Tactran Regional Transport Strategy 2023 – 2033

Update Note: January 2022

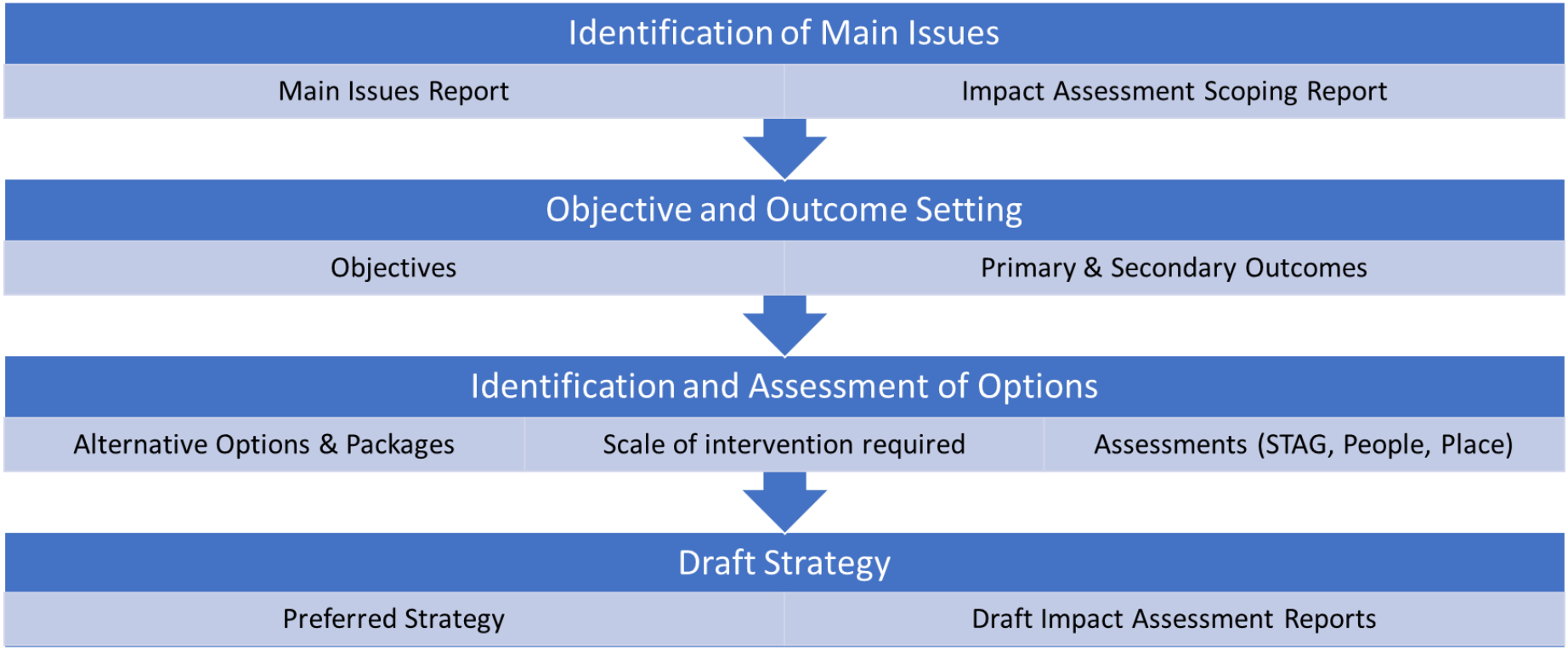
Tactran is one of seven Regional Transport Partnerships (RTPs) in Scotland, set up under the Transport (Scotland) Act 2005, comprising the council areas of Angus Dundee, Perth and Kinross and Stirling.

A key requirement under the Act is for RTPs to develop a Regional Transport Strategy to provide a strategic framework for transport management and investment for the area. Tactran is in the process of preparing a new Regional Transport Strategy covering 2023 – 2033.

tactran
Tayside and Central Scotland Transport Partnership

1. Developing a new Regional Transport Strategy

In writing a new Regional Transport Strategy (RTS), we are identifying the issues we need to address, developing objectives, then identifying and assessing options which could support those objectives before then developing a strategy for consultation.



2. Main Issues

In collaboration with our constituent Councils, a Main Issues Report was developed (PDF / storymap website) identifying:

- the social, environmental and economic priorities in the region
- the problems, issues and constraints for our transport networks in supporting the social, environmental and economic priorities.

Between June and August 2021 we consulted stakeholders and the public on the Main Issues identified.

Summary of the issues raised by stakeholders and the public

Responses were received from statutory agencies, third sector organisations, and the wider public.

Overall, more than 200 separate comments were received. The below provides a summary of those comments received for each of the consultation questions posed. A full report of the responses received is available on the Tactran website.

AVAILABILITY AND COST OF TRAVEL (RAISED REPEATEDLY UNDER Q1, Q2, Q3, Q4, Q5, AND Q6)

- There is dissatisfaction with the coverage, quality, frequency and reliability of public transport, particularly in rural areas. Without adequate public transport alternatives, many people feel faced with no alternative but to drive
- It was felt that public transport is too expensive with inconsistencies between the distance travelled and fare paid, particularly in relation to fares to rural areas, which are often felt to be disproportionately more expensive
- One of the main problems affecting buses has been amendments, reductions and withdrawal of some commercially provided bus services, particularly in the rural areas of the region. The most recent service withdrawals due to Covid19 were cited
- It was highlighted that demand responsive transport services do not entirely meet users' needs
- Problems of integrating modes and the ability of people to travel the 'last mile' were highlighted
- Respondents felt that greater emphasis on the issues faced by those without access to a car or van is required
- Respondents felt that access issues focused on work trips
- Access to key services, especially to healthcare, proves challenging
- The ability for young and at risk groups to access to jobs, training and services is a concern
- The difficulties for tourism workers to access work was highlighted

- The lack of transport on social inclusion creates viscous circles
- Respondents suggested scope for additional bus-based Park and Ride locations on the periphery of cities and towns alongside a reduction of on- and off-street car parking in the centres

CROSS BOUNDARY TRAVEL INTO AND THROUGH THE REGION (RAISED REPEATEDLY UNDER Q1, Q2, Q3, Q4, Q5, AND Q6)

- The absence of local stopping services connecting to the main lines was identified as a problem
- The lack of integration between rail and bus service timings was identified as a problem
- With both the Cairngorms and Loch Lomond and the Trossachs National Parks, the region is a destination for international travel, attracting around two and four million visitors each year respectively. Growing tourism has placed increasing pressure on the rural transport infrastructure across the region
- Businesses and individuals efficient and reliable journey times through the Tactran region to the central belt and beyond
- The need for rest and welfare facilities for hauliers was raised

THE ABILITY OF PEOPLE WITH MOBILITY DIFFICULTIES TO USE THE TRANSPORT NETWORKS (RAISED REPEATEDLY UNDER Q1, Q2, Q4, AND Q6)

- Responses highlighted the increasingly ageing population and considerable high levels of individuals with complex health needs – including those with hidden mobility difficulties - as a challenge

CENTRALISATION OF SERVICES; REDUCING THE NEED TO TRAVEL AND 20MIN NEIGHBOURHOODS (RAISED REPEATEDLY UNDER Q3, Q4, Q5, AND Q6)

- There is an ongoing need for integration between new developments and public transport services to ensure people can access them without using a car. Affordable housing, in particular, has to be located in areas with adequate public transport, cycling and walking links
- New development should be located to enable active travel, and also be used to join up walking and cycling networks
- Increasing number of domestic deliveries in residential areas. Are there more sustainable alternatives?
- Due to the rural nature of much of the region, many people are a long way from services, such as healthcare

GREATER EMPHASIS ON CLIMATE CHANGE (RAISED REPEATEDLY UNDER Q1, Q2, Q3, Q4, Q5, AND Q6)

- Climate change will impact on the region via disruptive events like flooding, landslides, drought, and heatwaves. Mitigation measures are therefore required
- Respondents highlighted the urgent requirement for transport strategies to act on climate change

UNCERTAINTIES OF FUTURE DEMANDS (RAISED REPEATEDLY UNDER Q5, AND Q6)

- Technology has advanced at a rapid pace and become integrated in our daily lives. Technology has made it possible to work from home, or across offices and locations. As technology develops, working practices may have a significant effect on not only the way that we travel, but also the need to travel
- Respondents identified the requirement to take account of emerging technologies to ensure that the Regional Transport Strategy plan appropriately for the people who live and work within the Tactran area. In this context, there is a potential need for the RTS to respond to technological change, which may include connected automated vehicles (CAVs), new alternative and clean fuel sources, smart phone integrated ticketing and legislative change
- As our means of travel change, transport strategies need to be aligned with digital and energy strategies
- Recognise that priorities that we identify now may change, for example as climate issues become more acute
- The Covid-19 pandemic may have shifted the way in which people work and travel. This may impact on the sustainability of our bus networks, and have consequences for school transport provision
- The pandemic has accelerated the growth in home deliveries (which has significantly increased the 'pallet' network)
- Respondents questioned whether our transport networks for autonomous and low emission vehicles?
- Are there opportunities for the region to be a 'test bed' for transport solutions to support/encourage businesses

IMPACT OF TRAFFIC GREATER EMPHASIS ON CLIMATE CHANGE (RAISED REPEATEDLY UNDER Q1, Q2 AND Q3)

- The traffic generated by increasing number of cultural and sporting events impacts on the region
- There are increasing pressure on rural roads and at popular locations from tourism
- Trunk and strategic road traffic create quality of life and health issues (severance, noise, air quality) for communities
- Does the dualling of the A9 have the potential to be a generator of trips?
- There is a need to promote sustainable and equitable access into and around the Loch Lomond and the Trossachs National Park

OTHER COMMENTS (RAISED UNDER Q6)

- Placemaking enhances the assets that are our towns
- The role of the RTS to support and inform land use planning

The responses were considered by the Tactran Board and the Main Issues Report will be revised to reflect issues not already covered in the consultation draft of the MIR.

Whilst it is difficult to summarise all the issues within a single table, Figure 1 seeks to summarise the key social, environmental and economic priorities and the problems, issues and constraints for our transport networks in supporting these priorities. The report to the Tactran Board in September includes a more detailed version of this table.

Figure 1: Summary of Main Issues	
Main Issues: Social, economic and environmental priorities	*Main Issues: Problems, issues and constraints in the region*

CLIMATE CHANGE PLAN
• To phase out the need for petrol and diesel cars and vans in Scotland by 2030
• To reduce car kilometres by 20% by 2030
	• Most trips made by car, not least due to;
	  • Rural nature of much of the area
	  • Few alternatives
	• Low % of trips made by low emission vehicles

CLEAN AIR FOR SCOTLAND • To meet national air quality directives	• Declared AQMA and LEZ areas
NATIONAL PLANNING FRAMEWORK • Net zero emissions • Resilient communities • Wellbeing economy • Better, greener places	• Much of the Region has higher CO_2 emissions per head of population than the Scottish average • Impact of traffic (severance / noise / air quality / safety) on communities • The resilience of strategic and lifeline routes/services
PUBLIC HEALTH PRIORITIES • To live in vibrant, healthy and safe places and communities • To have a sustainable, inclusive economy with equality of outcomes for all • To have a healthy weight and be physically active	• Communities with poor health • Road safety (actual and perception) • Ability to access to health services • Levels of active travel
FAIRER SCOTLAND ACTION PLAN • A Fairer Scotland For All • To End Child Poverty • Fairer Working Lives • A Thriving Third Age	• Availability and cost of transport to access jobs, education and services • The ability of people with disabilities to use our transport networks
SCOTLAND'S ECONOMIC STRATEGY • To stimulate inclusive economic growth • To create economic opportunity	• The importance of journey time reliability for business • The need to support the Region's growth locations & sectors • Availability and cost of travel to access jobs, training and education

3. Setting Draft Objectives and Outcomes

Considering the main issues, we identified four overarching draft objectives that the RTS will seek to support. These objectives mirror the four priorities guiding Scotland's second National Transport Strategy.

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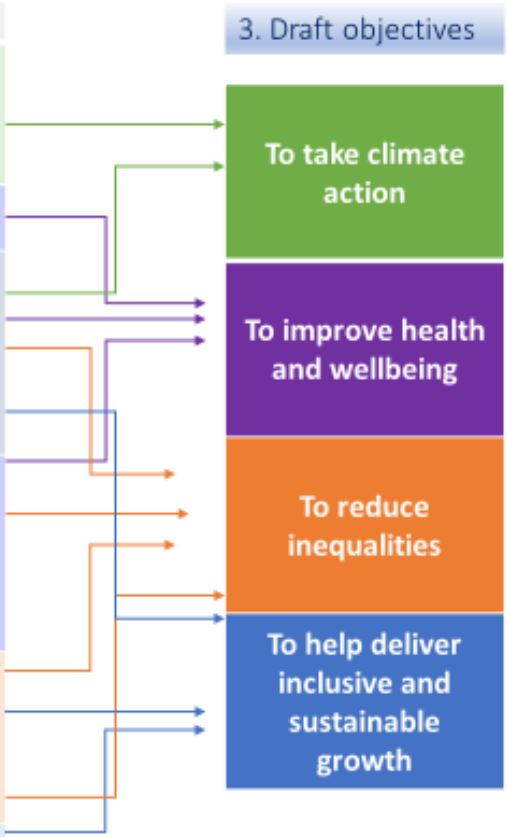
SCOTLAND'S ECONOMIC STRATEGY • To stimulate inclusive economic growth • To create economic opportunity	• Journey time reliability for business • Supporting growth locations & sectors • Availability and cost of travel



In referring back to the issues across the region, we then identified a set of draft outcomes to help focus attention on where the RTS needs to have the greatest impact.

Objectives (draft)	Primary Outcomes (draft)
To take climate action	Reduced greenhouse gas emissions
	Modal shift to more sustainable modes of travel
	Reduced car mileage
	Ensure our transport networks are resilient
To improve health and wellbeing	Reduced fatalities and injuries
	Improved air quality
	Improved ability for older people and disadvantaged communities to access healthcare
	Improved ability for the most vulnerable to access social activities
	Increased levels of physical activity
To reduce inequalities	Improved ability for young people, and disadvantaged & rural communities to access jobs, education and services
To help deliver sustainable, inclusive economic growth	Reliable inter and intra-regional journey times
	Improved ability for young and disadvantaged communities to access jobs, education and training

We will continue to work on the outcomes, to continue to refine where action will have the biggest impact against the objectives.

4. Next Steps

Option Identification and Consultation: Having identified main issues, draft objectives and draft outcomes, the next stage of the work will be to identify a long list of options that could help address the outcomes. We will develop this long list with the constituent councils, before undertaking a second public engagement exercise to seek your views on the options being considered. We would expect this next public engagement phase to be in summer 2022 after the local elections.

Option Appraisal: To understand the impact of the options, we are developing appraisal frameworks focused on the impact of interventions on People and Place. These appraisal frameworks will incorporate the requirements of the Strategic Environmental Appraisal, the Child Rights and Well Being Impact Appraisal, the Equality and Human Rights Impact Appraisal, the Health Inequalities Impact Appraisal and the Fairer Scotland Duty.

Draft Strategy: having considered your views on options and undertaken a proportionate appraisal of these options we will develop and consult on a draft strategy and impact assessment reports. This is unlikely to be until 2023.

For further detail on progress and next steps on developing a new Regional Transport Strategy, please refer to the reports submitted to the Tactran Partnership Board meetings.

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