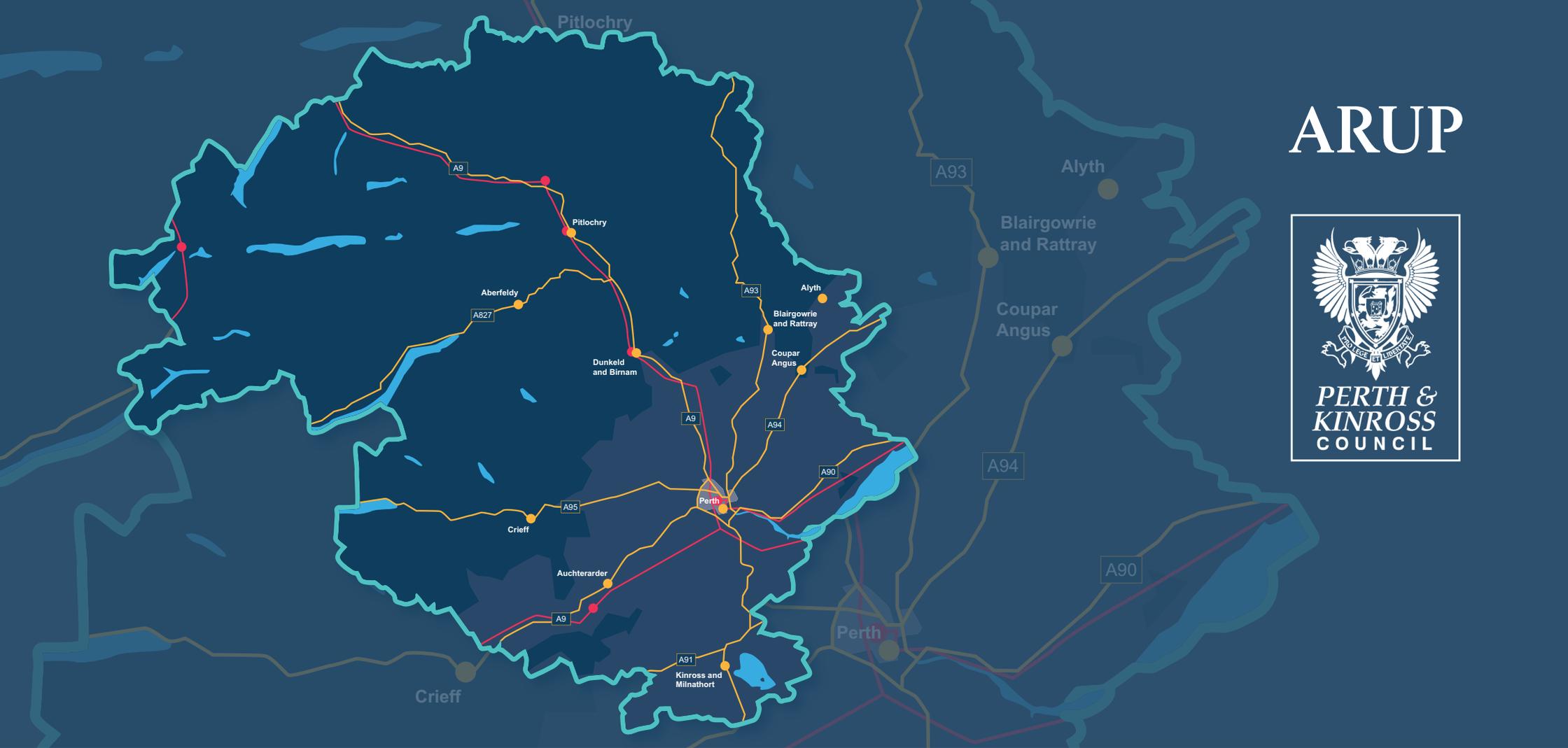


ARUP



Draft Mobility Strategy Action Plan

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



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Draft Mobility Strategy Action Plan

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- Purpose of This Document
- Policy Context
- Perth and Kinross Transport Network
- Methodology
- Document Structure

2. Developing the Draft Action Plan

- Case for Change
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- Developing the Long List of Actions
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3. Draft Action Plan

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- Next Steps

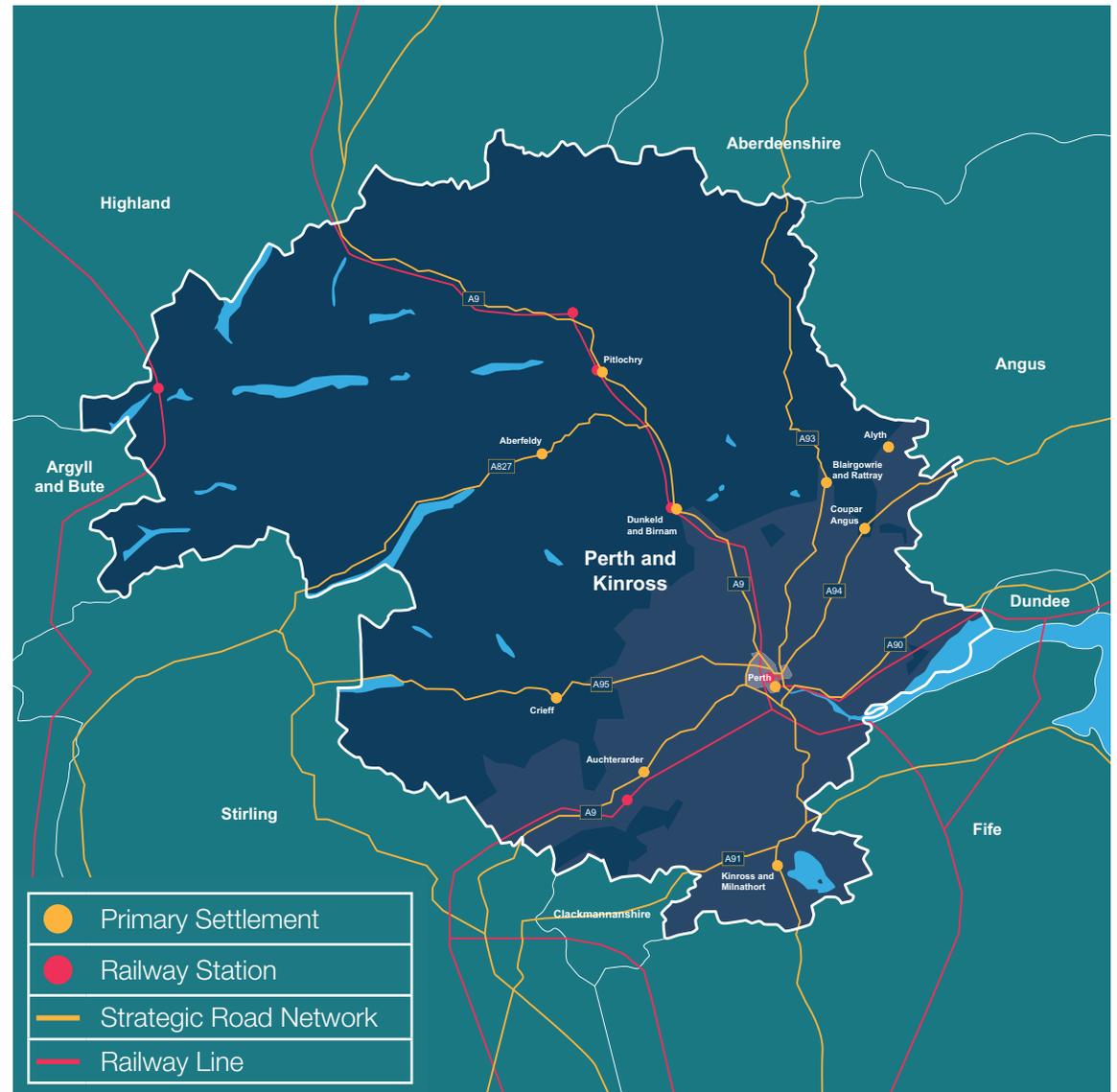
1. Introduction

1.1 Purpose of This Document

The Draft Mobility Strategy sets out Perth and Kinross Council's (PKC) vision for managing and developing the transport network. The Draft 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 Draft 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 Draft Action Plan has been developed in parallel with the Draft Mobility Strategy and sets out how PKC, alongside working partners, will prioritise its capital investment over the next 15 years. The Draft Mobility Strategy and Action Plan will be key in delivering two Corporate Plan priorities: tackling climate change; and a stronger and greener economy.



1.2 Policy Context

The Draft 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 Draft 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 Draft Mobility Strategy and Action Plan are designed to align with various national, regional and local strategies and policies. A full comprehensive list of strategies and policies can be found in the Let's Talk Transport Report.

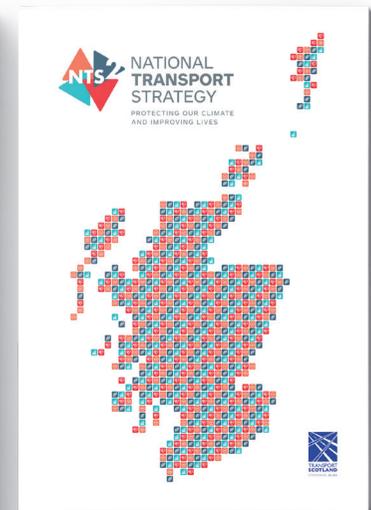
Local Housing Strategy



Local Development Plan 3



Mobility Strategy



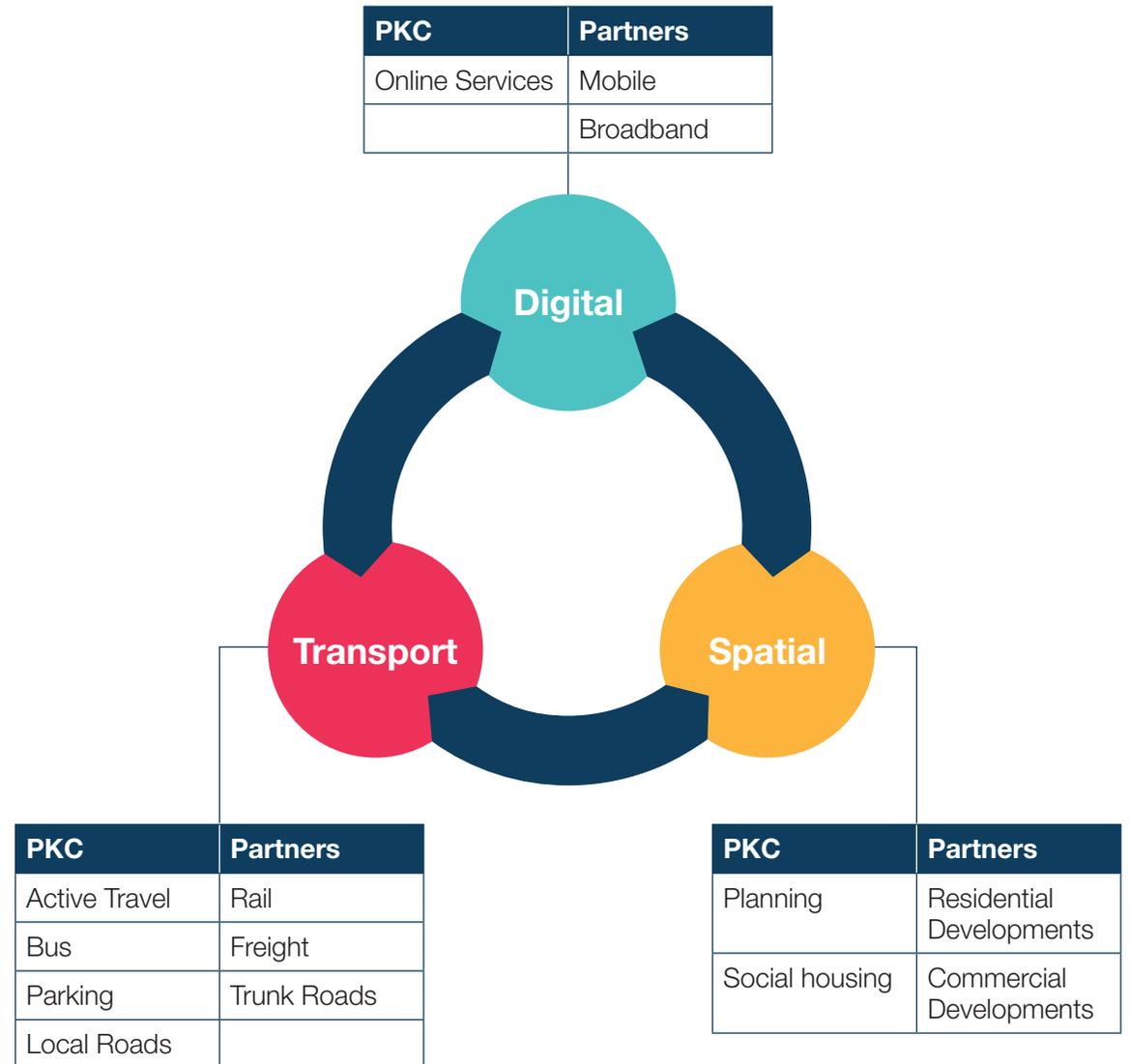
1.3 Perth and Kinross Transport Network

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



1.4 Methodology

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

The Draft 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 Draft Mobility Strategy.

1.5 Document Structure

This Draft Action Plan document has been prepared in conjunction with the Draft 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 Draft Action Plan. This covers the methodology steps one to four opposite.
- **Chapter 3: Draft Action Plan** – introduces the Draft Action Plan comprising the final list of actions allocated to eight themes.
- **Chapter 4: Next Steps** – explains the following steps in the preparation of the final Action Plan. This covers methodology steps six to eight opposite.

Steps to Action Plan Methodology



2. Developing the Draft Action Plan

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

2.1 Case for Change

To develop a robust evidence base to inform the Draft 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 Draft 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 Draft 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 Draft 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 Draft 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 Draft Mobility Strategy document.



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 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 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



2.3 Developing the Long List of Actions

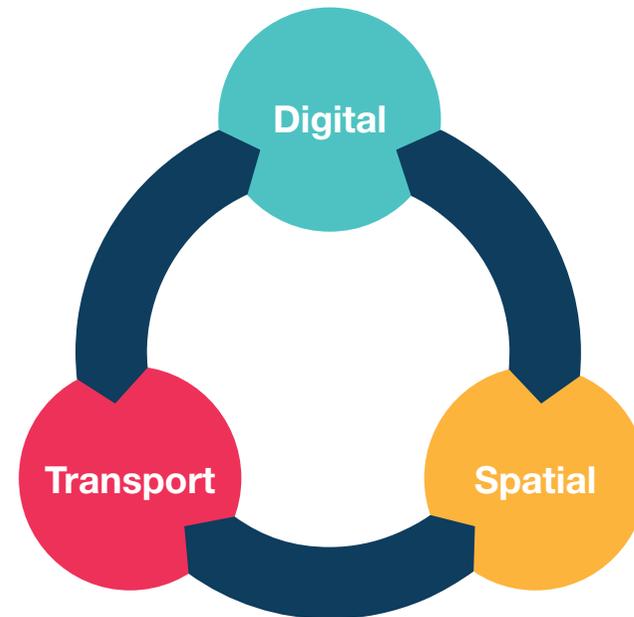
A list of potential actions was developed through analysis of the problems and opportunities identified through engagement undertaken. This formed the case for change. This ensures that the Draft Action Plan is promoting a problem-led and evidence-based approach.

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 **231 actions**.

In line with Local Transport Strategy Draft 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 Draft 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 Draft Mobility Strategy.



2.4 Developing the Final List of Actions

The Draft 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 231 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 Draft Action Plan is **164 actions**.



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2.5 Developing Themes

Each of the 164 actions in the Draft 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 the adjacent figure.

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	44
Supporting Actions	120

Timescales

Given the scope and magnitude of the Draft 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.

		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	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

Behaviour Change, Education and Awareness

Initiatives, communication campaigns and programmes that aim to raise awareness through promoting sustainable transport and behavioural change.

For example:

- Information and awareness
- Skills training
- Active travel school programmes
- Workplace travel plans



Accessibility and Inclusivity

Initiatives and projects that aim to make PKC inclusive and accessible for everyone.

For example:

- Walkable and wheelable city, town and rural village centres
- Access at public transport interchanges
- Accessibility of buses and trains



Innovation and Future Mobility

Measures that aim to make use of digitalisation and emerging technologies, such as Mobility-As-A-Service, on-demand transport and cycle sharing.

For example:

- Rollout of broadband across PKC
- Development of MaaS
- Recharging and refuelling networks
- Technological change across PKC



Public Realm

Measures that aim to improve the liveability and enjoyability of cities, towns and rural villages across Perth and Kinross.

For example:

- Green and blue infrastructure
- Spaces and opportunities for play
- Pocket places



Organisation, Planning and Regulations

Measures that propose changes to current operations or fiscal measures that will incentivise sustainable transport use. This includes green procurement, development of strategies and plans and public transport pricing.

For example:

- Mode-specific strategies
- Development planning
- Traffic management
- Parking regulation
- Enforcement



Road Network

Measures and schemes that aim to retain climate resilient networks across PKC and reduce adverse effects on sustainable transport modes.

For example:

- Traffic safety schemes
- Bus priority schemes
- Flood protection schemes



Sustainable Transport

Measures and schemes that aim to improve the conditions and provide more space for sustainable travel across PKC to enable modal shift.

For example:

- Cycle parking
- Safety on public transport
- Park-and-Ride locations



Business-As-Usual and Committed For Delivery

Projects that are part of PKC's ongoing operations as well as projects that have been committed for delivery with full funding combined with programme for delivery.

For example:

- Perth Transport Futures Phases 1, 2 and 3
- Continued operation of the bus services





3. Draft Action Plan

This chapter introduces the final list of actions for the Draft 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 164 actions can be found at the end of this document.



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.

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)	1
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

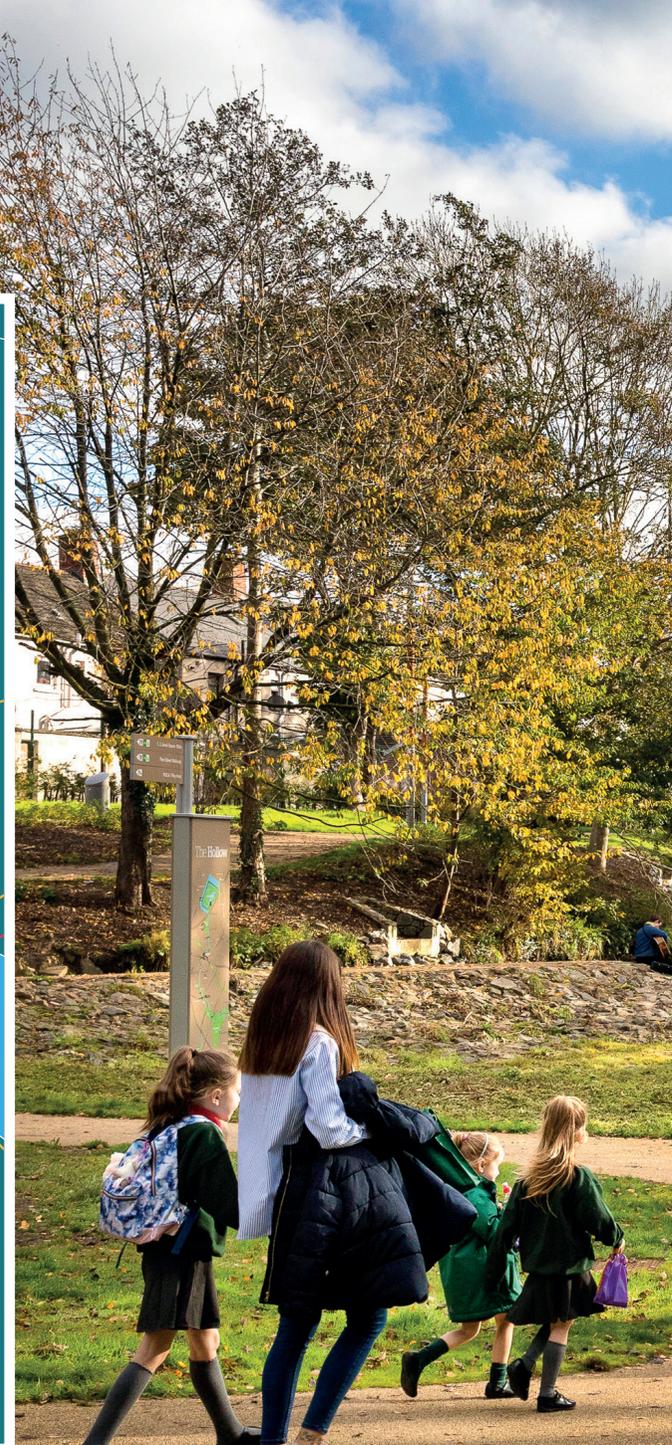
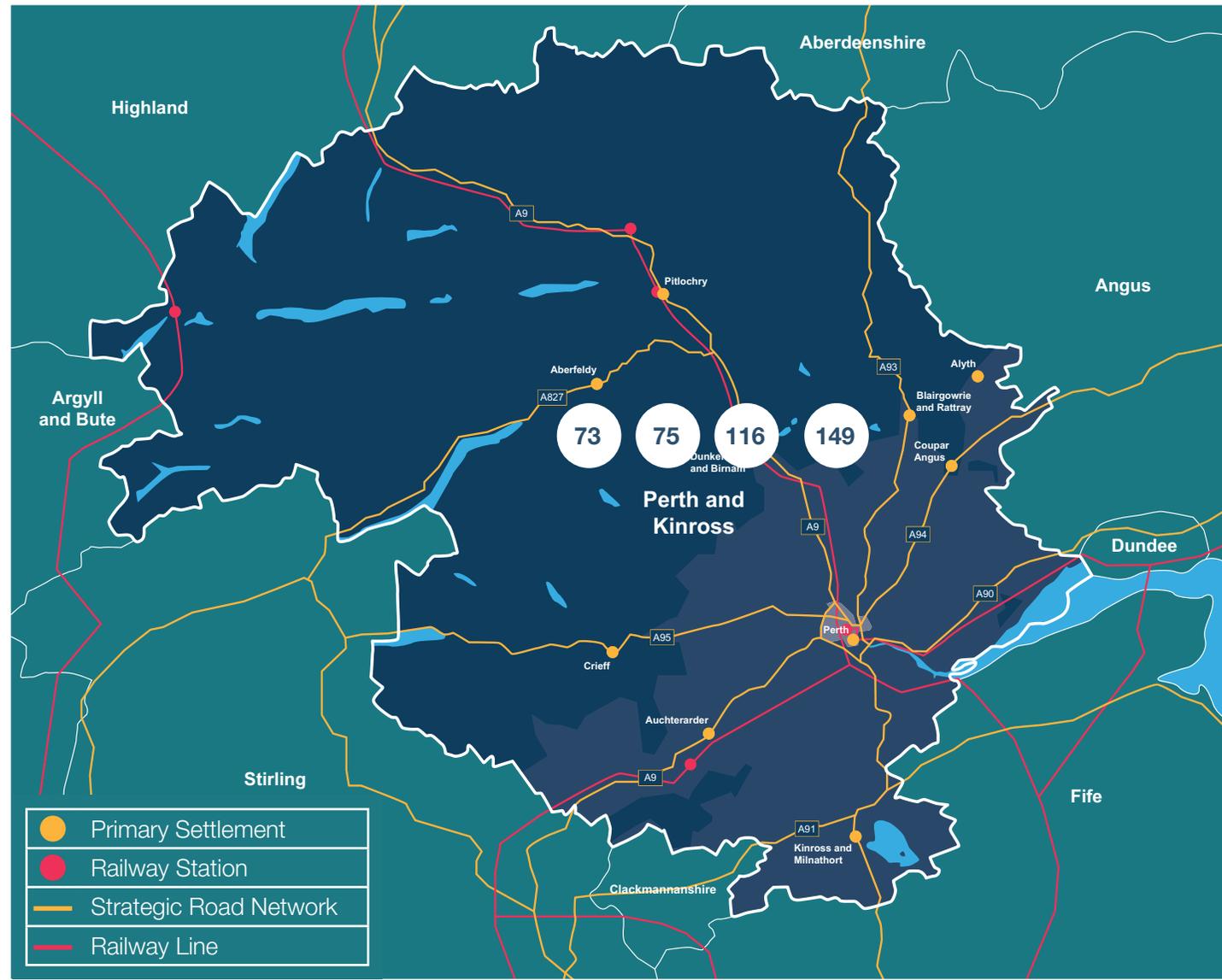
Total number of actions	27
Strategic Actions	4
Supporting Actions	23



Behaviour Change, Education and Awareness

Strategic Actions

- 73** Implement workshops and training as well as advertisement and promotional campaigns to increase awareness and the number of journeys made by sustainable travel modes.
- 75** Make transport to healthcare accessible for all, physically, socially and financially and undertaken by sustainable modes wherever possible.
- 116** Improve access to bikes (including adapted bicycles, e-cycles and cycle share) through a multi-faceted programme of actions to enable people to cycle (and also to support walking and wheeling as appropriate) and to give them confidence and skills to do so.
- 149** Undertake additional awareness raising activities when developing any specific project proposals and engage with community resilience groups and local communities.



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)	5
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	8
Strategic Actions	3
Supporting Actions	5



Accessibility and Inclusivity

Strategic actions

118

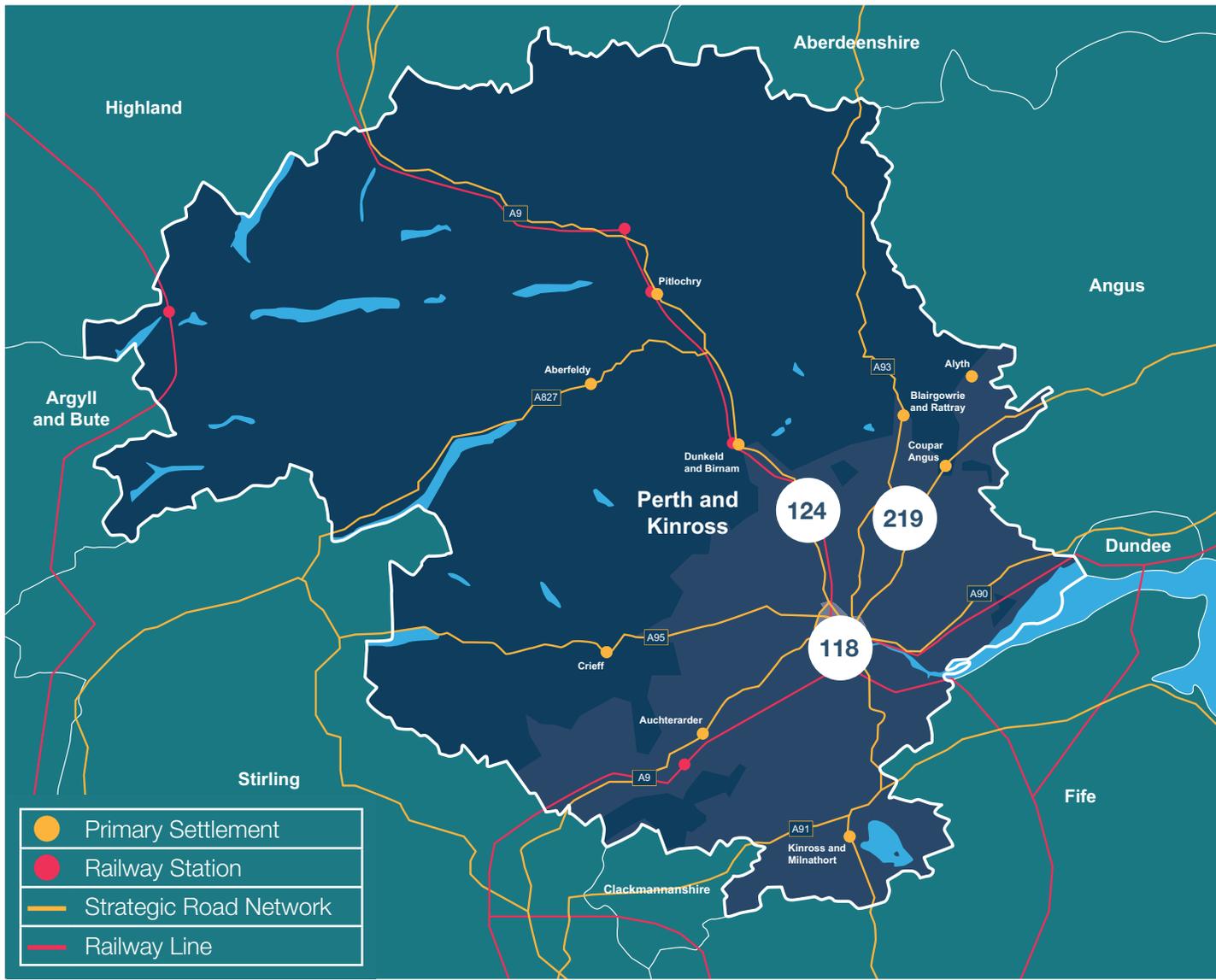
Build on infrastructure to provide access for all at public transport interchanges supporting Scotland's Accessible Travel Framework, to roll out a programme of interchange upgrades by focussing on improved infrastructure design to, and within, bus and railway stations, and improved information, signage 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 the elderly, women, disabled people and people with accessibility issues. Provide improvements that meet inclusive design standards for primary facilities and ancillary infrastructure, such as lighting, seating and toilets.



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)	13
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	24
Strategic Actions	4
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

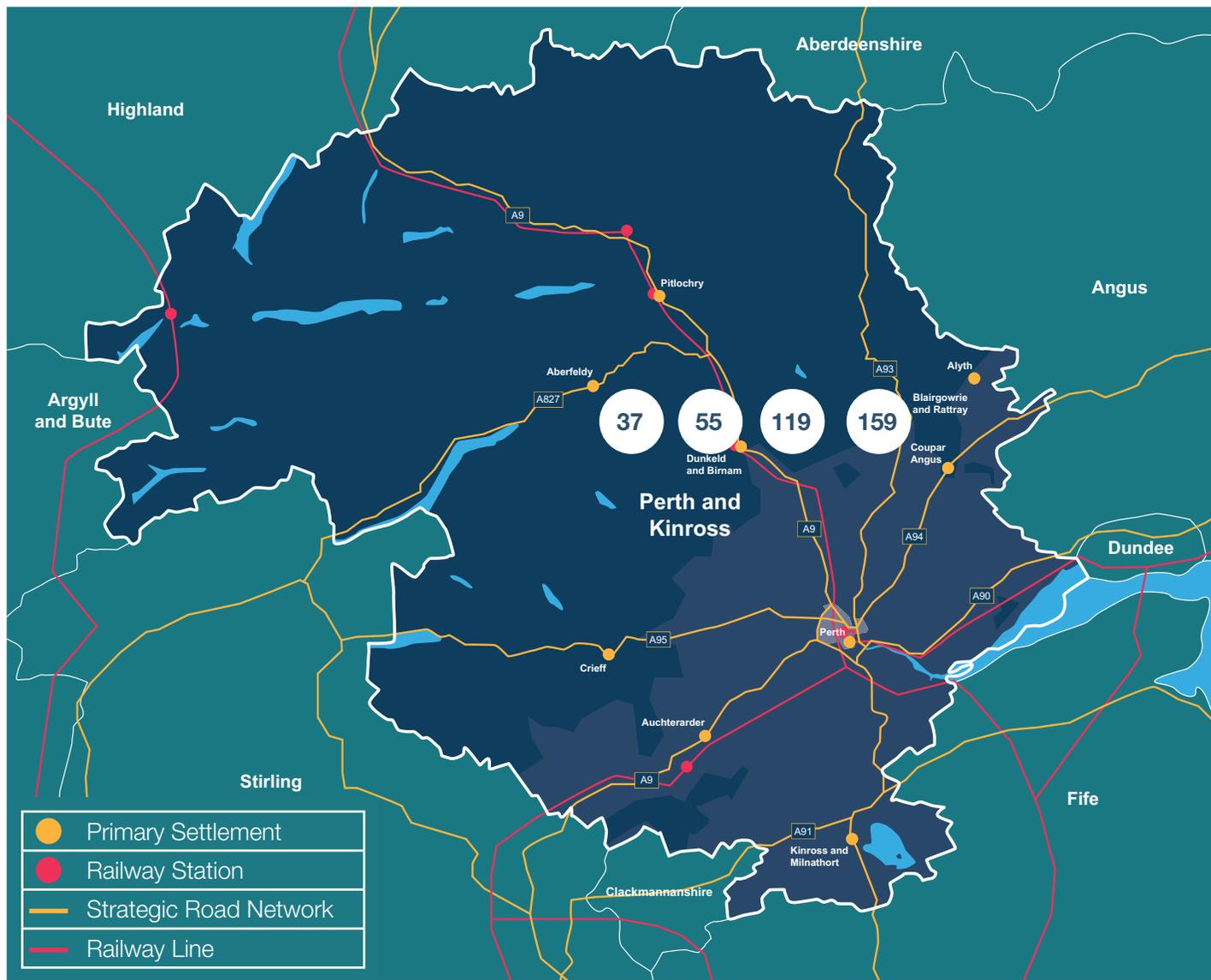
Support partners to develop and roll out Mobility-as-a-Service (MaaS).

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.

159

Develop a rural approach/equivalent to the 20-minute neighbourhood concept to enhance local accessibility, help tackle societal causes of inequality, and reduce social isolation and loneliness.



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 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)	4
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	6
Strategic Actions	2
Supporting Actions	4



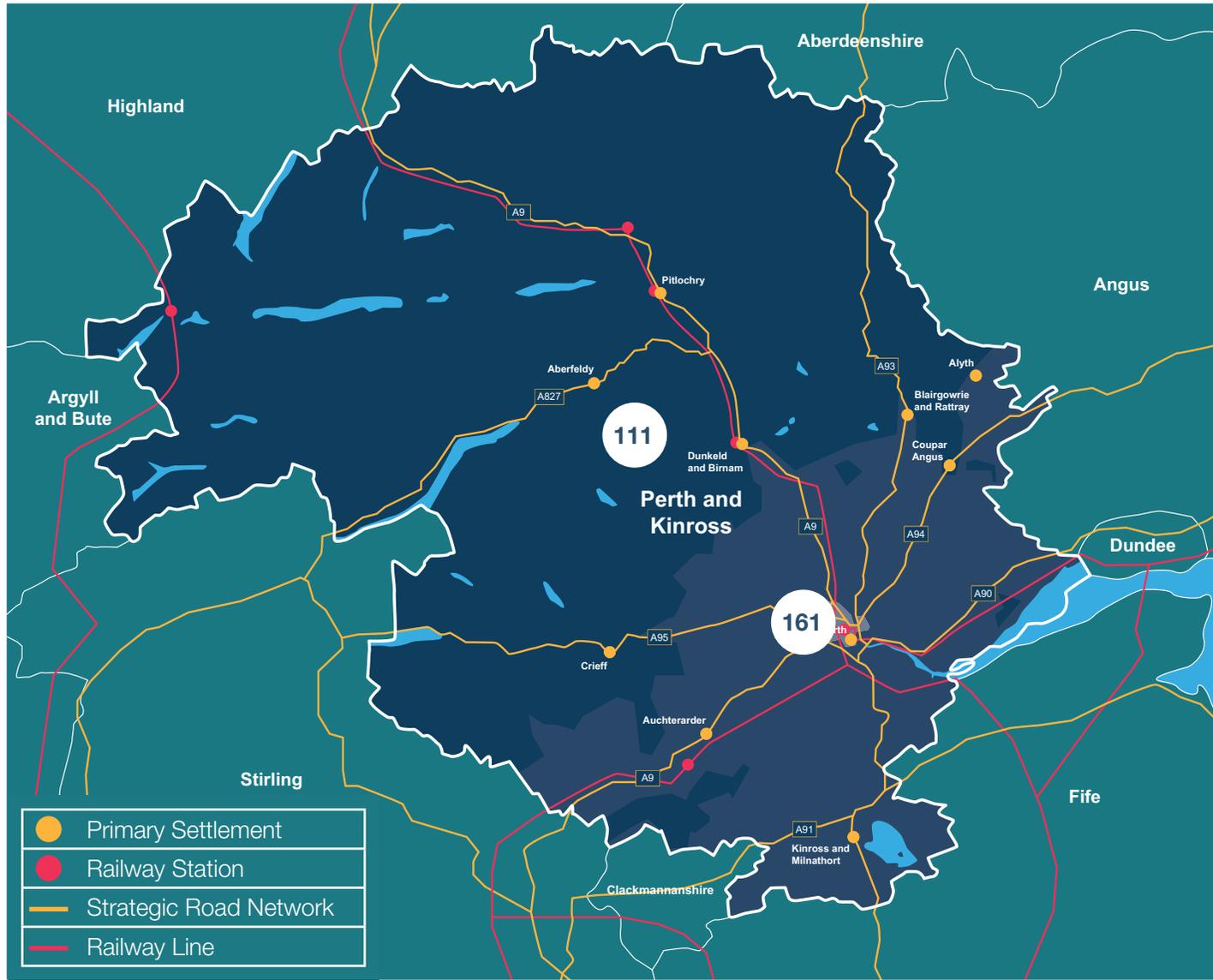
Public Realm Strategic Actions

111

Deliver connected neighbourhoods within towns and cities, the transport components of 20-minute neighbourhoods, 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.

161

Protect and incorporate green infrastructure across Perth and Kinross to promote active travel and make connections where possible to blue and green networks.



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 in line with Transport Scotland’s Active Travel Strategy Guidance (February 2023).
- 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.
- 42** Explore new bus powers (Transport Act 2019) which would enable Perth and Kinross to run council-run bus services, franchised bus services or enter into Bus Services Improvement Partnerships (BSIPs) with bus operators in the area.



Organisation, Planning and Regulations Strategic Actions

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 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 our sustainable and inclusive streets design guide. 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.

188

Develop a Public Transport Strategy to guide the development of the public transport system across 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)	8
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:

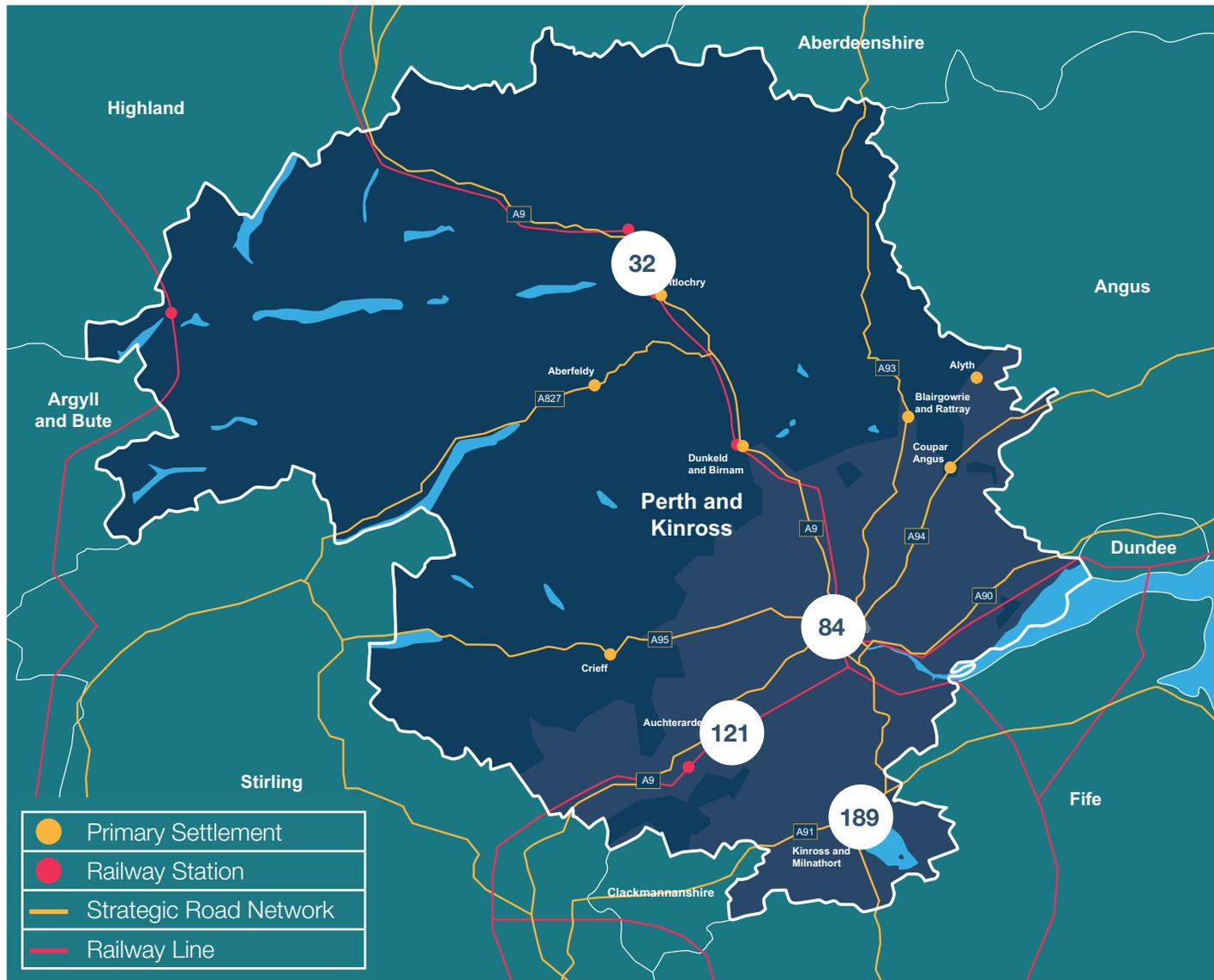
1. Strategic Actions are those deemed significant and impactful in achieving the TPOs
2. Supporting Actions consist of granular actions intended to assist and support the delivery of the Strategic Actions

Total number of actions	15
Strategic Actions	4
Supporting Actions	11



Road Network Strategic Actions

- 32** 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** 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.



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)	11
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	34
Strategic Actions	9
Supporting Actions	25



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 cycle parking across village, town and city centres. Ensure that cycle parking is secure and if feasible, covered.
- 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.
- 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

Strategic Actions

117

Support a programme of rail corridor 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.

173

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

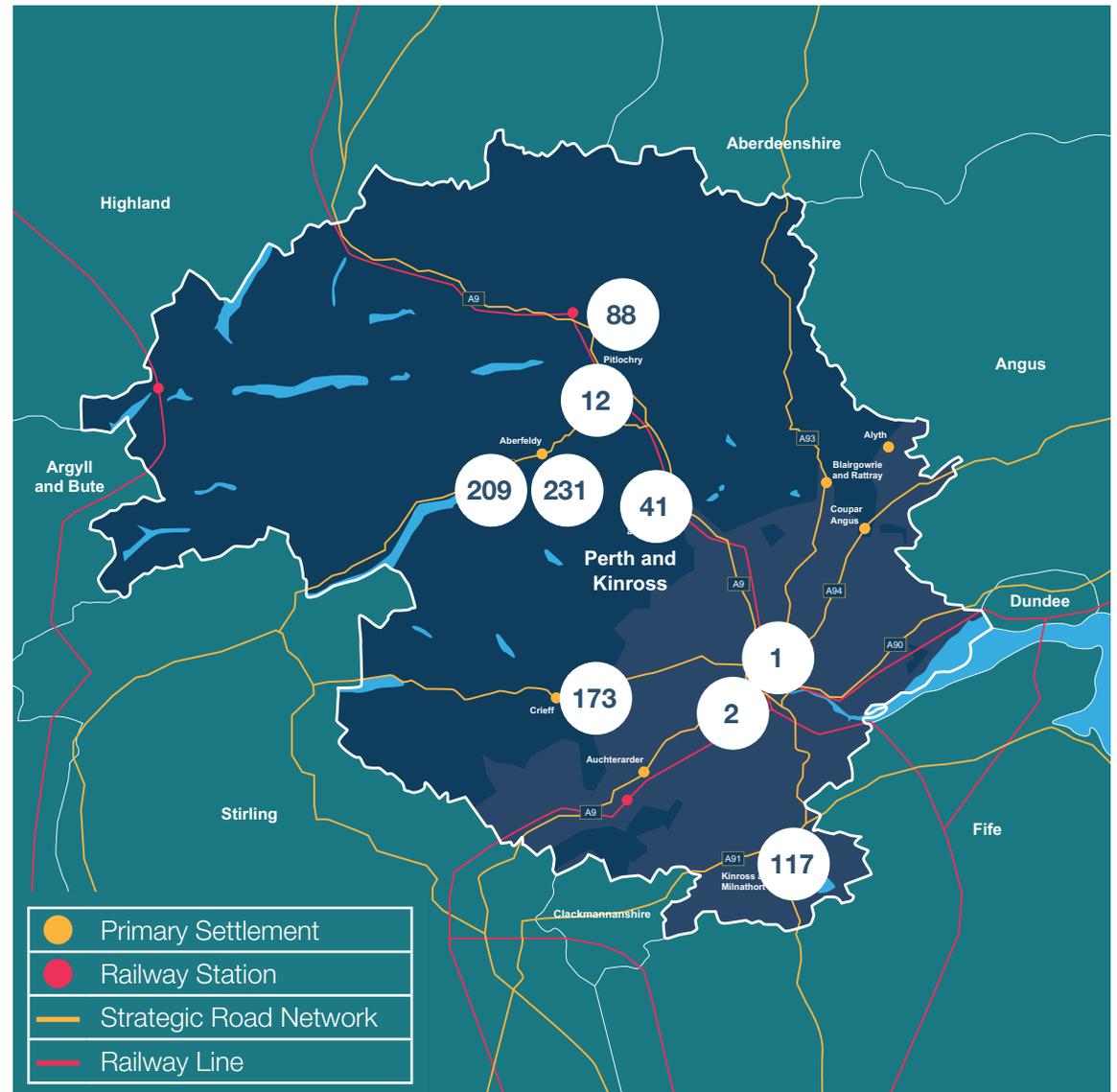
209

Work with rail and bus companies to improve the experience within train and 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.



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	8
Supporting Actions	8



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).

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 meeting the needs of the residents 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

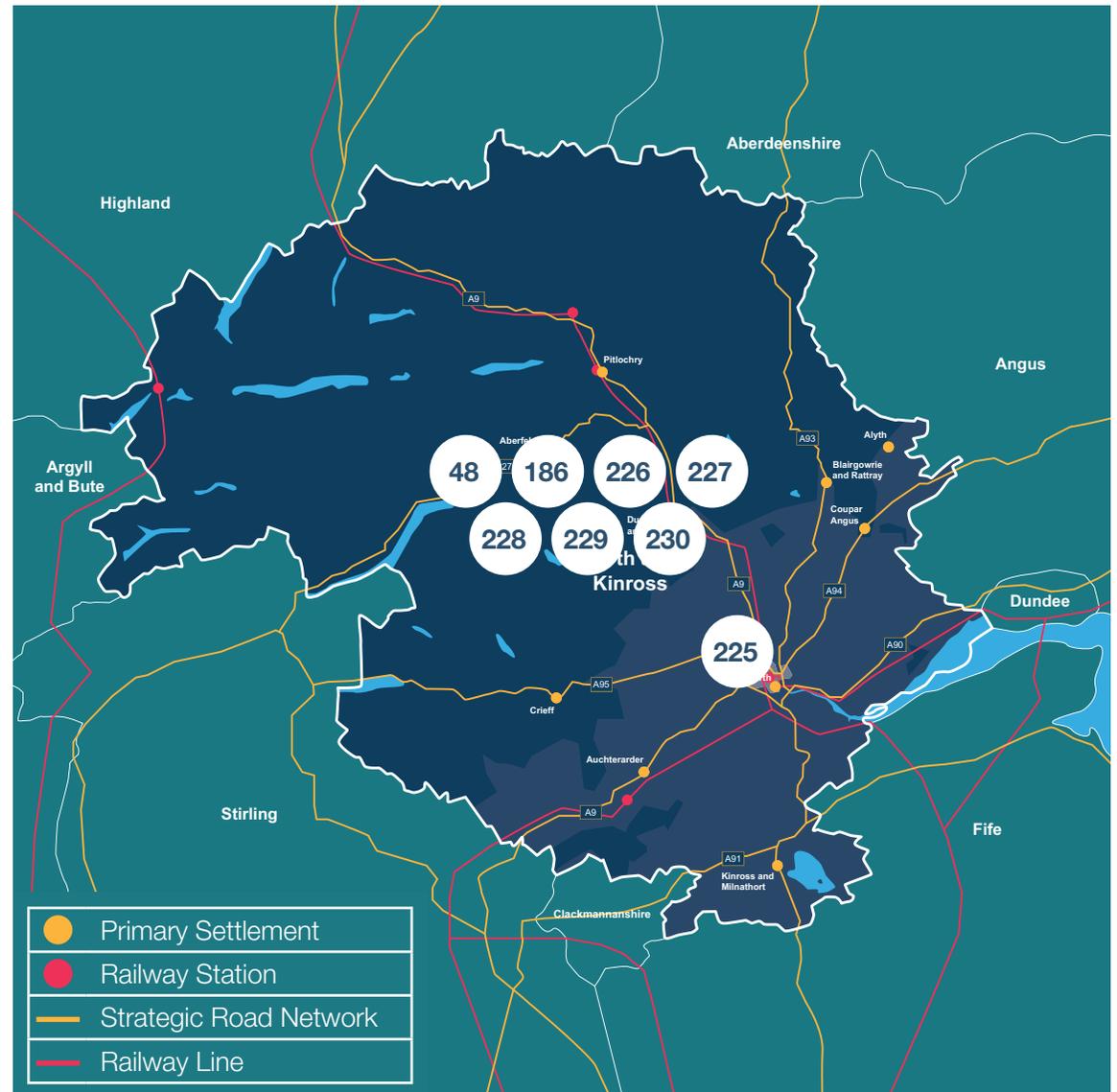
Continue the roll out of network improvements as part of Cycling, Walking and Safer Routes.

229

Continue to develop and deliver the implementation of on-going behavioural change initiatives. To date, PKC has matched funding from Paths For All through the Smarter Choices, Smarter Places Local Authority Fund. Initiatives have included, community engagement (Bikeability Officer, Community Active Travel Coordinator), bus improvement (Real Time Passenger Information screens and free bus days), and marketing and promotion activities. The future of this funding (given the closure of the Smarter Choices, Smarter Places Local Authority Fund) is to be communicated to PKC when available.

230

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



4. Summary and Next Steps

4.1 Summary

This document has explained the development of the Draft Action Plan as part of PKC's Draft Mobility Strategy, and introduced the final list of actions at the draft stage.

The Draft Action Plan is a working document which will be updated in Autumn 2024 following further public consultation and appraisal.

4.2 Next Steps

4.2.1 Public Consultation

Public consultation is an ongoing process and will continue throughout the appraisal of actions.

Following the development of the final list of actions with associated themes, PKC will conduct a second round of public consultation in Summer 2024.

4.2.2 Appraisal

Following the next round of public consultation, the actions in the Draft Action Plan will undergo further appraisal. This involves a more detailed consideration of actions, where the outcomes to inform decision makers and investment is presented.

4.2.3 Delivery Plan

The Draft Action Plan will set out a bank of actions that can be delivered over the lifespan of the Draft Mobility Strategy in an effective, coordinated and cost-effective manner.

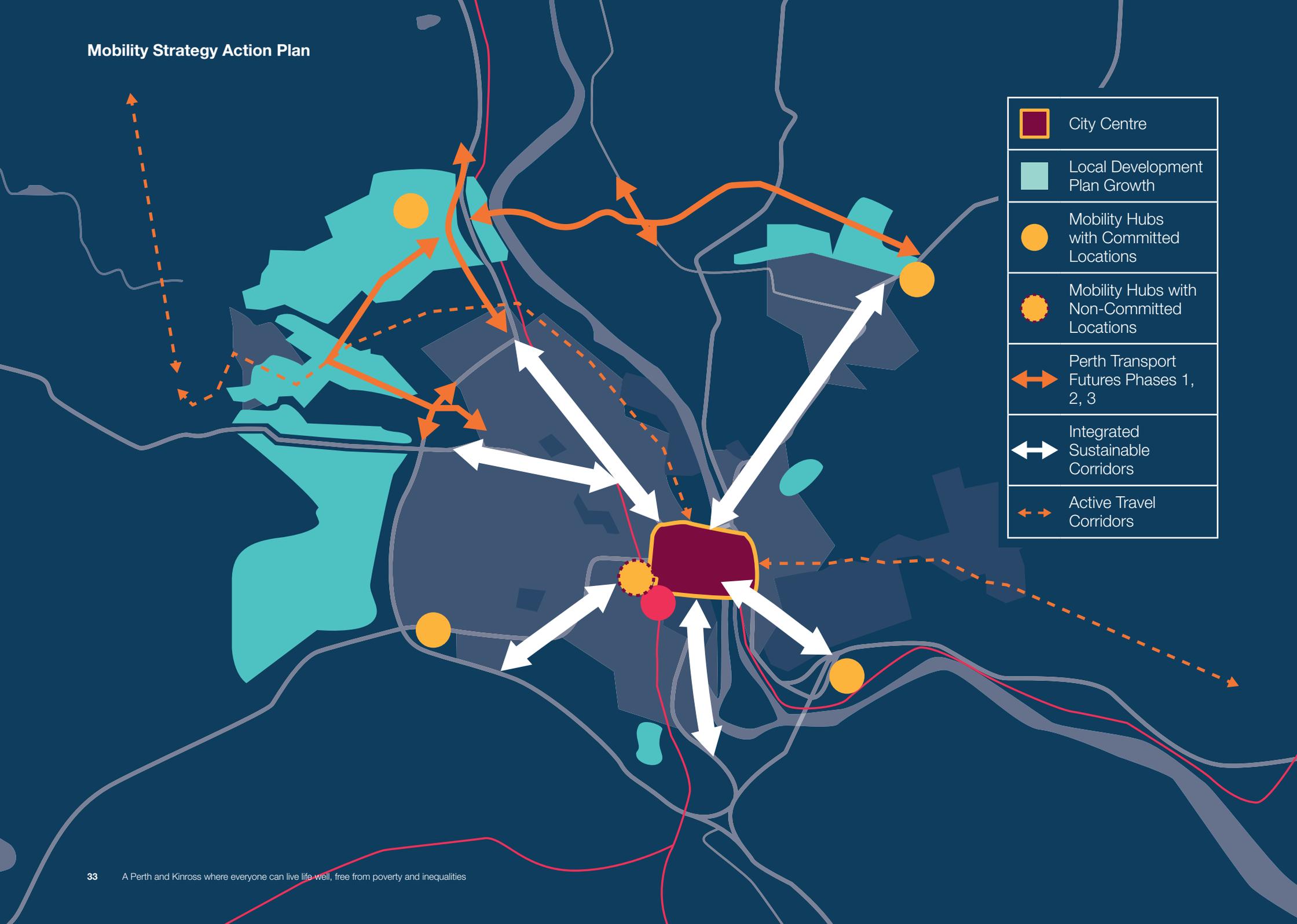
A mix of funding is required to support the delivery of the Draft Action Plan. Therefore, the Delivery Plan will also provide high-level costs and identify potential funding sources for the delivery of the actions.

In addition, not all actions within the Draft Action Plan are within the remit of PKC and therefore, the delivery of the actions will need to utilise a number of existing and new partnerships to successfully deliver the Action Plan. One of the key steps is identifying the appropriate partner organisations in order to align resources and, whenever possible, to speed up the delivery of the Action Plan.

The Draft Mobility Strategy will set 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.

An aspirational transport network for Perth City has been visualised overleaf.

Mobility Strategy Action Plan



	City Centre
	Local Development Plan Growth
	Mobility Hubs with Committed Locations
	Mobility Hubs with Non-Committed Locations
	Perth Transport Futures Phases 1, 2, 3
	Integrated Sustainable Corridors
	Active Travel Corridors

Full List of Actions

This is the final list of all 164 actions resulting from preliminary appraisal of the initial long list of 231 actions. The list is organised to show the 44 strategic actions with their supporting actions.

Not all actions IDs are present in the tables below due to some actions being sifted out during preliminary appraisal.

ID	Strategic Action	Theme	Timescale
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 (Perth to Scone)	Sustainable Transport	Medium

ID	Strategic Action	Theme	Timescale
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.	Sustainable Transport	Short

ID	Strategic Action	Theme	Timescale
11	Update the existing Active Travel Strategy in line with Transport Scotland's Active Travel Strategy Guidance (February 2023). This will adopt and combine the Mobility Strategies vision and objectives, Tactran's emerging regional active travel network, and the Perth Cycle Network Masterplan.	Organisation, Planning and Regulations	Short

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
14	Assess and review Core Path Plan path assets and deliver a programme of improvements.	Sustainable Transport	Long
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
18	Support partners in the delivery of National Cycle Network enhancements.	Sustainable Transport	Medium
72	Provide high quality (i.e. safe, segregated, direct) active travel infrastructure, focusing on the delivery of active freeways between Perth city centre / rural areas to employment, health facilitates, services, leisure and tourism activities, to encourage more people to walk, wheel and cycle more often.	Sustainable Transport	Medium
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
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
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
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
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

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
146	Improve/provide active travel crossings that can accommodate cycling over the River Tay.	Sustainable Transport	Long
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
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
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
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

ID	Strategic Action	Theme	Timescale
12	Continue to improve on- and off-street cycle parking across village, town and city centres. Ensure that cycle parking is secure and if feasible, covered.	Sustainable Transport	Short
ID	Supporting Actions	Theme	Timescale
207	Together with partners, explore the feasibility of providing secure off-street cycle parking at public transport stops and stations.	Sustainable Transport	Short

Draft Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale
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
ID	Supporting Actions	Theme	Timescale
138	Explore the provision of electric car club vehicles (and associated charging infrastructure) as part of new housing developments.	Innovation and Future Mobility	Short
141	Enable inclusion of an electric car sharing vehicle at the site of any significant charging infrastructure.	Innovation and Future Mobility	Short

ID	Strategic Action	Theme	Timescale
32	Continue to inspect, maintain and improve road structures across Perth and Kinross to retain climate resilient networks.	Road Network	Short
ID	Supporting Actions	Theme	Timescale
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
31	Encourage sustainable procurement options for large maintenance contracts.	Organisation, Planning and Regulations	Short
33	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

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
148	Ensure new / improved infrastructure avoids increasing flood risk and reduces risk of flooding.	Organisation, Planning and Regulations	Short
150	Integrate sustainable urban drainage systems in design and placemaking to reduce surface water flooding/run-off.	Innovation and Future Mobility	Short
221	Support 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
222	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
224	Ensure that the access of agricultural traffic is duly considered in infrastructure projects.	Road Network	Short

ID	Strategic Action	Theme	Timescale
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.	Organisation, Planning and Regulations	Short

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
36	Implement and enforce pavement parking in line with the Transport (Scotland) Act 2019.	Organisation, Planning and Regulations	Short
190	Explore potential of removing, reducing, reallocating on- and off-street parking across PKC to create space for sustainable and active travel and public realm.	Road Network	Short
204	Review pricing of parking.	Organisation, Planning and Regulations	Short

ID	Strategic Action	Theme	Timescale
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
ID	Supporting Actions	Theme	Timescale
39	Support trialling and the adoption of innovative technologies and techniques in line with MS objectives, improving digital accessibility and thus promoting and delivering investment in public and private sector services.	Innovation and Future Mobility	Short
61	Continue to support hybrid working, encouraging online video conferencing/training/meetings, reducing the need to travel for work, and providing the digital services required.	Business-As-Usual and Committed For Delivery	Short
151	Work with broadband providers to develop affordable, sustainable internet access, and with social housing providers to ensure tenants get 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

Draft Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale
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

ID	Strategic Action	Theme	Timescale
42	Explore new bus powers (Transport Act 2019) which would enable Perth and Kinross to run Council-run bus services, franchised bus services or enter into Bus Services Improvement Partnerships (BSIPs) with bus operators in the area.	Organisation, Planning and Regulations	Short
ID	Supporting Actions	Theme	Timescale
40	Lobby for central government ring fenced funding to improve Local Bus Services.	Organisation, Planning and Regulations	Short
43	Encourage, support and promote Community Bus Partnerships and Transport Services across PKC to provide a secure transport option for 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
177	Work with bus service providers to provide hopper bus services around towns and settlements to increase connectivity to key amenities and services.	Sustainable Transport	Short
180	Ensure there is a sufficient number of voluntary or paid bus drivers for community run buses in rural communities.	Sustainable Transport	Short

Draft Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale
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
ID	Supporting Actions	Theme	Timescale
47	Continue to enforce anti-idling.	Business-As-Usual and Committed For Delivery	Short
164	Keep “City Centre Traffic Management Review” under continual review. 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
223	Continue to monitor and model traffic flows across Perth City to understand the impacts of new developments and traffic management alterations.	Business-As-Usual and Committed For Delivery	Short

ID	Strategic Action	Theme	Timescale
55	Support partners to develop and roll out Mobility-as-a-Service (MaaS).	Innovation and Future Mobility	Short
ID	Supporting Actions	Theme	Timescale
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
44	Explore an e-bike share scheme by public or private operators, or by providing support to community action groups.	Innovation and Future Mobility	Short

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
45	Support and encourage partners and communities to establish Car Clubs.	Innovation and Future Mobility	Short
110	Develop smart, integrated ticketing and payment services, to modernise, simplify and enable convenience for passengers accessing public transport.	Innovation and Future Mobility	Medium
137	Pilot integrated parking and charging payments through an integrated mobility platform.	Innovation and Future Mobility	Short
139	Work 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
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

ID	Strategic Action	Theme	Timescale
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

ID	Supporting Actions	Theme	Timescale
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
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

Draft Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale
60	Update the Council's Corporate Travel Plan 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
ID	Supporting Actions	Theme	Timescale
52	Continue to encourage and promote the Council's car pool scheme as well as optimise the services convenience.	Behaviour Change, Education and Awareness	Short
62	Internally promote PKC Low Carbon Car Scheme and Cycle to work schemes.	Behaviour Change, Education and Awareness	Short
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

Draft Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale
67	Work with partners to ensure public transport is affordable to all, specifically for deprived communities.	Organisation, Planning and Regulations	Short
ID	Supporting Actions	Theme	Timescale
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
85	Explore the potential for providing further discounted travel schemes.	Organisation, Planning and Regulations	Short
107	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
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

ID	Strategic Action	Theme	Timescale
73	Implement workshops and training as well as advertisement and promotional campaigns to increase awareness and the number of journeys made by sustainable travel modes	Behaviour Change, Education and Awareness	Short

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
63	Promote Tactran lift share scheme through social media and communication platforms.	Behaviour Change, Education and Awareness	Short
64	Promote 'love my bus' through social media and Council communication platforms.	Behaviour Change, Education and Awareness	Short
76	Provide comprehensive cycle training for vulnerable groups at all life stages in accordance with PKC 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
89	Provide and promote travel information that is up to date and current, consistent, coherent, comprehensive (including routes, journey times, timetables, costs and facilities for all available modes), easily available, printable, usable, and tailored to users' needs including being available in both paper based and digital formats.	Behaviour Change, Education and Awareness	Short
96	Disseminate information and maps of cycle and walking routes throughout Perth and Kinross online and in map print format. To include locations of the Green Route Network, cycle rack locations, active travel networks.	Behaviour Change, Education and Awareness	Short
97	Work with schools to encourage them to have an up to date Travel Plan, and continue to provide support to schools for implementation of the actions within them.	Behaviour Change, Education and Awareness	Short
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
102	Promote Park-and-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

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
140	Work with car club operators to improve information (including in-vehicle information) on using electric club vehicles.	Behaviour Change, Education and Awareness	Short
163	Work with regional partners to further encourage development and employee use of Green Travel Plans in large employers.	Behaviour Change, Education and Awareness	Short

ID	Strategic Action	Theme	Timescale
75	Make transport to healthcare accessible for all, physically, socially and financially and undertaken by sustainable modes wherever possible.	Behaviour Change, Education and Awareness	Medium
ID	Supporting Actions	Theme	Timescale
158	Promote the health benefits of outdoor recreation and GP-led green health referrals.	Behaviour Change, Education and Awareness	Short
168	Establish Tayside Physical Activity and Green Health Network to develop pathways to support people to be active in their own community.	Behaviour Change, Education and Awareness	Short
169	Ensure everyone in Perth and Kinross has access to a social prescriber and link social prescribers to GP practices.	Organisation, Planning and Regulations	Medium
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

Draft Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale
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

ID	Strategic Action	Theme	Timescale
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

ID	Supporting Actions	Theme	Timescale
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

ID	Strategic Action	Theme	Timescale
111	Deliver connected neighbourhoods within towns and cities, the transport components of 20-minute neighbourhoods, 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

ID	Supporting Actions	Theme	Timescale
68	Create walkable and wheelable city centre and rural village centres with strategic connections.	Accessibility and Inclusivity	Medium
172	Develop pocket places in key areas with cycle infrastructure and maps / area information and public transport timetables.	Public Realm	Short

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
176	Improve connections between town centres and greenspaces.	Public Realm	Medium
181	Explore feasibility to pedestrianise village, town and city centres on a permanent/seasonal basis to create a physical focus and boost local economy.	Sustainable Transport	Short
206	Integrate art and design within projects to encourage active travel and enhance public realm by exploring ways to incorporate into empty spaces, into navigation/wayfinding, at public transport stations etc.	Public Realm	Short

ID	Strategic Action	Theme	Timescale
116	Improve access to bikes (including adapted bicycles, e-cycles and cycle share) through a multi-faceted programme of interventions to enable people to cycle (and also to support walking and wheeling as appropriate) and to give them confidence and skills to do so, such that they can make use of new or existing active travel infrastructure.	Behaviour Change, Education and Awareness	Short

ID	Strategic Action	Theme	Timescale
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	Sustainable Transport

Draft Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale
118	Build on infrastructure to provide access for all at public transport interchanges supporting Scotland's Accessible Travel Framework, to roll out a programme of interchange upgrades by focussing on improved infrastructure design to, and within, bus and railway 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
ID	Supporting Actions	Theme	Timescale
19	Conduct audits of bus stop and bus and rail interchange accessibility and security and support partners to deliver a programme of improvements to enable increased use and modal shift.	Accessibility and Inclusivity	Medium
24	Support partners to improve the accessibility of rail services and step-free stations.	Accessibility and Inclusivity	Medium

ID	Strategic Action	Theme	Timescale
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
ID	Supporting Actions	Theme	Timescale
25	Support Transport Scotland and partners in the decarbonisation of Scotland's passenger rail services by 2035.	Innovation and Future Mobility	Long
46	Support taxi and private hire fleets to decarbonise and move towards a low carbon fleet.	Innovation and Future Mobility	Long
53	Invest in a sustainable/Low Carbon Council fleet including charging/fuelling infrastructure.	Innovation and Future Mobility	Medium
54	Support partners in exploring hydrogen vehicles and refuelling facilities through the Tactran and Tayside Hydrogen Project.	Innovation and Future Mobility	Medium

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
56	Support bus operators to decarbonise bus services, with consideration to charging infrastructure and fleet.	Innovation and Future Mobility	Long
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

ID	Strategic Action	Theme	Timescale
121	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
ID	Supporting Actions	Theme	Timescale
120	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, atgrade roundabout and grade-separation) as well as junction rationalisation, realignment/widening of carriageways and provision of overtaking opportunities.	Road Network	Long
220	Support 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

Draft Mobility Strategy Action Plan

ID	Strategic Action	Theme	Timescale
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
ID	Supporting Actions	Theme	Timescale
210	Work with operators to provide on board audio-visual facilities on buses (including naming and announcement of bus stops) to improve accessibility for people with visual or hearing impairments.	Accessibility and Inclusivity	Short

ID	Strategic Action	Theme	Timescale
149	Work with local communities, key stakeholders and resilience groups in the co-design of projects to build better places together.	Behaviour Change, Education and Awareness	Short

ID	Strategic Action	Theme	Timescale
153	Ensure developments consider place and prioritise the needs of people before the movement of motor vehicles in line with our sustainable and inclusive streets design guide. 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
ID	Supporting Actions	Theme	Timescale
49	Prioritise active and sustainable transport by ensuring that new developments are located near key services (shops, schools, parks) and easily accessible by sustainable modes of transport to reduce the need to travel and minimise the use of unsustainable modes.	Organisation, Planning and Regulations	Medium
50	For areas and developments with no public transport services, enforce that the developer provides a subsidised service until passenger numbers become commercially viable.	Organisation, Planning and Regulations	Short

Draft Mobility Strategy Action Plan

ID	Supporting Actions	Theme	Timescale
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
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
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
154	Ensure developments consider the impact on the path network and be consistent with the Scottish Outdoor Access Code.	Organisation, Planning and Regulations	Short

ID	Strategic Action	Theme	Timescale
159	Develop a rural approach/equivalent to the 20-minute neighbourhood concept to enhance local accessibility, help tackle societal causes of inequality, and reduce social isolation and loneliness.	Innovation and Future Mobility	Short
ID	Supporting Actions	Theme	Timescale
184	Expand pavements to the houses on the edges of rural villages and towns.	Sustainable Transport	Long

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ID	Strategic Action	Theme	Timescale
161	Protect and incorporate green infrastructure across Perth and Kinross to promote active travel and make connections where possible to blue and green networks.	Public Realm	Short
ID	Supporting Actions	Theme	Timescale
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
130	Safeguard access rights and core paths, including active travel routes, and encourage new and enhanced opportunities for access linked to wider network. Protect and enhance green (land) and blue (water) infrastructure and their networks.	Organisation, Planning and Regulations	Short
156	Work with land managers to ensure existing woodlands are managed for a range of benefits including public access and biodiversity etc.	Organisation, Planning and Regulations	Short

ID	Strategic Action	Theme	Timescale
173	Explore potential for parking areas outwith town centres across PKC, including Park-and-Ride / Park-and-Choose.	Sustainable Transport	Short
ID	Supporting Actions	Theme	Timescale
3	Design and deliver a 'City Centre Mobility Hub' to provide an integrated transport hub in Perth City.	Innovation and Future Mobility	Medium
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
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

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ID	Supporting Actions	Theme	Timescale
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
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
86	Liaise with Planning Authorities to ensure that land identified as having potential for Park & Ride development is safeguarded within the appropriate Development Plan(s).	Organisation, Planning and Regulations	Short
185	Improve accessibility to park and ride services for non-car owners and car owners.	Sustainable Transport	Short

ID	Strategic Action	Theme	Timescale
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
ID	Supporting Actions	Theme	Timescale
205	Develop a seasonal maintenance plan for active travel facilities to clear them of overgrown vegetation, fallen leaves, snow and ice.	Organisation, Planning and Regulations	Short

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ID	Strategic Action	Theme	Timescale
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.	Organisation, Planning and Regulations	Short
ID	Supporting Actions	Theme	Timescale
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
71	Assess the feasibility of increasing freight transport by rail.	Organisation, Planning and Regulations	Medium
123	Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries.	Behaviour Change, Education and Awareness	Short
134	Engage widely across industries to create opportunities for changing technologies and innovations in logistics such as consolidation centres to reduce carbon emissions.	Innovation and Future Mobility	Medium
143	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

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ID	Strategic Action	Theme	Timescale
188	Develop a Public Transport Strategy to guide the development of the public transport system across Perth and Kinross.	Organisation, Planning and Regulations	Short
ID	Supporting Actions	Theme	Timescale
21	Explore options to align rural public transport services with rail services (timetabling).	Sustainable Transport	Short
22	Explore options to improve sustainable transport and active travel connections to bus and railway stations across Perth and Kinross.	Sustainable Transport	Medium
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
78	Support the development of inter-city bus coach services supporting links to Aberdeen, Inverness, Edinburgh & Glasgow.	Sustainable Transport	Short
80	Encourage the development of direct, 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
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
213	Work with partners to improve the reliability and frequency of bus services, particularly in rural areas.	Sustainable Transport	Medium

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ID	Strategic Action	Theme	Timescale
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
ID	Supporting Actions	Theme	Timescale
13	Explore universal speed limit reductions, 20mph across all residential streets along with further speed reductions.	Road Network	Short
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
103	Follow 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, with the aim of improving speed limit compliance and further enhancing safety across the road network.	Road Network	Short
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

ID	Strategic Action	Theme	Timescale
209	Work with rail and bus companies to improve the experience within train and bus stations by providing free facilities such as adequate seating, well maintained toilets, water refill stations and fast Wi-Fi.	Sustainable Transport	Short

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ID	Strategic Action	Theme	Timescale
219	Conduct an accessibility audit on all connections between key local services. The audit should focus on the experiences of underrepresented groups, such as the elderly, women, disabled people and people with accessibility issues. Provide improvements that meet inclusive design standards for primary facilities and ancillary infrastructure, such as lighting, seating and toilets.	Accessibility and Inclusivity	Medium
ID	Supporting Actions	Theme	Timescale
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

ID	Strategic Action	Theme	Timescale
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

ID	Strategic Action	Theme	Timescale
226	Ensure the continued operation of the public transport system meeting the needs of the residents across Perth and Kinross.	Business-As-Usual and Committed For Delivery	Short

ID	Strategic Action	Theme	Timescale
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

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ID	Strategic Action	Theme	Timescale
228	Continue the roll out of network improvements as part of Cycling, Walking and Safer Routes.	Business-As-Usual and Committed For Delivery	Short

ID	Strategic Action	Theme	Timescale
229	Continue to develop and deliver the implementation of on-going behavioural change initiatives. To date, PKC has matched funding from Paths For All through the Smarter Choices, Smarter Places Local Authority Fund. Initiatives have included, community engagement (Bikeability Officer, Community Active Travel Coordinator), bus improvement (Real Time Passenger Information screens and free bus days), and marketing and promotion activities. The future of this funding (given the closure of the Smarter Choices, Smarter Places Local Authority Fund) is to be communicated to PKC when available.	Business-As-Usual and Committed For Delivery	Short

ID	Strategic Action	Theme	Timescale
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

ID	Strategic Action	Theme	Timescale
231	<p>Make improvements within town and village centres to reduce car dominance and improve 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 improve sustainable and active travel choices to reduce congestion and local emissions.</p>	Sustainable Transport	Medium

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