Invest in the further development of Urban Traffic Control, Real Time Passenger Information, bus priority measures, travel apps, active travel and a Mobility as a Service (MaaS) pilot across the Tay Cities area.	Covered under ID2, ID55 and ID84 in Final List
145	Explore feasibility of further Park & Choose facilities	Covered under ID173 in Final List

155	Ensure Transport Statements or Assessments are required for new developments to show that development proposals will not have an unacceptable adverse impact on existing transport infrastructure or services, and to determine whether any new transport infrastructure is required as a result of development	This is a planning process that should already be adhered to
157	Manage public greenspace and transport networks for biodiversity enhancement and habitat connectivity	Does not contribute positively enough to the TPOs
160	Improve public transport accessibility and network in rural areas by developing a hub and spokes model, where one central hub location caters for lots of smaller spokes for smaller outlying settlements and key visitor destinations	Covered under ID8 in Final List
162	Ensure new developments that involve significant travel generation are well served by and easily accessible to all modes of transport to reduce travel demand by car, and ensure a realistic choice of access and travel modes is available	Covered under ID49 in Final List
165	Ensure the design of streets considers the experiences of women who are more likely than men to have low incomes, be in insecure work and live in poverty, as well as being more likely than men to walk, be a passenger in a car or take a bus, and make multistop and multi-purpose trips	Covered under ID219 in Final List
167	Investigate the efficiency and optimisation of traffic management controls to optimise traffic flows to reduce congestion and local emissions	Covered under ID2 in Final List
170	Improve safety of all road users along trunk road network, such as the A9, by exploring options of dualling and provision of grade separated junctions	Covered under ID220, ID221 and ID222 in Final List
171	Provide accessible year-round toilet facilities in town centres	Covered under ID219 in Final List
174	Improve safety for people walking, wheeling and cycling across the trunk road network, such as A9 - potential to upgrade future grade separated junctions	Covered under ID220, ID221 and ID222 in Final List
175	Create public transport guides for residents / visitors across PKC that cover bus, rail and express coach services and ensure they are promoted widely	Covered under ID89 in Final List
178	Improve road signage and lay-bys to include information/picnic facilities, particularly in rural areas	Does not align with policy objectives
183	Ensure there is sufficient parking infrastructure at popular visitor attractions	Does not align with policy objectives
191	Implement improvements to parking enforcement	Covered under ID36 in Final List
192	Work with partners to implement EV buses and charging infrastructure	Covered under ID56 in Final List
193	Introduce cycling skill training for vulnerable groups	Covered under ID76 in Final List
194	Conduct audits of bus stop ancillary infrastructure across PKC. Carry out improvements based on findings	Covered under ID26 in Final List
197	Work with partners to develop a Green Health Prescribing Programme for Perth & Kinross	Covered under ID169 in Final List
198	Explore feasibility to pedestrianise town centres to create a physical focus and boost local economy	Covered under ID181 in Final List

200	Improve bus services frequency in evenings and weekends to encourage use of public transport	Covered under ID182 in Final List
202	Increase the accessibility of buses by accommodating wheelchairs, prams, cycles and persons with disabilities	Covered under ID124 in Final List
203	Re-purpose disused railway lines for active travel paths	Covered under ID203 in Final List
208	Remove barriers to existing cycle infrastructure and ensure new infrastructure ensures inclusive design standards for the elderly/ people with accessibility issues	Covered under ID219 in Final List
211	Reallocate road space/parking spaces for temporary or permanent public realm such as parklets	Covered under ID190 in Final List
212	Reallocate redundant spaces to pedestrians / urban realm	Covered under ID190 in Final List
214	Address impacts on freight and public transport operations through direct improvements/additional capacity at Broxden	Covered under ID74, ID220, ID221 and ID222 in Final List Reworded post PKC officer feedback
215	Implement by-passes for the villages/towns along A977. Then Implement widening of pavements and shared-use facilities	Covered under ID121 in Final List and scored negatively against two TPOS
216	Work with bus operators to ensure reliability, frequency, routes, operating hours, affordability of bus services	Covered under ID67, ID81 and ID213 in Final List
217	Develop a protected route for a railway line linking Fife and Kinross, including the reintroduction of rail to the north of Kinross, and incorporate in both PKC LDP and the Fife LDP	Sifted out based on PKC officer feedback
218	Explore the feasibility of expanding extent and capacity of existing park and ride sites such as Kinross	Covered under ID7 in Final List

5. Draft Action Plan

5.1 Developing Themes

The final list of actions were allocated into themes. Grouping similar actions from the final list makes the list of actions not only more digestible, but it will also help the next stage of the appraisal process.

The themes align with the six STPR2 recommendations and four NTS2 priorities as shown below in Table 6 and Figure 5 respectively.

Table 6: STPR2 Recommendations





STPR2 recommendations:	
<ul style="list-style-type: none"> Improving active travel infrastructure 	 <p>Reduces inequalities</p> <ul style="list-style-type: none"> Will provide fair access to services we need Will be easy to use for all Will be affordable for all
<ul style="list-style-type: none"> Influencing travel choices and behaviour 	 <p>Takes climate action</p> <ul style="list-style-type: none"> Will help deliver our net-zero target Will adapt to the effects of climate change Will promote greener, cleaner choices
<ul style="list-style-type: none"> Enhancing access to affordable public transport 	 <p>Helps deliver inclusive economic growth</p> <ul style="list-style-type: none"> Will get people and goods where they need to get to Will be reliable, efficient and high quality Will use beneficial innovation
<ul style="list-style-type: none"> Decarbonising transport 	 <p>Improves our health and wellbeing</p> <ul style="list-style-type: none"> Will be safe and secure for all Will enable us to make healthy travel choices Will help make our communities great places to live
<ul style="list-style-type: none"> Increasing safety and resilience on the strategic transport network 	
<ul style="list-style-type: none"> Strengthening strategic connections 	

Figure 5: NTS2 Priorities and Associated Outcomes

Each of the 164 actions in the Draft Action Plan have been grouped into 8 broad themes shown in Figure 6 below. The themes of all actions in the final Action Plan are shown in Section 5. of the final Action Plan document (Appendix 2).

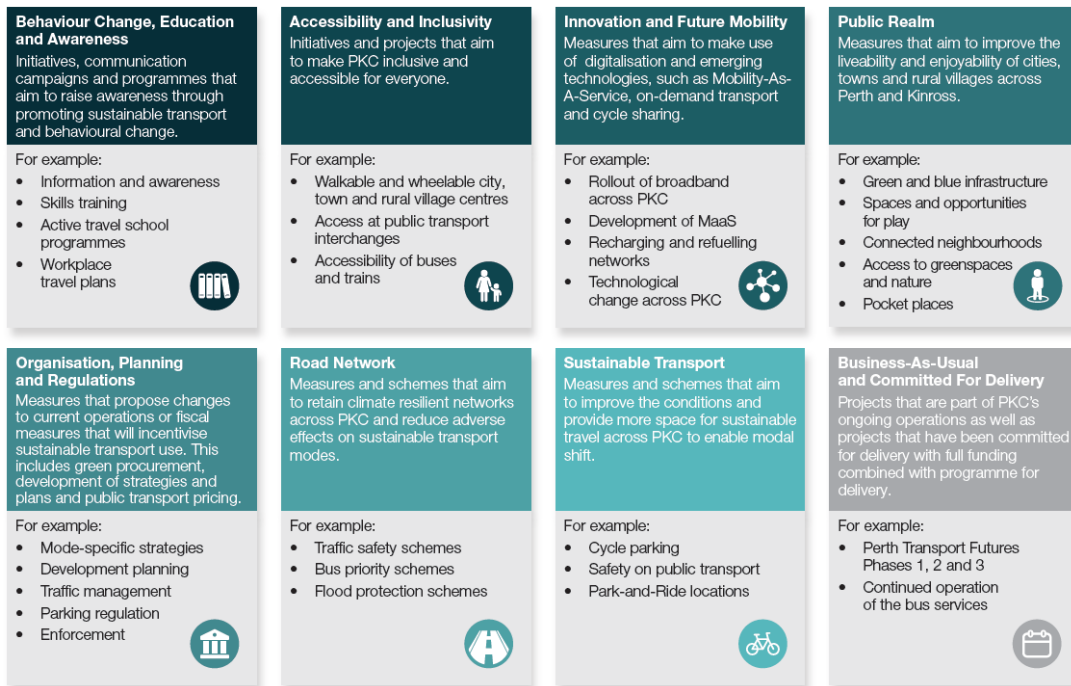


Figure 6: Draft Action Plan Themes

Each action has been grouped into one of 8 themes that best reflects what the action relates to, depending on mode or type of action.

Each of the actions could potentially be allocated under numerous themes as there are inevitable interdependencies in the final list of actions. Therefore, it is possible that **Strategic and Supporting Actions** are not within the same theme.

The list of actions in the Action Plan have also been broken down between Strategic Actions and Supporting Actions:

- a. **Strategic Actions** are those deemed significant and impactful in achieving the TPOs.
- b. **Supporting Actions** consist of granular actions intended to assist and support the delivery of the Strategic Actions.

In the Draft Action Plan, 45 actions have been identified as Strategic Actions and the remaining 120 actions have been allocated as Supporting Actions.



5.2 Timescales

Given the scope and magnitude of the Action Plan, actions will be developed and implemented over a 15-year timeframe. Some actions will require business case development and are dependent on external funding, while others can be executed in the short term.

During the Preliminary Options Appraisal of all actions in line with STAG, the feasibility of actions was considered (as detailed in Section 4.3 above). To consider actions in more detail, feasibility was broken down into three sub criteria of technology, timescale, and deliverability. Each of these three sub criteria were assessed against each action in the final list. Timescale was scored in line with the seven-point scale (see Table 3) in order produce an indicative timeline for the Draft Action Plan at this stage.

An indicative delivery timeline overview of all 164 actions per theme are shown in Table 7 below. Timescales have been estimated on the assumption that all actions have funding secured and are ready to be delivered.

Table 7: All Actions Delivery Timeline

All actions	FEASIBLE DELIVERY TIMELINE IF FUNDING IS AVAILABLE			Total
	1-4 years	4-8 years	8-15 years	
Behaviour Change, Education and Awareness	26	1		27
Accessibility and Inclusivity	3	5		8
Innovation and Future Mobility	13	8	3	24
Public Realm	4	2		6
Organisation, Planning and Regulations	29	5		34
Road Network	8	3	4	15
Sustainable Transport	19	11	4	34
Business-As-Usual and Committed For Delivery	15		1	16
	117	35	12	164
If you had the funding and were to start now, the action could be finalised in...	2025-2028	2028-2032	2032-2040	

An indicative delivery timeline overview of all 45 Strategic Actions per theme are shown in Table 8 below. Again, timescales have been estimated on the assumption that all actions have funding secured and are ready to be delivered.

Table 8: Strategic Actions Delivery Timeline

Strategic actions	FEASIBLE DELIVERY TIMELINE IF FUNDING IS AVAILABLE			Total
	1-4 years	4-8 years	8-15 years	
Behaviour Change, Education and Awareness	3	1		4
Accessibility and Inclusivity	1	2		3
Innovation and Future Mobility	2	2		4
Public Realm	1	1		2
Organisation, Planning and Regulations	9	1		10
Road Network	1	3		4
Sustainable Transport	4	4	1	9
Business-As-Usual and Committed For Delivery	8			8
	29	14	1	44
If you had the funding and were to start now, the action could be finalised in...	2025-2028	2028-2032	2032-2040	

6. Stakeholder and Public Consultation

The Draft Perth and Kinross Council Mobility Strategy Draft Action Plan was presented to the Climate Change and Sustainability Committee on 1 May 2024.

After the Committee approval, PKC undertook a stakeholder and public consultation exercise seeking feedback on the Draft Policy Document and Action Plan in the summer of 2024 (28 May – 28 July). The public consultation questionnaire covered questions in relation to the Mobility Strategy, Transport Planning Objectives and Action Plan. During the consultation period, the Mobility Strategy gained 72 responses. The responses, shown in Table 9, from the consultation survey show general support for the key aims and planning objectives of the draft Policy Document and Action Plan as well as the actions put forward.

Table 9: Public consultation survey responses

Question 1: To what extent do you agree/disagree that we have clearly explained why we need a Mobility Strategy for Perth and Kinross?

Option	Total	Percent
Strongly agree	21	29.17%
Agree	22	30.56%
Neither agree nor disagree	16	22.22%
Disagree	7	9.72%
Strongly disagree	3	4.17%
Not Answered	3	4.17%

Question 2: To what extent do you agree or disagree with the objectives of the Mobility Strategy for the Perth and Kinross transport network?

Option	Total	Percent
Strongly agree	16	22.22%
Agree	32	44.44%
Neither agree nor disagree	11	15.28%
Disagree	5	6.94%
Strongly disagree	3	4.17%
Not Answered	5	6.94%

Question 3: To what extent do you agree/disagree that the actions in the action plan are adequate to achieve the objectives for the Perth and Kinross transport network?

Option	Total	Percent
Strongly agree	10	13.89%
Agree	22	30.56%
Neither agree nor disagree	17	23.61%
Disagree	12	16.67%
Strongly disagree	5	6.94%
Not Answered	6	8.33%

While the structure of the Action Plan remains largely unchanged, feedback from stakeholders and public consultations have led to amendments made to actions in the final Action Plan. These changes include:

- **Rewording actions**
 - o Minor rewording of 87 actions, with 20 of them based on public consultation responses.
- **Splitting actions into new strategic actions**
 - o Total number of actions: 167 (164) → 3 new actions
 - o Strategic actions: 47 (44) → 3 new actions
 - o Supporting actions: 120 (120) → no change
- **Changing themes of actions**
 - o Total of 5 actions have been re-themed (+3 new actions)

- **Changing strategic-supporting action pairings**

- o Total of 3 actions have changed the action they are supporting (+3 new actions)

Subsequently, the final Action Plan includes 167 actions. An indicative delivery timeline overview of all 167 actions per theme are shown in Table 10 below. Timescales have been estimated on the assumption that all actions have funding secured and are ready to be delivered

Table 10: All Actions Delivery Timeline

		All actions Feasible delivery timeline if funding is available			Total
		1-4 years	5-8 years	8-15 years	
Theme	Behaviour Change, Education and Awareness	26			26
	Accessibility and Inclusivity	3	7		10
	Innovation and Future Mobility	12	8	3	23
	Public Realm	7	2		9
	Organisation, Planning and Regulations	29	5		34
	Road Network	7	3	4	14
	Sustainable Transport	19	12	4	35
	Business-As-Usual and Committed for Delivery	15		1	16
		118	37	12	167

If you had the funding and were to start now, the action could be finalised in...
 2025-2028 2028-2032 2032-2040

7. Appraisal

After the public consultation period, further work was undertaken on the final list of actions. This involved a more detailed consideration of the actions, including identification of indicative costs, potential funding sources and partners.

7.1 Indicative Cost

The costs allocated to the implementation of the Action Plan have been considered as the costs for PKC to carry out their part in the action implementation. However, it is recognised that in some instances, the total cost (cost for both PKC and partners) of implementing this action will likely be considerably higher than the indicative cost mentioned in the Action Plan.

The cost categories and their descriptions are shown in Table 11.

Table 11: Cost categories for PKC Mobility Strategy Action Plan

Indicative Cost	Description
Low	Small-scale infrastructure costs or transport studies/plans.
Medium	Infrastructure costs that are deliverable within existing budgets such as CWSR.
High	Major projects needing significant capital investment and external funding.
Very High	Major multi-year projects / programmes needing significant capital investment and external funding, potentially from multiple sources.

7.2 Potential Funding Sources

A list of potential funding sources are shown in Table 12. Each action within the Action Plan may have a number of potential funding sources.

Dependent on the cost and scope of the action, funding source can also be identified as “PKC Only” meaning that PKC would likely bear the full cost of implementing the action.

The list of potential funding sources provides an indication at the time of preparation of this Action Plan. It should not be viewed as a comprehensive list or as a commitment from external parties.

Table 12: Potential funding sources for PKC for the delivery of the Mobility Strategy Action Plan

#	Potential external Funding Sources for PKC
1	Broadband Providers
2	Bus Operators
3	Cairngorms National Park Authority
4	Car Club Operators
5	Cycling Scotland
6	Energy Saving Trust
7	Funding sources to be explored
8	Greenspace Scotland
9	Innovate UK
10	Loch Lomond & The Trossachs National Park
11	National Centre for Resilience
12	NHS Tayside
13	Paths for All
14	PKC Only
15	Private Developer Contributions
16	Logistics Operators
17	Scottish Environment Protection Agency (SEPA)
18	Scottish Futures Trust
19	Scottish Government
20	Sustrans
21	Tactran
22	Tay Cities Region Deal
23	Transport Scotland

7.3 Potential Partners

Potential partners, are shown in Table 13. Dependent on the scope of the action, several partners can be assigned to each action. When the delivery of the action can be implemented by PKC without partners, the partner has been identified as “PKC”. The list of potential partners provides an indication at the time of preparation of this Action Plan. It should not be viewed as a comprehensive list or as a commitment from external parties.

Table 13: Potential Partner Organisations for the delivery of PKC Mobility Strategy Action Plan

Type	#	Potential external Funding Sources for PKC
National	1	BEAR Scotland
	2	Broadband Providers
	3	Car Club Operators
	4	ChargePlace Scotland
	5	Community Transport Association
	6	CoMo UK
	7	Cycle Sharing Scheme Operators
	8	Cycling Scotland
	9	Demand Responsive Transport Providers
	10	Energy Providers
	11	Energy Saving Trust
	12	Federation of Small Businesses Scotland
	13	Greenspace Scotland
	14	Live Active Leisure
	15	NatureScot
	16	Network Rail
	17	Organisations delivering behaviour change initiatives
	18	Paths for All
	19	Police Scotland
	20	Rail Operators
	21	Scottish Environment Protection Agency (SEPA)
	22	Scottish Forestry
	23	Scottish Futures Trust
	24	Scottish Government
	25	Scottish Water
	26	Taxi and Private Hire Fleet Operators
	27	Transport Scotland
	28	Travel Know How Scotland
	29	Woodland Trust
Regional	30	Cairngorms National Park Authority
	31	HITRANS
	32	Loch Lomond & The Trossachs National Park
	33	Nestrans
	34	NHS Tayside
	35	SEStran
	36	Sustrans
	37	Tactran
	38	Tactran Freight Quality Partnership

	39	Tactran Liftshare
	40	Tactran Regional EV Steering Group
	41	Tay Cities Region
	42	Tayside Local Resilience Partnership
Local	43	Bus Operators
	44	Business Owners
	45	Centre for Inclusive Living
	46	Community Councils
	47	Community Development Trusts
	48	Community Organisations
	49	Community Transport Groups
	50	Parent Councils
	51	Perth and Kinross Countryside Trust
	52	Perth and Kinross Health and Social Care Partnership
	53	Private Developers
	54	Private Land Managers
	55	Private Parking Providers
	56	Schools
	57	Social Housing Providers
	58	Workplaces
	59	Road Operating Companies
	60	PKC

8. Delivery Plan

The final Delivery Plan sets out a bank of actions for delivery over the lifespan of the Mobility Strategy and brings together the work done in previous steps. A range of funding sources will be required to support the delivery of the Action Plan. Therefore, the Delivery Plan also provides indicative scales of cost and identifies potential funding sources for the delivery of the actions.

Not all actions within the Action Plan are solely within the remit of PKC and therefore successful delivery of the actions will involve a number of existing and new partnerships. Regardless, each of the actions has been worded in a way that enables for a team at PKC to progress the action implementation. In most cases, the action lead for each strategic action and its supporting actions will be one team. However, it may also be possible that a number of teams will need to deliver the actions in collaboration. The identification of the appropriate action leads will be carried out by PKC after the delivery of the final Mobility Strategy and Action Plan.

The 47 strategic actions with their supporting actions can be seen in Section 5 of the final Action Plan (Appendix 2).