Main Issues: Consultation Report

A1 All responses (Summary)

Who we've engaged with and had input
Transport Authorities: Transport Scotland; Network Rail; SPT; Sestran; Nestrans; HiTrans; Angus, Dundee, Perth and Kinross and Stirling Councils' transport officers; Fife Council; Angus MOWG; Perth and Kinross Mobility Board
Public Bodies: Loch Lomond and the Trossachs National Park Authority; Perth and Kinross Council Corporate Management Group; Tay Cities Heads of Economic Development; Stirling Economic Development; TayPlan Officers; Tay Cities Innovative and International Board; NHS Tayside; Forth Valley College; Scottish Enterprise; Abertay University; NatureScot; Dundee Health and Social Care Partnership
Community Planning: Stirling CPP; Angus CPP; Angus Transport Network; Stirling Area Access Panel; Forth Valley Multicultural partnership; Balquhidder and Strathyre Community Council; St Andrews University
Other transport bodies: Sustrans; Cycling Scotland; Living Streets; CoMo; Scottish Timber Transfer; Road Haulage Association; Scotrail
Third Sector: Royal Voluntary Service; Enable Scotland; Stirling Area Access Panel; Forth Valley Multicultural partnership
Public: Public questionnaire / social media
Who else we've invited comments from
Bus operators / Clacks / Falkirk Councils / Cairngorms NPA / Colleges / NHS Forth Valley
Community Councils; Equality networks (age / multi-cultural / disability networks / Dundee Health and Social Care / Dundee VVA); Community Rail Partnerships
Who partners have suggested for further engagement
Young people; Angus Health and Social Care Partnership; Dundee Transport Forum; Angus Life; Perth and Kinross Equalities Strategic Forum and Communities Equalities Advisory Group; Forth Valley College Sustainability Committee; MSIP; Eden Project; Scottish Enterprise; Universities; Emergency Services; Stirling Business Ambassadors Programme; Working with Dundee CoC / Scottish Enterprise (sector groups and Enterprise Forum)

Public responses

Who: 43 public responses: 48% from Perth and Kinross; 59% female; 81% over 30 years of age. One community council response.

Most popular comments:

- public transport (availability and cost) and access to services, most often healthcare (almost half of all responses)

- importance of prioritising climate change

- uncertainties of future demands

Issues not covered in main issues report:

- traffic impact of cultural and sporting events

- aging population and people with hidden mobility difficulties

- need to reflect more than just work trips

- increasing pressure on rural roads from tourism

- impact of lack of transport on social inclusion (viscous circles)

- possibility of changing priorities, esp as climate issues become more acute

Public Bodies and Agencies Responses

Public Bodies (Councils / RTPs)

Most popular comments:

- Cross boundary travel into and through the region

- Greater emphasis on climate change (and urgency of climate change) and implications of covid desired

- centralisation of services; reducing the need to travel and 20min neighbourhood principles

Issues not covered in main issues report:

- Efficient and reliable journey times through Tactran to Central Belt and beyond required (perishable goods / day trips in and out of Edin/Glasgow / access to international sea/air ports). Esp: A9 / A90 / M80 West Highland Line / Highland Mainline / ECML

- Implications for travel demands of an aging population

- The ability for young and at risk groups to access to jobs, training and services

- Greater emphasis on the issues faced by those without access to a car or van desired

- What more should councils be doing (development management to better prioritise active and sustainable travel / council services to support inclusivity and reduce need to travel / car clubs)

- Centralisation of services (exacerbates social exclusion and increases the demand for travel) vs 20min neighbourhood principles
- Tourism:
    - increase in regulated and unregulated tourism creating issues at popular locations
    - Access for tourism workers.
- Requirement to promote sustainable and equitable access into and around the Loch Lomond and the Trossachs National Park
- Placemaking enhances the assets that are our towns
- Fragility of the sustainability of our bus networks, and the consequences for school transport provision etc
- Transport networks of the future depend on digital and energy networks
- How fit are our transport networks for autonomous and low emission vehicles
- Current lack of HGV drivers is a problem and opportunity
- Home deliveries: Significant growth in pallet network
- HGVs required at some stage of the process
- Rest and welfare for hauliers
- Are there opportunities for the region to be a 'test bed' for transport solutions to support/encourage businesses
- Independence could bring similar uncertainties (positive/negative) as Brexit
- Is the A9 dualling a generator of trips?
- Concern re electric vehicles (safety for cyclists / does not eliminate all pollution)
- Focuses on travel to work trips, which does not reflect all trips (including leisure; tourism, shopping)
- Opportunities: land use integration / green infrastructure
- Little on the problems and opportunities of integrating modes and the ability of people to travel the 'last mile'
- Impact of trunk and strategic road traffic on communities
- The role of the RTS to support and inform land use planning

Social media responses

Who: Twitter and facebook advertising campaigns: 2041 clicks; 165 comments.
What people have said:
- Most comments appear to be negative about the transport network (lack of services; lack of integration between services; potholes; pointlessness of traffic restraint and road reallocation/cycle infrastructure)

Other points
- Some negative comments about pointlessness of consultation
- Many responses (from public agencies as well as public) concentrated on solutions
- Many comments from the public agencies about issues not being covered in the main issues report, when they were. One comment about it being difficult to find information in the storymap. Suggest that people use websites as a reference point, not something to be read from start to end.
- Cycling Scotland: EVs "should not be relied upon too heavily to achieve desired policy outcomes"

A2 Public responses (detailed)

Q1. Current travel demands: Have we captured the main factors which shape where (from/to) people and/or goods travel to and through the region?

Yes	
Yes	
Yes	
No	**Access/public transport:** I had a lifeline bus service 3days a week. Now I have nothing. I am 61 yes old bringing up 2 young children. I have severe visibility problems and hold a blue badge and a saltire badge will plus one. Trapped at home since lifeline bus taken off. It was saving for my mental health and community lifeline.
Yes	**Access/public transport**: Bring back rural trains please!
Yes	
No	**Freight**: Goods are barely mentioned. Huge rise in doorstep delivery, significant transit of HGV traffic through the region.
No	
No	**Maintenance**: All very well having a good road network but the upkeep of it is something that is very often overlooked and virtually every road we travel on in the area is full of potholes yet in Dundee City area they are much better maintained. **Access/Public transport**: Where we live, although the access to roads, rail and bus routes are excellent, we are forced to use a car as rail doesn't take you to the shops/supermarkets, only a car does (and both of us are mobility restricted).
Yes	**Resilience**: Global warming and rising sea levels will esp affect the current coastal road and rail links from Dundee both north and south. Even The Tay Bridge is under threat. SEPARATE projections This impacts the main rail link from London to Aberdeen. And electric trains would normally be considered an important element in reducing carbon. Also the Firth of Forth bridges and the River Forth floodplain up as far as Stirling are affected too. It would be short sighted and foolish not to make the reasonable projected effects of global warming the main part of this survey.
No	**Transport planning in isolation doesn't work**: Simply, the planning of transport in isolation is a non sequitur. As intimated, it is demand reliant i.e. industry, residential and retail. Moving people from somewhere to somewhere is an objective in constant flux. To presume to plan on creating transport channels doesn't work. Milton Keynes was planned on access to rail and road transport. While in the process of building, the government became aware that there was no water supply and no sewerage available. Water had to be pumped from the Thames, at massive cost and environmental disruption. Transport should be planned embodying current infrastructures so as not to alter the same. To assume a regional strategy is frivolous; we already have planning departments aware of current requirement; creating a quango with intent at takeover is fraught

	and illogical, bit of an ego trip? Fancy name though. To whom should we attribute this waste of effort?
Yes	**Access/public transport**: The 'main factors' may be represented but this area is far from 'main'. We have no bus service and small roads that are unsafe for active travel.
Yes	
No	**Ageing demographics**: Your demographic info is good, but no mention of a growing and ageing population who are living longer with more serious medical conditions. Also not commented on is an increase in the population of people with 'hidden disabilities' e.g., adhd, dementia, autism, dyspraxia, etc. All these categories of people will rey upon carers who could use cars instead of public services, particularly in rural locations. **Access / public transport**: With essential travel (medical and food), in rural Stirlingshire, there is no choice but to use personal transport. FVRH should not have been built in Larbert as it is not central or convenient to a large proportion of the population. For years we have been hearing about 'medical hubs with specialists including travelling consultants, which would reduce travel, but the only one we have is Callender.
Yes	**Access to healthcare vs benefits of centralisation**: You note the distance from hospitals that many now experience, more housing in outlying towns only makes this worse, however i do think that centralising specialist medical services in Dundee benefits medical treatment as young doctor are attracted to a teaching hospital abd having many experts in one site develops all and improves OOH services and cover . Visiting becomes an issue so the timing and affordability of public transport is crucial
Yes	
Yes	
Yes	
Yes	
Yes	**Current demands need to change:** But that only guides the future, it is imperative that the way people and goods move about changes dramatically to counter climate change.
Yes	
Yes	
Yes	**Roadspace reallocation increases pollution**: Yes they use the majority of priority roads ie A9 these roads are essential to all for coming and going to work shops etc. Example of idiocracy is to reduce the A9 Dunkeld Road from inveralmond roundabout to Perth city centre to 2 lanes from Gowan's terrace to city centre to incorporate a cycling lane, it has been shown by other cities that you increase pollution this way as cars at a near standstill instead of flowing as they do now, it also hinders emergency services because of said blockages

No	**Access / public transport:** Many people in Perth work in Fife and viceversa. No mention of improving the inadequte links to Fife (also the buses in Perth need to ne better to get to the station.) Working hours 8am to 6pm 2 mins from a station just now but still impractical. Journeys to and around rural areas are desired by the better off as well as the disadvantaged. eg for leisure
Yes	**Access / public transport**: Travel to hospital is a complete nightmare which results in use of private vehicles due to the lack of public transport from outwith Dundee
Yes	
Yes	
Yes	
Yes	**Access / public transport:** Public transport does not go to some of the main industrial estates and retail parks in the area. People need to use a car Fife they work there, or want to shop there.
Yes	**Access / public transport:** A major factor as to why people do not use public transport, especially in rural areas, is lack of connectivity. Within my area, we have to rely on the less than perfect Demand Responsive Transport (DRT) system, to take us some 5 miles to the nearest bus stop from where we can get a bus to Glasgow. Should we wish to take the train to Glasgow, we need to take a separate bus to the nearest train station, some 8 miles away. None of these services link up with the other's timetables. Therefore, a trip to Glasgow and back (excluding any time spent in Glasgow) can take 3 hours or more, depending on whether or not you are lucky with the scheduled times of the connecting services. By car, Glasgow city centre is 18 miles away from my local area, and a return trip (excluding any time spent in Glasgow) takes 90 minutes. Factor in waiting in the rain on cold station platforms or bus stances with bags of shopping, and taking public transport to Glasgow is really not an option.
Yes	
Yes	**Access / public transport**: Public transport is important in terms of frequency and affordability.
No	Park and ride at lower Broughty Ferry road and reopen stanereste train stop . Park and ride from arbroath road by balgillo
No	**Journey times**: Perth's & Dundee's major roads are numerous large roundabouts that create bottlenecks not allowing travellers to bypass cities & thereby avoid pollution through slowing traffic down, sometimes in the hope that custom can be created for local businesses. This is a ludicrous argument that should be void. People should have a right to choose where and when to stop. Creating flowing traffic past cities reduces journey times, tiredness and accidents plus pollution caused by traffic. When will politicians learn and listen thereby allowing planners to provide the better options of choice for all travellers. Such considerations affect tourism and business in a negative way whereas shorter journey times actually enhance tourism and travel in a given area. E.g. compare travelling times of the old A9 before the current A9 all the way north to Thurso & Wick before the current

	dualling which will help but having large roundabouts at DUNBLANE, PERTH, DUNDEE & INVERNESS detracts from such purposes!
Yes	
Yes	**Disability:** Social exclusion by limited physical mobility being a major reason why some people seldom travel.
Yes	
Yes	**Access / public transport**: You allude to the issue of poor rural service which is my issue. I would happily travel to work by bus if it was regular and reliable, with good connections to other services. At the moment it could take up to 90 minutes and 2 buses v 30-35 mins if i drive. When i'm fatigued and sore the last thing i want to do is sit on a bus rattling along a pot holed road. As the PRI site is developed you also need to have a more regular direct service to the hospital rather than changes. It is much easier but further for me to travel to NW.
No	It would be helpful to highlight Edinburgh as a main centre of destination certainly for Perth & Kinross residents. This has consistently been a desired destination for work, education, shopping and leisure for Perth & Kinross residents. Perth College UHI does not appear to be specifically mentioned and again suggest this should be highlighted as this is also a main centre of destination.
Yes	**Event traffic:** Crowds attending large events, eg at Scone Palace, McDiarmid Park, have a significant impact on traffic at existing 'pinch points'.
	Carers: When your report describes why people use public transport, you need to include that people use public transport to go to **care for others,** which quite a lot of people do, that is, helping to care for elderly people, or for sick people, or for small children.

Q2. Key social, environmental and economic priorities: Have we captured the key social (e.g. issues of inequalities and health), environmental (e.g. climate change) and economic (e.g. promoting growth and access to jobs and training) priorities which transport needs to support?

Yes	
Yes	
Yes	
No	**Transport poverty:** We are rural. I cannot use transport (taxis) as £25 minimum. As my children grow they can't join any activities.
Yes	**Supporting rural communities**: Lots of commuters in rural areas, rely on cars currently. Good light rail network to connect up with main rail lines would be invaluable to keeping people in countryside
Yes	Extremely superficial
No	**Access for all**: Doesn't seem to be a lot of progression for drivers and People with Reduced Mobility, but not disabled, who need to be able to drive in to city centres.

No

No   **Climate change**: Not if you ignore the global warming warnings now being clearly given.

No   While we continue to build windmills, solar fields and plasticulture on arable land in the countryside, with retirees given cycle paths to reside there, it may be observed that wasting "planning" capability on such an idiosyncratic survey may not be fiscally conservative.
Remember the taxpayer. Talk is not cheap.

Yes   **Climate change and health are inextricably linked** and in particular with transport. Better air quality improves health and often goes hand in hand with lower emissions. However it is not possible to use public transport or active travel to reduce both air pollution and carbon emissions where we live.

Yes

No   **Alternative fuels / pollution**: Diesel and petrol cars are being unjustly vilified. It is not the cars themselves but the hydrocarbon fuel which is the problem. There is mention of Battery Electric Vehicles (BEV's), who produce clean air, but have a substantial carbon footprint. There is no mention of synthetic fuels which can be used in existing petrol/diesel vehicles from an existing infrastructure. Hydrogen and synthetic fuels produce zero carbon emissions in vehicles and could be the technology which we need for future vehicles, particularly for HGV's.
No mention is made of the microplastics in our environment from tyres - this needs addressing too.

Yes   I can only assume your places of work data is correct, how were the figures collected

Yes   **Access for young**: Lack of local transport affects people in their 20s who are starting out in their career on low wages or training wages.

Yes

Yes

Yes

Yes   **Changing priorities?** Fairly well but again it is a change to how and where these things are provided that is necessary.

Yes   **Roadsapce reallocation increases pollution**: Your advancement of 20mph speed limits and narrowing of roads for cycles is causing more environmental harm and frustration to vehicle users Stop doing it does not benefit anyone and vehicles are paying for these roads not cyclists. Angus and Perth councils also build on the green land on Dundee's borders to move people from the city to countryside causing more congestion and pollution than any other factor

Yes

No   **Just transition**: No by trying to enforce new ways of movement you increase a negative I pack on local housing schemes not so much as private houses but council housing

No   **Leisure journey**s to and around the countryside - big increase in hillwalkers this year. We need to get these people using something other than their own car to access the hills.

Yes **Access to healthcare**: A brilliant bus service exists linking Aberdeen, Ninewells Hospital and PRI for those living on the coast route through Montrose and Arbroath. There needs to be the same for the link from Aberdeen to Stracathro Hospital (patients face several changes to get there currently and a lot of Grampian patients go there with regional working now) then on to Ninewells and perhaps PRI. There is no direct bus to Ninewells from Brechin or Forfar so this bus route could incorporate these towns. It would reduce the use of personal transport if there was a regular service, even hourly would suffice.

Yes

Yes

Yes **Transport poverty:** Cost of public transport makes it almost prohibitive for people in low paid jobs, especially if they do not live in the city.

Yes **Transport poverty**: Rural living costs more than urban living. Higher fuel prices at local petrol stations, higher food prices in local shops, the lack of public transport making car ownership a necessity etc. Add to that the fact that rural public transport journeys are longer than car journeys, because the bus will go from A to B via CDEFGH etc, means that public transport journeys originating and ending within a rural location are often more expensive than urban public transport journeys. Sometimes, it can be cheaper to take the (small) car which you have already paid for, rather than public transport

Yes

Yes **Access to services**: The report mentions issues for rural areas but outlying towns also need consideration. The reduction of bus services during the pandemic has hit some areas very hard.

No **Access to services:** More local clinics instead of having to travel all over area

No **Journey times** : As before.

Yes

Yes **Social inclusion:** The NHS gets the publicity and priority but the pandemic highlighted that social connection is as important as health care. Isolation caused mental and physical deterioration. Section 5 should be headed 'Health, Social Inclusion & Transport' . Avoid overlooking urban transport exclusion.

Yes

Yes **Access to services / mobility difficulties**: My issues are related to location (rural) and my disability which means i have fatigue and just want to get from a to b directly not changing buses and hanging about at bus stops to do so.

No   **Reducing the need to travel** is top of the hierarchy and it may be useful to explore a strategy of engagement with employers to reduce the need to travel. Either by home working or staff accommodation. Employers could be encouraged to supply staff with free bus passes or utilise company vehicles to transport staff to and from work who reside in deep rural locations. This would be particularly pertinent in the service and tourism industry where home working is often not an option.

Time spent travelling can be considered a "waste" of time and this time could be better spent for the wellbeing of both the individual and the planet.

Are travel options currently provided fit for purpose. Emphasis consultation and that it is key in addition to liaising with local businesses to establish what the need is and determine the most efficient and environmentally way of providing it.

Yes

Q3. New travel demands: Most new trips are generated by new developments. Are there other significant generators of new trips in or through the region?

Yes   **home deliveries / town centres**: Changing retail market - e.g. loss of shops in Perth (and need to travel to see goods) & increase in online shopping (and resultant increase in delivery traffic)

No

Yes   **centralisation**: Long trips to hospitals as services are increasingly centralised for patents.staff and visitors

No

No

Yes   **Changing demographics** and changing business models.
Home deliveries: In this area in the last year we have gone from one supermarket offering delivery to five

Yes   **new housing placing demands on exisiting services**:The ever increasing build of housing in our area with absolutely no commensurate increase in shopping centres, health centres and dental surgeries, plus the lack of leisure facilities (that don't cost the earth to use) makes travel more neccessary.

Yes   **network resilience changing travel patterns**: See remarks above about global warming and sea levels. Also river levels affecting low lying land such as the Forth and Tay floodplains, the Carse of Gowrie, the Loch Leven basin. Even the route way through Forfar is at risk due to increased run off from the Grampians.

Yes   **Roadspace reallocation making towns less attractive**: Interference in current infrastructure making the town more inaccessible.
Tourism: Currently large increase in tourism.

Yes   **leisure development**: A number of self catering holiday homes, a spa and a wedding venue are planned for our area. These will all need to be accessed by private transport as there is no other option.

No

Yes	**new development and centres being accessible for all**: As you mention new housing will generate journeys. Durieshill development is mentioned, but it doesn't seem to be going ahead from the single builder of this development. Craigforth is potentially a significant development, but doesn't get mentioned. The Tartan Centre is being built on a plot without parking, and Forthside may become a pedestrian only area, cannot see how it will ever be a significant destination for local visitors and tourists. Active Travel users and others need public conveniences - there are none in Stirling City and should be part of the essential infrastructure.
Yes	**new development / access to Edinburgh**: Housing expansion , direct rail links could mean Edinburgh became commutable , university placements , my daughters teaching diploma year will be done from perth to save money, attending QMU Edinburgh
Yes	**Events:** Football matches, big local events e.g. firework displays and festivals.
No	
No	
No	
Yes	It would help if there was a way to connect new and old developments with sustainable public transport as a priority, to the exclusion of personal vehicles.
No	
No	
No	
Yes	**rural leisure**: Increase in hillwalkers - Perthshire has many popular hillwalking routes. Get people their using something other than their own cars. Increase in cycles - Perthshire popular for leisure cycling. Get people and their bikes here and to their rural accommodation without cars.
No	
No	
Yes	What about existing areas?
Yes	**investment and land use decisions creating the need to travel**: Big companies closing local offices forcing employees to then become commuters. Also housing scheme on the outskirts of town force driving to town because why walk when 2 cars in the drive and then I can't park in town I'll park in a retail park.
Yes	**investment and land use decisions creating the need to travel:** Developments outside of the city centre mean more people use cars to travel into the city, for work, education, leisure, etc.

Yes	**Council decision creating the need to travel**: The closure of public buildings such as schools and libraries, and the reduction in public services, such as bin collections, cause the following: 1. People must use their cars to drive to alternative public buildings, usually some miles away. 2. People who worked within the public buildings which are closed by the Council, now have to drive their cars to jobs (if they can find new jobs) which are usually further away than the jobs which they lost when the public buildings were closed. 3. People must use their cars to take rubbish and refuse to civic amenity sites, because their bins reach capacity before the reduced refuse collection service comes round again. In all of the above examples, those many individual car journeys increase the number of vehicles impacting upon the roads network, and combine to create increased levels of emissions.
No	
Yes	**Tourism:** Tourism including local people getting into the local countryside.
Yes	Build more house within the cities and towns in some of the buildings that have been empty for years
Yes	**new modes:** Provision for safer Powered Two Wheeled vehicles of all kinds travelling through markings for them to filter and warning signs are needed to enhance safety, signs that do not sit at the side of the carriageway on poles in line of potential collisions. These types of vehicles are increasing in number since covid and need fuller consideration!
Yes	
Yes	**Homeworking:** COVID Changes in remote working are making it possible for some, like me, to work remotely but require occasional travel to Edinburgh. Previous to COVID I could never have worked remotely
No	
No	**new development:** Agree that new developments whether residential or business/leisure are the most significant generator of new trips. However, suggest it is worth noting that public transport is not high enough on the agenda for such new developments. It is welcome that affordable housing has to be included in new residential developments but it can be a "hit or a miss" if access to public transport is adequately delivered. Equally public transport to business developments often is non existent or not fit for purpose. If we consider the many farm shops throughout the region, whilst it is welcome that fresh produce is available, it is usually the case that the only travel option to these locations is the car with no consideration given to a more environmentally friendly or affordable form of travel. Thus causing inequality for those who do not have access to a car both in terms of employment and as a customer.

| Yes | 1. **Events**: As in my comment above, special events to which Perth is keen to attract large numbers |
| | 2. **Tourism:** Seasonal tourist travel causing increased pressure on through routes |

Q4. Problems and opportunities with our existing transport networks: Have we captured the key problems and opportunities in our existing transport networks which either hinder or help us support the social, environmental and economic priorities?

Yes	
No	**Maintenance** THE ROAD INFASTRUCTURE UNDER THE SCOTTISH GOVERNMENT IS WOEFULLY UNDERFUNDED WITH MANY ROADS IN POOR CONDITION WITH POT HOLES CRACKS AND POORLY MAINTAINED DRAINAGE. THE ROADS IN ANGUS AND PERTHSHIRE ARE SOME OF THE POOREST IVE DRIVEN IN EUROPE A DISGRACE,
No	Removal of existing bus priority in Perth has had a marked increase in travel times in particular the removal of bus priority at traffic signals at the end of the two bus lanes. The complete removal of bus lane in Barrick Street Perth
No	
Yes	
No	**Public transport / access**: Dundee does not have a good bus service, contrary to the graph above. The busses here are expensive, with the profits going to an english company. From the north of the city you'd need 3 busses to get to Ninewells hospital. Which small towns can you cycle between? I dont think you can. It doesnt matter how many (annoying) cycle lanes you add. **rural residents need cars**: For those living rurally, they are continually penialised. The geography of Scotland means we need cars. Why cant we accept that people need cars? Try doing more to support rural drivers who have no choice but to own a car that drives on 4 wheels.
No	
No	**People with reduced mobility needing to use cars**: Doesn't seem to be a lot of progression for drivers and People with Reduced Mobility, but not disabled, who need to be able to drive in to city centres.
No	
	Climate change priorities will overtake other considerations: Think your survey will be totally overtaken by global warming effects very soon. The social and economic devastation must surely be looked at rather than this self congratulatory effort.
No	**Transport must help support services and opportunities in all towns**: The largest town in Angus has persistently been excluded, resulting in employment travel to Dundee, Forfar etc. Transport has been "planned" to bypass the town - not to develop.

Yes	
Yes	
No	**Public transport / access**: Anecdotally Active Travel has very little bearing in rural Stirlingshire as there are too few taxis. The DRT vehicles are mostly involved in school runs. They also don't provide A to B destinations, but to villages where PT is. On times alone they cannot be relied upon. **Volumes of traffic on rural roads**: The A84 and A81 are not built for the volume of traffic which now uses them.b
Yes	
No	**Public transport / access**: In communities with high population of elderly, bus companies reduce services as they can't generate significant income when they have predominantly over-60s using the service. This has led to route cuts and increase costs for those who have to pay full price. Also, what will happen to big stretches of road if people are reducing their car use - how to we repurpose roads?
Yes	
Yes	**Public transport / access:** The problem even with existing bus services is that they are unreliable. Especially the problem of buses arriving EARLY at a stop and leaving early. And sometimes they just don't come at all. Taking the bus to anything time sensitive means making allowances for that, which is a waste of ppl's time.
Yes	
No	**P&R opportunity:** Personal transport should be directed to park and ride schemes on the periphery of population centres. No parking in town centres, but cheap and efficient public transport.
No	**Road space reallocation creates problems**: You provide very little and hinder road use for the majority
Yes	
Yes	I think you do but it should be put to all householders to vote not just council or transport we are a democracy' after all
No	**Public transport / access / car access necessary**: Transport out of Perth to nearby small towns and villages is inadequate, especially from the edge of Perth. eg 10 mins drive to Luncarty, 40 mins cycle, 55 mins by bus becuase have to go in to Perth and out again. the car is used everytime. Need bus hubs on the edge of the city as well as the centre.
No	**access to healthcare**: I don't think you have sufficiently estimated the distress caused to ill people trying to get to one central site for health services without sufficient transport infrastructure. Patients going to Stracathro often have to refuse surgery there due to lack of bus service
Yes	**New property developments** have not taken into account the added transport they will incur and the pressure on existing transport networks
Yes	

Yes	
No	**Cost of public transport**: Cost of public transport has hardly been mentioned. It is a significant factor for many in low paid work. Also it is very significant for families.
Yes	**Public transport / access**: As I've said above, the major problem within rural areas is the fact that the different public transport timetables don't connect e.g. you can wait a considerable amount of time on the only bus linking my area with the nearest train station (8 miles away), if the bus leaves just before the train arrives. Additionally, the train station is not a travel hub. Therefore, passengers are required to walk between the train station and the bus stop, which again is unpleasant during wet and cold weather.
No	**cost of public transport:** Train travel on Scotrail is prohibitively expensive. On a recent trip to Edinburgh it was cheaper for two people to drive and park and ride rather than get a train from our local station (£48 per person via train versus £3.20 return park and ride plus approx £10 per person fuel). Even though the train was the preferred choice of transport we drove because of cost.
No	**Public transport / access:** More bus to villages outside the cities
No	As before.
No	**Public transport / access**: I feel that living in a village bus services need improving, 1 bus every 60-70 minutes isnt enough, the no.16 Dundee-Perth bus needs to run every 30 minutes, this would improve transportation to and from main towns for employment and schooling. Meaning I would not have to relocate just to get back into work. Currently due to the service currently provided I am restricted as to what times I can leave my. Home etc
No	**Socially inclusive transport**: On page 19 is the shocking statement that 'The Community Transport sector remains similar to 2008'. It should have grown hugely to enhance the lives of our growing population of old people and others with mobility problems. Statements in 3 about a vision of 'socially inclusive transport which promotes the health & wellbeing of all' sound wonderful but ring hollow. It is good that Tactran intends to lobby for development. But page 6 suggests 'measures to improve DRT and Community Transport - EXCLUDING REVENUE FUNDING.' So it is meaningless.
Yes	**Cost of public transport:** Coat of the trains is prohibitive for commuting. There needs to be an very accesible monthly pass to make it feasible for people to opt for trains rather than driving as a commuting option
Yes	
No	**Fragility of a sustainable public transport network:** The post pandemic uncertain future of the bus and coach industry is a huge pressure which is also connected to school transport provision. This must not be overlooked within the strategy. We cannot assume going forward that all bus and coach operators will survive in the post pandemic world.
Yes	**Centralisation of services**: Long distance many residents live from airports, hospitals, - ie. centralisation of services

Public transport / access

1. Re congestion, for me, as a frequent user of public transport over the years, from Blairgowrie via Perth or Dundee to further afield, **congestion is the major deterrent to using public transport.** To get reliable connections to other places, we have to get a bus from Blair that arrives at a city railway station or bus station on time. I have had hair-raising experience of missing connections at Dundee Bus Station because of congestion, experience that would put anyone off public transport for good. In your draft, I saw mention of pinch points, which presumably is meant to include congestion, but you would need to **spell out that congestion is a problem for everyone, and that congestion is most frequently caused by private car traffic, but is also often caused by road works**. I would say that congestion is as much of a deterrent to ongoing use of public transport as a pandemic.

3. Under Access to Healthcare, your report says that "main hospitals are near railway stations". Well, Ninewells Hospital is not near Dundee Rail Station, and Perth Royal Informary is not near Perth Rail Station.

5. Recently, there has been talk of giving free transport to young people in Scotland. Having seen how badly some young people behave on buses (especially after school, shouting, fighting, playing loud music, etc), it would be essential to have supervision on buses if young people are going to be travelling free, so that other bus users are not completely discouraged from using public transport.

6. On private car use, your report would have to note that the pollution caused by private cars includes not only air pollution but also noise pollution (awful souped-up car noise).

7. Recently paper bus timetables have become unavailable, supposedly because of the pandemic. We need paper timetables!!! Using a mobile to look up a bus late at night at Perth Bus Station is definitely not safe!

8. In rural areas, we need effective electronic information systems at bus stops, so that when the buses are delayed (floods, snow, accidents, roadworks, etc), we can be reliably informed.

Q5. Future uncertainties in how, where and why we travel: Have we captured the most significant uncertainties in how, where and why we will travel in the future?

Yes	
No	**Role of town centres / just transition:** AS THE MOVE CONTINUES TO PUSH PEOPLE OUT OF THEIR CARS AN ONTO ALTERNATIVE MODES OF TRANSPORT THE FUTURE DOES NOT LOOK BRIGHT FOR RETAIL IN THE EAST OF SCOTLAND. OUR SYSTEM AT PRESENT ENCOURAGES THE EXPANSION OF GLOBAL COMPANIES SUCH AS AMAZON AND THE DEATH KNELL FOR LOCAL RETAIL. I THE INFRASTUCTURE ON A SECOND POINT DOES AND WILL NOT EXCIST IN THE TEN YEARS TO SUPPORT ELECTRIC VEHICLES SADLY TRANSPORT

WILL BE OVER PRICED FOR THE MASSES AND ONLY AVAILABELE TO THE ELITE

No

No

Yes

No **Impact of changes on peoples ability to access jobs, education and services:** Emission zones, or the possibility of these, cause us (people who have no choice but to drive) great distress.
Frankly I care more about being able to get to my work everyday than I do about adding cycle paths in a city where noone cycles.

No **Changing patterns of work, significant decline of city centre**s as retail destinations especially Perth, evidence of much slower decline or modest growth in the non tourist focused smaller towns like Forfar and Blairgowrie

No

No **Effects of climate change:** Effects of global warming totally discounted?

No Conspicuous lack of awareness regarding variation of cultural development between for instance Stirling and Angus, or even Dundee and Angus.
Who colluded in this grouping? Sykes-Picot?
Different strokes.

Yes

No **Homeworking**: There is a big push to get people back to work from home working but companies are pushing back on this and many of my colleagues in various businesses are being told that they can continue to work from home as it relieves office space and it is cheaper and more productive for the company.

Yes **Rural industries (agriculture)**: Probably. With industrial activity, it is not mentioned that the largest activity in Stirlingshire is agriculture - food production, or is this not important any more! There needs to be more focus and support for this industry.

Active Travel - Linking rural villages is often mentioned, but it is often forgotten that the land which routes ned to go through is private and unless legislation changes the use of land, these routes are impossible to create.
The creation of more cycle and walking routes has a negative impact on wildlife, but perhaqps that is a cost society is willing to pay.

Yes

Yes I would also include changes to how we purchase land e.g. Council's use of CPOs to acquire land for cycle lanes.

Yes

Yes

Yes

No If they are uncertainties it is not possible to identify them, it can only be guesswork, but your guesses seem reasonable to me.

No

Yes

Yes

Yes

Yes   Difficult to predict

Yes

Yes

Yes

Yes   **future of local services**: Political mutterings are suggesting that a 'local' approach is adopted to reduce transport journeys and reduce emissions e.g. investment in the high street, shop local etc. However, within rural locations, years of cuts and lack of investment means that many communities do not have the basic facilities. Within my area we have 1 general practitioner doctor. This means that many members of my local community must travel 5 miles to the nearest GP surgery that can accommodate them.

Yes

Yes

No

No   (As before)

Yes

Yes

Yes   **Delivering EV**: Electric cars are all fine and well but not in areas where you have regular power outages and roads closed by weather : water or snow where people may face long diversions or even get stuck. Imposed drainage/dredging of river around bridges/crossings may alleviate some or actually build raised bridges across them to keep things moving as water levels have eroded the surrounding land so there is no flood barrier. Think of Blairgowrie to Coupar Angus or between Meigle and Alyth. Often these routes are affected at the same time and communities are cut of . This puts lives at risk as the diversions are not in good condition.

No   **Flexible working:** Suggest it would be valid to highlight the uncertainty that flexible working will cause. If only working two days a week in the office, will some commuters decide to stop using the bus and drive and pay for parking or will they perhaps dispose of their car and use the bus for the two days?
Key travel demands in the post pandemic world must be identified.
Robust consultation is key, we cannot "second guess" what the public's travel requirements are. Once we know the requirements we can examine the barriers and establish how we resolve these in the most effective and environmentally friendly manner.

Yes   **Immigration** - population growth
Climate change in Scotland - landslides, floods, coastal erosion........

Autonomous vehicles:
2. Another issue on congestion is the bit under "Future uncertainties . . . . driverless cars", where there is mention of something that ". **. . makes single-occupancy care**

use available to everyone". How can single-use occupancy car use **ever** be possible on our already congested roads?

Q6. Any other suggestions: Please use the box below to highlight further issues which you think should inform a new Regional Transport Strategy?

SIMPLY IMPROVE THE REGION ROADS CREATE A FRAME WORK OF TRAIN AND BUS ROUTES WITH RELIABLE CLEAN TRANSPORT TO ENCOURAGE REDUCED CAR USSAGE, CREATE A REASON TO SHOP LOCAL BY ENCOURAGING LOCAL TRADE AND CONTINUE THE GOOD WORK ON CYCLE PATHS ..

Public transport: Buses need to be much faster with priority signaling and bus lanes And bus gates.for example allowing buses to travel from Perth bridge onto George street (contraflow bus lane) opisote Perth museam then would allow buses to transverse Mill street beside marks and apencer. .the advantages would include completet removal of buses from Charlotte Street and have closes access to high street shops Disadvantage would be removal (of little used) turn right lane out side museum for traffic turning down Tay Street

Think more rural. Do town's etc., Need a 15 Mon service and us nothing.

There is a timing mismatch with land use planning. You state that expected growth of housing is highest in P&K and lowest in Dundee. Dundee is where the transport infrastructure and active travel could cope with more people. Growth in housing in places like Kinross is the antithesis of sustainable transport.

Doesn't seem to be a lot of progression for **drivers and People with Reduced Mobility**, but not disabled, who need to be able to drive in to city centres.

Consult SEPA urgently.

Be aware of the **agriculture of Angus and the Mearns** and the consequent size of vehicles employed in keeping the industry viable.
Or
Don't waste any further time, skill and ability with any further development of this "strategy".

Please don't forget the hard to reach places. Just because we have lower population density doesn't mean we don't matter.

Segregated cycle routes are vital to ensure the safety of young, new and experienced cyclists

Not entirely an RTS strategy, but we should be adopting metropolitan heating networks through ground pump/hydro technology.

The use of online deliveries is currently harmful to the environment through the use of deliveries and waste packaging which cannot be recycled.

Road tolls are likely to be commonplace as it is the only waqy that the government will be able to tax people for traqve3lling on the road

It is predicted that escooters will become more popular than ebikes a

Public transport: I feel public transport should be renationalised , prices subsidised and services put on to provide transport kink not make money, accept its a tax payer burden and improve quality of times and vehicles

Climate change and reducing inequalities are the main issues which have been covered well.

Please talk to local groups about this - I am part of the Perth Women's Collective and we would love to help share our thoughts on what an inclusive transport strategy could look like.

Public transport / access: I have a specific issue I'd like to bring to your attention, where the current transport provision doesn't work for my family. My 2 teenage daughters work at weekends in Dunkeld. We live 6 miles away in Bankfoot. Their shifts start at 10am on a Sunday morning. There is no bus that can get them there in time for their shift, so we have to drive them there every weekend. I could understand if they were starting work early, but 10am is quite late. I would have expected a bus to be available. It's really disappointing that there is nothing, especially given our climate emergency.

rail freight: There must be a way to encourage freight onto rail. I would like to see at least one local authority to just ban vehicles from town centres between eight and six.

Stop medaling with our road network for cars,vans and trucks move cycles to routes specifically built for them with taxation introduced for their use

Democracry of an RTS: More information not just online, put to the people to vote not just council and affiliates

Public transport: The current bus and train stations are dark, dirty and the sort of places you only go to because your really have to. Public transport needs to be made attractive.

Public transport / access: Please consider replicating the X7 service inland from Aberdeen,Stracathro Hospital, Brechin, Forfar, Ninewells Hospital. It would make a huge difference to many many people in the regions.

I am so glad this is being looked into, as I have found that most people presume everyone has cars and they don't.

Public transport: Please invest in more regular buses, newer, cleaner buses, perhaps smaller and all electric is the way to go! I am presume they'll be cheaper to run and maintain and would be better for the environment. Making our beautiful county more accessible for all. Please also look at the bus routes, I think the they are in great need of updating, currently, bus routes miss out so much of the population and there are definite inequalities.

On a person note, I would love to see all that Angus has to offer, but I can't as I don't have a car.

On another personal note, living in Hospitalfield is an hour plus walk to town with no amenities/facilities near yet it has been ignored! There are a lot of elderly and vulnerable people who live in this area who are now stranded, unless the can afford the £15 round trip in a taxi!

I don't think you will fix anything with a strategy, covid has probably helped traffic but there is still as many cars on the road due to 2 car house holds. **People want to drive** to retail parks because town parking costs. Nobody drives to a park and ride because it takes longer and is not secure. Driving has become normal, granted people are walking around more for health but still driving to work driving to the shops driving kids to school. I have a car but I choose to walk in town but i see plenty of my neighbours drive to the school and back again within 5 minutes why are they not at the very least car sharing, because the car is there. Why are schools on the edge of town encouraging driving?

Get goods on the rails and local lorry from train to store reduce the heavy goods on the trunk routes.

Public transport / connectivity: Better linking of road and rail. You mention that the hospitals are near the rail stations but neither Ninewells nor PRI are near rail stations! In Dundee there is a fair distance between the bus and rail stations - not walkable for young families, people with mobility problems, or people with luggage.   There is no bus to the railway station from the bus station.

Public transport: Within rural areas; people do not use public transport because their either is none, or what services there are, are very limited (in both time and frequency). However, rural public transport is very limited because people do not use it. The problem of how to break that circle has been pondered for years. Since public transport providers are commercial concerns, either the Scottish Government heavily subsidises public transport in order to increase its frequency, scope and affordability, or the Scottish Government provide public transport in both frequency, scope and affordability, that will make it an attractive option.

Motor home stops have not been considered. With the issues with foreign holidays more people seem to be on the road in Scotland. The local areas have much to offer and encouraging motorhome tourism but with appropriate infrastructure for parking, paid overnight stopovers with the French style Aires could help bring money into local shops/communities.

Decentralised hospitals even for day cases would it not be better for one doctor to travel than 50 patients

The document is bewilderingly huge. Sections should be summarised - bullet points?

The **ageing population** could be highlighted and strategies explored as to how to support them as well as reducing the need to travel and tackling climate change. The concept of the 20 minute neighbourhood could be expanded for smaller communities. The concept could be expanded so that volunteers or staff could be located in libraries to assist persons with computer literacy issues to order items/services online rather than having to travel vast distances to buy items or access services.

Moot the idea of **Council operated car clubs**? Is this a possibility? May reduce cost for the user and provide an income stream for the local authority.

Suggest **Community Transport** should be highlighted and particularly the many voluntary hospital car schemes that are operated throughout the region.

A3 Responses from Agencies (detailed)

Q1. Current travel demands: Have we captured the main factors which shape where (from/to) people and goods travel to and through the region?

General

Yes: The Strategy document has captured most of the main factors which shape where people and goods travel to and from, both through and into the region.

No. The 'Current travel demands' section should more fully consider travel from/to/and within the RTP area.

Share with Sestrans

      - travel to work areas (FV / taycities)

      - Health Boards (FV / Tayside)

      - FV College

No. Whilst the report briefly mentions Taybridgehead, it does not go further into NE Fife. Many people work, study and travel for tourism to St Andrews and East Neuk. Asides the expensive bus journeys from Dundee to St Andrews, public travel is limited in this area, resulting in the car being the main form of travel between the areas. The report should extend its reach to include important commuting and travel areas- notably St Andrews. Furthermore with regards the train network connecting NE Fife Leuchars for St Andrews and Cupar to Dundee- these trains are limited and finish very early in the evening, restricting the opportunity of the NE Fife and Dundee night economy users to travel to and from the areas using trains. This is more likely to increase car usage or people not engaging with evening activities in the two areas.

Fife Council welcomes the opportunity to comment on the developing Tactran RTS, and supports the vision and direction which it is leading on. Fife Council welcomes the inclusion of information on areas such as Fife on the boundary with the Tactran area and the acknowledgement of flows to and from Fife into the Tactran area, such as detailed in table 2 - Cross boundary travel to work areas.

Region includes 3 cities sitting in the centre of Scotland. Connectivity within and through the region is important to the country - esp Abn /Inv- Gls /Edn routes. +A93

SPT agrees with the identified inter-regional/boundary travel to work areas that overlap the SPT/Tactran areas e.g. SW Stirling / Glasgow (Strathblane / Balfron / Milngavie) as well as note the connections between Cumbernauld and Forth Valley area and importance of connectivity between Glasgow/Greater Glasgow and Tactran region (and beyond).

15% of Croy p&r users are from outside SPT area

Travel not just into Glasgow City Centre. (M80 to) Airdrie to East Kilbride radial corridor 'falling through the cracks'

Business day trips into central belt (e.g. Oban and Fort Willam to Glasgow)

SPT agrees that there are limited PT options between SW Stirling and East Dunbartonshire, although there are good onward connections to Glasgow from Milngavie. People living in SW Stirling with access to a car make use of Milngavie Park and Ride facilities to access rail services to Glasgow, as identified in previous park and ride surveys by SPT.

The SPT RTS Case for Change highlights a number of issues on the corridors linking the SPT area north to Tactran and beyond.

Stirling Council is content that the main factors have been captured. Furthermore we also appreciate that the report highlights the cross boundary travel patterns by some of our residents in the North West and South West of Stirling and that this has been considered also.

National travel demands (to Argyle & Highlands and Hebrides) pass through the Loch Lomond and the Trossachs National Park

Communities: Crianlarich/Tyndrum may look to Oban for shopping and further education rather than Stirling?

Tourism: Significant volumes on A82 and A9. 90% of passengers on WHL tourists

No. It would be helpful to highlight Edinburgh as a main centre of destination certainly for Perth & Kinross residents. This has consistently been a desired destination for work, education, shopping and leisure for Perth & Kinross residents.

Perth College UHI does not appear to be specifically mentioned and again suggest this should be highlighted as this is also a main centre of destination

The StoryMap clearly illustrates the strong cross-boundary linkages between the two regions *(Tactran and Nestran),* particularly in travel to work & education but also to access health and other services. The Aberdeenshire Local Development Plan identifies relatively substantial housing allocations at Laurencekirk which may add to such cross-boundary movements in the future, although it does identify that these have been slower to come forward than anticipated and are somewhat constrained until the completion of the grade separated junction at Laurencekirk, being delivered by Transport Scotland.

Shared travel to work area around North Angus / South Aberdeenshire, including rural areas.

<u>Modes of travel</u>

Yes, most main factors are captured. suggest that this section would benefit from referring to 20 minute neighbourhoods and the localisation/centralisation of services. If service delivery and public amenities were to become more localised in future, in line with Scotland-wide commitments to move towards 20 minute neighbourhoods, then this would be likely to cause significant changes in the ways in which goods are accessed and moved around the region. The storymap for this section did not display any information relating to car ownership (nor access to bikes or public transport), and only limited information on health & disability – information on the proportion of the population reaching minimum physical activity recommendations would be particularly relevant.

No. The focus on this section has been on travelling by car only. Other modes such as active travel and public transport should be considered. Other than for work, the focus should also include travel for recreation and tourism purposes. It is important that changing travel demands as a result of the pandemic, e.g. homeworking, are also considered in the RTS. To help inform the RTS. we recommend considering key opportunities from Scotland's NPF4 Position Statement. These include ways of achieving net-zero emissions by integrating land use and transport to help the transition away from car-dependent journeys; and incorporating the Sustainable Travel Hierarchy which prioritises active travel and public transport accessibility. It highlights nature-based solutions which focus on both the climate and nature crises to help

tackle carbon emissions; and the role of natural infrastructure to deliver multiple benefits including carbon sequestration, community resilience and health improvements.

Greater emphasis and analysis of local, hyper local (walking) and multi-modal journeys, should be given, especially travel for school, education and daily essentials. This should be clearly communicated and tie in with the NTS2 framework '…we will embed the Sustainable Travel Hierarchy in decision making'

While challenges exist for travel to/from/within rural communities the opportunities for achieving more rapid change within the urban areas of Tactran should be clearly identified.

Most rail demands are typically to closest city(ies). Us of rail is a financial choice, if unaffordable customers will use coach/bus.

Freight

Pallet network has experienced significant growth and is unlikely to decline (i.e. pallets, esp home goods) shipped to consolidation centres for delivery)

Remember that 'last mile logistics' refers to the final stage of the journey. Hence for rural areas, the 'last mile' could be 50miles

Timber transfer destinations include:

- Lockerbie saw mill

- Jones

- North Wales to head to Ireland

- English ports to head to Scandanavia

Economic impact assessment for Perth Harbour on Harbour website

Road transfer always required at some stage of the journey

Scottish timber industry employs approx 26,000 and contributes approx £1bn to the Scottish economy

Freight: A9 carries 40% of scotland's freight by value (see Transport Scotland's A9 dualling business case). Includes: Aquaculture (to Bellshill) and livestock; whisky and timber. Much of product is time critical

No. Not fully, the movement of freight through the region is mentioned but not freight movement to key destinations within the Tactran area.

The role of existing ports in sustainable freight movement is not discussed. Impact of congestion on freight/deliveries could be highlighted.

Travel demands outwith the region (e.g. national / international…air/sea ports within region…access to air/sea ports outside region)

Manufacturing key in angus…plus growth industry re offshore wind, which will inc maintenance etc (NB key sectors in any one council area provide job opportunities for neighbouring areas)

Health

identify the wider determinants of public health

- inequalities

- areas of poor health

- identify health problems related to transport and/or physical exercise and where these are most prevalent across Tayside

Carers require transport 7days a week

No. You have focused on the public and the transport they use, what about the people who have no means of transport the hospital appointments the doctor appointments, these also need to be looked at.

No. I think (unpaid) carers needs should be better considered. More effort needs to be made to find out more about carers who may travel some distances to care for or share the care for someone else. Sunday can be a very difficult day for this but care is needed 7 days per week. Carers can often have low incomes. Carers often do not have the finances to afford a car and can be unable to take paid work due to caring role.

No. You have focused on the public and the transport they use, what about the people who have no means of transport the hospital appointments the doctor appointments, these also need to be looked at.

NHS Tayside responsibilities

- public health patients and staff (access and healthy lifestyles)
- climate change and air quality employer (employee travel and fleet)"

Q2. Key social, environmental and economic priorities: Have we captured the key social (e.g. issues of inequalities and health), environmental (e.g. climate change) and economic (e.g. promoting growth and access to jobs and training) priorities which transport needs to support?

General

Yes. Key social, environmental and economic priorities are generally well considered in the document. However, stronger emphasis should be given to the role of the RTP in guiding key planning decisions; employment hubs, health care, education, as the first step towards reducing the derived demand for transport. This should could assessing infrastructure requirements including bus access and priority and links to strategic active travel routes.

Yes. Of particular inter-regional/cross-boundary interest are: LLTNP/Loch Lomond and the need to provide more equitable and sustainable transport access to/within the Park to support national/regional/local tourism economy strategies and local accessibility/connectivity; supporting national/regional economic strategies/city deals and the need for good connections between Scotland's cities, travel to work connections between Stirling/Forth Valley – North Lanarkshire/Glasgow/Greater Glasgow (including Cumbernauld - Forth Valley) and inter-regional connectivity for freight/goods; and improving transport access to healthcare particularly between SW Stirling and Greater Glasgow and Clyde Healthboard facilities/locations/services.

Greater emphasis desired on:

- climate change
- health and wellbeing
- reducing the need to travel
- placemaking / welcoming streets

No. We note that the strategy is aligned to the objectives and areas of focus of the National Transport Strategy. This alignment is welcome. It is also welcome that the Strategy highlights linkages with other policies and strategies including Climate Change Plan, Local Development Plans and City Region Deals. Embedding such linkages in the Strategy and ensuring alignment with these key national, regional, and local policies, should help to ensure the Strategy delivers action which meets the needs of the region whilst also helping to deliver on and address national policy.

No. Again you will need to expand this beyond the private groups your looking at, what about looking at sport and the amount of travel needed to service this, how can this be better serviced instead of multiple cars traveling all around the country, local town traffic, why is it just bikes and not electric scoters like most European country's, totally close off the town centres to traffic (except deliveries) and make them walking, cycling and scoter friendly ?

Access to active and sustainable modes of transport is crucial to help reduce greenhouse gas emissions, improve air quality, improve road safety, and address inequality across the region. We note the document highlights the availability and cost of transport across the region as an issue, with both low levels of car ownership in some areas and little or no access to public transport links. The present transport system, including through continuing to prioritise road development, currently places an unequal burden on those in the most deprived communities, and there is a risk that growth in car ownership further isolates those without access to a car. Re-focusing on providing integrated active travel infrastructure, including connected networks of safe and easily accessible separated and dedicated cycle lanes, instead of expanding new road capacity is essential in this regard. Increasing access to bikes and storage facilities is key to addressing inequality and reducing transport poverty and should be prioritised across the region

Broadly yes, but the document would benefit from some additions

Similar to the Tactran Main Issues Report, the four pillars of the National Transport Strategy have been an important starting point and we have taken these and adapted them to a north east context subsequently developing our own 6 priorities which sit underneath the four pillars. These priorities are deliberately ambitious and aim to set a clear direction for transport in the north east to 2040.

Yes. Mostly Yes

Time spent travelling can be considered a "waste" of time and this time could be better spent for the wellbeing of both the individual and the planet.

Yes, the key social, environment and economic priorities have been captured. Although the document adequately presents high level data on economic profile of population, health/disability and car ownership, table 5 could perhaps be better integrated with the preceding section.

Within the report, some general commentary is offered:

- Figure 4 travel to work flows could benefit from an introductory sentence, as it may read to the lay person that Stirling is not a net importer of work trips
- Overall there appears to be a mixture of priorities and problems in each table. Re-wording or separating may help make these clearer.

- It does not explained why some data is in yellow or green boxes in table 3, or why Callander, Killin, Dunblane and Stirling are included in Fig 5 '% of households with no access to car or van'?
- It does not explained what 'Pts / Pt' refer to in Table 5, eg, 'Pts Whitfield' or 'Pt Cornton'

Social

The importance of access to services for all users groups is highlighted although there is no reference to either an equalities impact assessment being undertaken in support of the development of the RTS or a strategic environmental assessment.

Financial and physical barriers create viscous and virtuous circles

Access for young people

Does public transport provide sufficient access for young to college?

No. As above unpaid carers merit more investigation.

Barriers for disabled people - impact assessments will help shine a light on complexities / combinations of issues.

Access for vulnerable people in rural areas

Need to get the young involved

Road safety: opportunity to ensure that road safety framework is reflected and supported by RTS

Priorities set by:

- Public health Scotland Priorities
- NHS Tayside Public Health Strategy
- NHS duty to meet Climate Change targets

Recognise the wider determinants of public health

no. Cycling as a solution for health and wellbeing could be expanded upon. The report accurately describes the issues of poor health in Dundee, with 33% of its citizens fitting this category. Furthermore Dundee is aspiring to become a zero emissions zone. Perth and Crieff also want to address air quality. By focussing on rural to city designated cycleways, this would encourage more long distance cycling/ commuting, negating the need for a reliance on cars, whilst increasing wellbeing for all concerned and improving air quality.

Cycling and active travel have an important role to play in addressing inequality and reducing transport poverty. For short, everyday journeys under 5km, cycling and walking are most cost effective, reliable, and accessible modes, and should be promoted in this regard. We note the document details that 81% of journeys in Dundee are under 5km and it is these journeys that offer the greatest potential to switch to cycling and active modes, and to address transport poverty across the region. To achieve this, it is important that there are networks of safe and easily accessible cycling infrastructure across the region, accessible by as many people in as many communities as possible.

Active lifestyles could be more heavily emphasised – there's no breakdown of people meeting physical activity guidelines, no mention of mental health impacts and access to green space

Access for disadvantaged communities in Stirling/Clacks and Falkirk to Forth Valley Royal / Forth Valley College

The ageing population could be highlighted and strategies explored as to how to support them as well as reducing the need to travel and tackling climate change. The concept of the 20 minute neighbourhood could be expanded for smaller communities. The concept could be expanded so that volunteers or staff could be located in libraries to assist persons with computer literacy issues to order items/services online rather than having to travel vast distances to buy items or access services.

Environmental

Decarbonising timber fleet report available

No. We would welcome consideration of the role of natural infrastructure in the RTS for benefiting health and wellbeing as well as for tackling the interlinked and twin crises of biodiversity loss and climate change. Natural infrastructure in the form of green networks can improve access to important facilities, help address noise and air quality issues, as well as road safety. Green networks may include green roofs or walls which can help to reduce noise, street trees which can assist in improving air quality, and dedicated green corridors for active travel improving road safety and overall quality of life. For inclusive economic growth, we would recommend the need for a green recovery plan as part of the RTS and as per the Scottish Government's response to the Covid-19 pandemic. This plan should also consider the role of natural infrastructure in improving access to jobs and training, helping with climate change resilience and enabling a just transition to net-zero emissions.

The issues relating to climate change seem to focus on adaptation to effects, rather than mitigation through reducing emissions. Climate change should be at the forefront with a view to reducing emissions and keeping climate change to a minimum. Particularly as a high level of regional travel across Scotland. The adaptation required is essential, but not the main focus. Section 3.2 - The priorities for taking climate action, is limited on detail on options for reducing emissions and thus climate change.

The urgency of change doesn't come across, for example no discussion on decarbonisation targets

Table 6 does not reference Stirling Council's newly adopted Climate and Nature Emergency Plan.

Economic

Economic: support timber access from extraction to processing

Priorities for inclusive economic growth- local economy, and hence links to and between local centres of employment/services 20min neighbourhoods is a policy objective to support sustainability and inclusiveness agendas

Centralisation and reduction of services is identified as a key transport issue in the climate action section, which is excellent – this is also an issue with significant relevance to inclusive economic growth and employment opportunities

Freight: reliable journey times, critical for aquaculture and livestock

No. Reducing the need to travel is top of the hierarchy and it may be useful to explore a strategy of engagement with employers to reduce the need to travel. Either by home working or staff accommodation. Employers could be encouraged to supply staff with free bus passes

or utilise company vehicles to transport staff to and from work who reside in deep rural locations. This would be particularly pertinent in the service and tourism industry where home working is often not an option.

Growth needs to be 'low carbon' growth

Promoting inward investment in those areas which have not always been the focus for such (e.g. rural areas; Eastern Villages)

Many settlements (esp City) are a key tourism asset. Important to enhance the attractiveness of locations through placemaking measures (and measures which enable such, such as p&r and last mile logisitcs)

Priorities need to reflect that connection isn't just physical connection, but also digital connection

Business: journey times into central belt and beyond need to be as short as possible to enable businesses to maximise day trips

> - Inverness to Central belt

> - Oban / Fort William to Glasgow

Important for economic growth to be inclusive - i.e. ensure access for disadvantaged communities

Note change in the city scape with more emphasis on residential.

Modes/Solutions

This section would benefit from data on access to bikes and active travel infrastructure as well as to cars and public transport.

To improve access to bikes, we would like to see the public bike share schemes extended to more areas and settlements across the region. Public bike share has an important role in improving access to cycling by giving access to people who cannot afford to purchase their own bike, or who have no where at home to safely store a bike, for example. There are currently significant gaps in the provision of such services, which presents challenges for addressing inequality and ensuring equity of access across the region.

We note the document outlines the low take up and limited infrastructure available for EVs as a barrier to change with regards to meeting climate change objectives. We do not believe this to be the case and such vehicles should not be overly relied upon to achieve climate change targets and objectives. Whilst such vehicles have a role to play in helping to decarbonise transport, they should not be relied upon too heavily to achieve desired policy outcomes, as the pace of change and rate of uptake cannot be guaranteed. Such vehicles still represent vehicular traffic on the roads and issues of congestion and emissions, from very harmful particulate matter emissions from braking and tyre wear, remain. The biggest barrier to cycling is concern about traffic on the road, with significant safety concerns for vulnerable road users, and so a large number of these vehicles, in place of conventional petrol or diesel vehicles, on the road may discourage people from cycling, which could undermine the achievement of emissions reduction targets and broader climate change objectives. The focus should be on reducing the number of private cars on the road and the amount of private vehicle kilometres, promoting delivery of the sustainable transport hierarchy, and prioritising active travel (and other sustainable modes).

There is no reference or acknowledgement in this section of the Strategy of the positive links between active travel and economic outcomes for the region. This is a significant omission which should be addressed. The economic benefits of investment in cycling and active travel are widespread. Cycling is good for business. It helps to create greater footfall which is associated with an increase in trade and revenue for shop owners 1 . Research has shown that bike lanes can increase retail sales by as much as a quarter 2 . Giving more space in cities to active modes of transport and less to individual motorised transport will improve urban design as a whole by making cities more accessible to everyone, connecting neighbourhoods, and creating meeting places.

There is no mention of 20-minute neighbourhoods within the Strategy document. The idea of 20-minute neighbourhoods can be helpful for achievement of the key social, economic, and environmental priorities for the region. In this regard, we would like to see a commitment to applying 20-minute neighbourhoods across the region. It important in the application of the concept that differences between neighbourhoods in rural and urban areas/neighbourhoods across the region are recognised and that a one-size-fits-all approach may not be workable

Are travel options currently provided fit for purpose. Emphasis consultation and that it is key in addition to liaising with local businesses to establish what the need is and determine the most efficient and environmentally way of providing it.

Suggest Community Transport should be highlighted and particularly the many voluntary hospital car schemes that are operated throughout the region.

Moot the idea of Council operated car clubs? Is this a possibility? May reduce cost for the user and provide an income stream for the local authority.

Covid 19

The impact of the Covid-19 pandemic on travel behaviours is not properly mentioned or acknowledged in the Strategy. This is a significant omission. As the Strategy is covering the period 2023 – 2032, post-Covid recovery and addressing and understanding the changes and impacts in transport and other behaviours that have resulted from the pandemic need to be considered in the Strategy.

The Covid-19 pandemic has led to fundamental changes in travel patterns and behaviours, in both positive and negative ways. The importance of sustainable travel and the possibilities around reducing travel have been highlighted. One of the positive outcomes of the pandemic has been an increase in rates of cycling (and walking). Compared to 2019, rates of cycling from March 2020 to March 2021 were much higher and increased by more than 100% in some areas3 . This presents an important opportunity to capitalise on and embed these positive changes over the medium to longer-term.

One of the key challenges arising from the Covid-19 pandemic is the significant and pronounced decline in public transport use, and growing levels of car and other motorised transport use. Since the first easing of lockdown restrictions in summer 2020, levels of motorised traffic have returned to near pre-pandemic levels and in some cases have exceeded them; this has been accompanied by a massive decrease in the number of people using public transport. This is problematic, as public transport has an important role to play in decarbonising transport, reducing congestion, and improving regional connectivity. Going forward, as we emerge from the pandemic, further concerted action will be needed to address

the decline in public transport, and to ensure there is not continued exponential growth in car/motorised transport use. Such action is essential to deliver a sustainable and resilient transport system across the region.

Ensuring a just, green, and sustainable recovery from Covid-19 should be considered as a key issue."

Q3. New travel demands: Most new trips are generated by new developments. Are there other significant generators of new trips in or through the region?

General

The key trip generators have been identified to the best of our knowledge.

No. Shopping trips, fast food, school runs, sport, the amount of traffic to service these is very high.

The document captures the significant generators of new trips.

Centralisation

No. Further centralisation of services is likely to lead to increased pressures on transport networks, especially for those reliant on public transport to access education or healthcare. The RTS should consider the RTPs function in supporting policy and decision making to encourage joined-up planning. Sites should meet a minimum set of requirements in terms of bus services, cycle infrastructure and walking routes which are safe and pleasant to use.

Changing behaviours

Is there a relocation to rural areas increasing travel demands where there is least public transport

Yes. Many students have opted to stay at home because of pandemic- visiting Dundee less often but needing public transport.

Development patterns

The RTS should set the context for future LDPs, by supporting a transport system that encourages high density housing. LDPs must look at not just quantity but quality and type of housing, and the RTS should encourage this where possible.

Growth of edge of centre supermarkets creating trips

No. Whilst all areas are increasing in population, cities and towns without decent public and active travel infrastructure will result in more car use occurring. This causes yet more strain on roadways, causing more strain on councils to deal with these issues. Furthermore potholes, as a result in a rising number of car users will discourage cycling, due to it being unsafe.

Working with development planning colleagues to align land use and transport….any options relating to location of land use would reflect work with planning colleagues

Trips in the region can also be generated by travel into the region from those living outside of the four Tactran local authorities. This has not been fully considered in the Strategy document. As acknowledged earlier in the document, the region sits at the heart of the country with a

number of through routes from the Central Belt and the north. Whilst it has been acknowledged that cross-boundary travel takes place throughout the region, the impact of this and the capacity for it to be a source of future transport demand in the region has not been accounted for. In this regard, ensuring awareness of developments nationally and in surrounding local authority areas and regional transport partnerships should be considered and monitored accordingly

The ongoing dualling and development of the A9 is another significant generator of new trips in (and around) the region, which is not acknowledged in this section. It is widely recognised that increasing road capacity increases both the number of car/vehicle trips and the volume of traffic. This is problematic for delivering on the objectives set out in the Strategy, linked to the National Transport Strategy, and needs to be addressed accordingly.

Further, the number of new housing and other developments in the immediate surrounding area of the A9 is likely to be a significant contributor to this. With regards to these developments, there needs to be consideration given with how they connect to active and sustainable transport links and routes. Land-use planning has a key role to play in facilitating the necessary shift away from cars. It is important that spatial planning and placemaking policies incorporate consideration as to how cycling and walking can be integral to planning decisions to address emissions from transport. Developments which give precedence to cycling and active travel, and connections to public transport, are essential, and should be prioritised. Separated dedicated cycle lanes of high quality, aligned to Cycling by Design guidance, which separate people cycling from traffic should be prioritised in towns and cities, in this regard. Further, development should be directed to re-use or re-development of brownfield land and there must be a firm presumption against greenfield site development. This principle should be further extended to commercial and other sites, with a focus to ensure developments have good linkages to existing active travel networks and public transport interchanges. Where new developments are being planned, primary consideration should be given to making connections to these linkages. Where linkages to infrastructure do not exist or are not able to be delivered, the decision to permit development in a particular area should be reconsidered accordingly.

The expansion in St Andrews and the new Guardbridge campus are significant developments in NE Fife which could influence flows to and from the Tactran area across the Tay Bridge and into Fife. Whilst it is included earlier in the report it is not detailed in this section.

Not sure. This section discusses new demand resulting from new development but does not discuss development which is delivered in a way that minimises demand for transport. 20-minute neighbourhoods in new developments being a possible example

No. Agree that new developments whether residential or business/leisure are the most significant generator of new trips. However, suggest it is worth noting that public transport is not high enough on the agenda for such new developments. It is welcome that affordable housing has to be included in new residential developments but it can be a "hit or a miss" if access to public transport is adequately delivered.

Equally public transport to business developments often is non existent or not fit for purpose. If we consider the many farm shops throughout the region, whilst it is welcome that fresh produce is available, it is usually the case that the only travel option to these locations is the car with no consideration given to a more environmentally friendly or affordable form of travel. Thus causing inequality for those who do not have access to a car both in terms of employment

and as a customer. This is a similar situation for new tourist developments such as the planned Crannog development at Loch Tay.

Low carbon transport hubs could be a focal point for development (e.g. Brechin)(job opportunities and focal point for growth opportunities)

Business

Growth industries: surge in new distilleries (whisky and gin)(see whisky logistics study)

See Aberdeen Regional Economic Strategy https://investaberdeen.co.uk/why-aberdeen/supporting-programmes/regional-economic-strategy

Falkirk Growth deal / Grangemouth Investment area

Pallet network continuing to grow

Peak timber abstraction likely 2032. Abstraction plus growth in woodland creation therefore also a growth industry. Predicted volumes over next 15yrs (number of lorries) highlights which routes/communities may be affected

Woodland creation: increasing targets for woodland creation means there will be increased extraction in approx next 30yrs. New road infrastructure likely to be required.

16% of van usage is delivery / collection of goods. Growth in van usage since 2012/13

Brexit: additional border delays increased need for trips with UK to be as quick and reliable as possible esp for aquaculture

Growth sectors

- tourism / food and drink
- Light freight / domestic deliveries

Growth sectors should reflect the 'clean growth' aspiration i.e. we should be aiming to make all growth as 'clean' as possible (this could include making sure the travel demands of new industries are addressed in as sustainable a manner as possible)

Broadening the Business section to cover Business and Recreation would give a more accurate reflection of the types of development being delivered – for example, the Eden Project within Dundee waterfront development is forecast to have 1 million visitors per year.

Tourism

Claish farm (LDP) / Callander South (CRD) - separated from main settlement by River Teith (ref Callander traffic studies)

Growth in tourist trips….unregulated (wild camping and campervans) and day trips to popular location

Growth in regulated and unregulated tourism exacerbating problems at existing hotspots

A significant increase in tourism from other parts of the UK is likely to continue during the period of this RTS. To enable more sustainable tourism emphasis on supporting and upgrading public transport connectivity should be clearer. In addition, areas near public transport hubs should be targeted for pedestrian / public realm improvements, e.g. Perth Station

Tourism:

- traditional
- motorhomes / wild camping
- promoted tourist driving routes (The snowroad)
- predominately leisure orientated rail routes expected to see demand rise, (whilst commuter rail routes may see (commuter) demand fall)

Health

see Transforming Tayside for changing pattern of healthcare

Covid-19

Yes: The impact of Covid-19 on travel behaviours across the region and its impact as a generator of new trips is not reflected. As outlined in our response to the previous question, the pandemic has led to significant changes in travel patterns, including a shift towards increased working from home, which reduces the need for travel. This should be considered in the Strategy document.

Yes. The impact of the Covid-19 pandemic has not been considered in terms of transport requirements. People have been working from home, access to transport has been curtailed, and more local travel patterns have emerged including greater demand for active travel and access to local greenspace. There has also been a marked increase in 'staycations' resulting in a greater demand on existing transport networks for tourism. Along with improved greener transport options, there is also a requirement to consider natural infrastructure options such as green corridors for better access to the outdoors and nature, which can help improve connection to facilities as well as to improve health and wellbeing as a result of the pandemic.

The StoryMaps and tables present information in a way that is easy to digest, however Covid is only mentioned a few times in passing: it would be useful to see more on travel patterns and predictions.

Solutions

New developments should encourage sustainable transport, making active travel the first choice, located on existing transport corridors and close to services.

Transport poverty:

- Cost of private and public transport

Access to sustainable options

- Lack of storage facilities in some property types
- Physical access for those with mobility issues
- Expensive equipment -bespoke equipment for those with mobility difficulties

Access to initiatives to improve transport option, barriers:

- Bank accounts
- Smart phones and computer equipment

Climate change

- Shared travel option availability limited

- • Internalising the cost to the environment of travel choices
- • Hearts and Minds marketing required
- • Articulate benefits to the public of changes to their travel choices

Q4. Problems and opportunities with our existing transport networks: Have we captured the key problems and opportunities in our existing transport networks which either hinder or help us support the social, environmental and economic priorities?

Problems

Resilience of networks with rising sea levels (NB whole system, not just 'transport')

Network resilience: road and rail.

Rail network resilience: there is rarely an alternative route

Resilience: A9 / A84 / A82 accidents/closures have significant impact on alternative routes

Settlements sitting on trunk roads (esp Strathyre/Callander/Tyndrum): traffic creates severance and conflicts with placemaking principles; creates safety concerns; noise and air quality concerns (see Active Park-Healthy People)

Severe seasonal problems (for residents/emergency services) at and round visitor hotspots (East Loch Lomond/ Loch Lubnaig / South Loch Earn + Ben Ledi/Falloch Falls) exacerbated by:

- • limited sustainable transport options to locations and around the Park
- • timber traffic
- • inconsiderate parking

Seasonal (tourism) workers have limited accommodation options and limited transport options

Tourism:

- • ability of staff to access workplaces (compounded by seasonal nature of work; availability of accommodation)
- • increases in regulated and unregulated tourism creating issues at 'hotspots'

Poor links between Dundee and Glenrothes (and connecting with St Andrews)

Limited options for no car owning households to access jobs/services/opportunities….esp young accessing Forth Valley College

Lack of (freight) drivers due to increase in demand for deliveries

Rest and welfare facilities for hauliers

Timber transfer:

- • few problems on trunk roads
- • passing places on c class exit routes are where problems generally arise. Increasing tourism (inc tourist routes) and increasing rural residences increasing conflict

Problems e.g.:

- • active travel barriers esp for poor health communities
- • lack of travel options to healthcare esp for poorer communities
- • issues/locations resulting in road safety problems
- • locations/causes of poor air quality

Role of petrol stations (NB if refuelling habits change, how will that affect driver facilities on A9/A90)

We have been requesting for over seven years for buses to have a laminated copy of the route map at the front of the bus to enable people with no speech/speech problems/communication issues to inform the driver where they wish to get off by pointing on the map. This has still not been done. Staff also need to be aware of the difficulties people with visual loss have in gauging 2 meters distance from others and show some understanding

(People with mobility problems) of course have the same problems as the rest of the population if the live in rural Angus or Perthshire, where there is a lack of public transport in general, and where there is, the timetables don't co-ordinate to allow timeous connections for onwards travel. The issue is particularly a problem for bus connections when travelling from rural areas to hospital appointments at Ninewells, PRI or Stracathro

Business: journey times into central belt constrained by:

- stopping patterns on Highland MainLine
- timetabling on West Highland Line
- pinch points on A9 (Inveralmond / Keir)
- congestion on A9

links to Montrose, constrained by

- A90/A937 (Interchange at Laurencekirk) and
- A92 coastal route (bridges)

Central belt commuter trips from Dunblane/Stirling southwards. These trips aren't just into Glasgow city centre.

Nestrans RTS:

- Rail - Action: RL1:
  - Aberdeen – Central belt rail improvements to reduce journey times by 20 minutes or more;
  - Addressing resilience and timetable constraints, including addressing the single track section at Usan.
- RD 9 A93 route action measures to deliver safety and operational efficiency improvements.
- Road - Action RD2: A92/A90(S) Aberdeen to Perth route action:
  - Upgrade to modern dual carriageway standard, including a strategy of grade separation of junctions;
  - Work with Tactran to press for an upgrade of the A90 through or around Dundee; and
  - Safety improvements and removing pinchpoints on the A92 coast road between Stonehaven and Montrose.

No. The post pandemic uncertain future of the bus and coach industry is a huge pressure which is also connected to school transport provision. This must not be overlooked within the strategy. We cannot assume going forward that all bus and coach operators will survive in the post pandemic world. Resilience issue.

A9 dualling may result in loss of rail freight facilities at Dunkeld: Opportunity for rail freight transfer at Blair Atholl (as alternative to Dunkeld)

Gaps in NCN

- Killin-Crianlarich / Crianlarich-Tyndrum
- Doune – Callander

Need to find faster routes to Europe, such as air. Road connections (i.e A9 and pinch points) to airfreight (Prestwick / East Midlands / Heathrow)

A key problem with climate change, would be the high dependence on car travel leading to higher emissions, single occupancy vehicles, lack of rail freight opportunities leading to more HGV's on roads, such as the A9, and poor uptake of public transport. Increases in home deliveries and opportunities for last mile low emission deliveries, could lead to increased job opportunities in the sustainable freight deliveries sector.

SPT agrees with the identified problems around rail infrastructure resilience on the WHL and Glasgow-Dundee at Strathearn.

SW Stirling - Glasgow: Milngarvie station p&r at capacity

Leisure trips into Glasgow (day and evening)

In addition, we would also include problems presented by geographic boundaries of integrated ticketing for cross-boundary travel i.e. SPT Zonecard area doesn't include SW Stirling or parts of LLTNP despite strong travel connections/demand.

Tourism:

- seating capacity on HML likely to reach capacity (when?)
- Gaps in visitor services along A9

rail problems: Usan single track section creates resilience and timetable constraints

Glasgow-Balloch rail overcapacity at peak times

shortage of HGV / delivery drivers both currently a problem (and potentially an emp opportunity)

Opportunities

Council services reducing the need for travel (as opposed to land use policy)

Climate change can be an opportunity to reduce personal costs. Maybe useful to present potential savings in case studies

No. It's hard to cover everything as its changing all the time, but we need to be more forward thinking and use solutions already being used in other countries, don't be afraid to be different not just the same same.

There are opportunities to include natural infrastructure options to help address social, environmental and economic priorities. As noted in previous comments, nature-based solutions through green networks can improve access both locally and regionally to essential services, jobs, tourism as well as help to protect existing infrastructure from climate change. Natural infrastructure that provides multi-use transport options including active travel solutions (such as walking, wheeling and cycling) and access to nature can also improve health and wellbeing and should be considered in the new

No. Greater on emphasis on the potential of walking journeys. Within 'Take climate action' in addition to recognising that '…many small towns and cities within cycling distance of each other' recognise that many positive opportunities of increasing end to end and multi-modal walking journeys within the compact towns and cities of the region, which can be rapidly taken forward.

Can the transport system 'offer' opportunities to test tech/fuels in the region

Opportunities:

- MSIP: hydrogen Bus
- Scottish Cities Alliance Data Cluster project
- Scottish gas test bed at Dundee waterfront
- City fibre roll out in Dundee / Stirling city

Micro-grids…the homeowner as part of the strategy (storing energy in cars)

Can tech manage domestic and visitor demand and change the nature of mobility / but also secure social inclusiveness

Active travel has opportunity to address local travel (assisting climate change/air quality/health/congestion objectives) (as well as tourism opportunity)

The opportunities of e-bikes in increasing active travel to work journeys is not highlighted nor is the potential for e-cargo bikes to create sustainable logistic hubs in towns and city centres.

Shared mobility, modal integration, mobility hubs and the potential to create a better more connected use of multi modal journeys could be discussed here

Rail (and public transport):

- Need to be aware of the social value of PT as well as economic
- Stirling-Glasgow: conflict between intercity services / serving communities on route. What opportunities exist re stopping patterns

Nestrans RTS

- Rural accessibility - Action RU5: Encourage and facilitate the trial of new models of rural transport public transport provision, including demand responsive transport, MaaS journey planning and transport integration opportunities, new start entrepreneurs and community led initiatives, maximising technological and digital opportunities with partners such as the Cairngorms National Park and others
- Rail Action RL2:
  - Considering opportunities for additional stations, including a review of the Cross Aberdeen local rail corridor from Montrose-Aberdeen-Inverurie.
  - Delivery of additional stations where there is a viable business case.
  - Working with ScotRail and other partners to ensure a better balance between journey times and stopping patterns to maximise the benefits of rail and improve connectivity between local and InterCity services.
  - Recognising Dundee as a key employment, education and leisure destination, as well as a key interchange point, all stations from Inverurie south to have a minimum of an hourly direct service to the city.
  - .

Opportunity to promote access into the region, e.g. for tourists, in a sustainable manner

Decarbonisation of transport: lack of / opportunity for supporting alternative LEVs (personal and business)

- electric charging facilities on A9 / A82 / A85
- hydrogen fuelling
- electrification of HighlandMainLine

Rail opportunities: Montrose is southern terminal of cross Aberdeen rail services (Montrose-Inverurie)

N Angus/S Aberdeenshire - rural package opportunities?

We would also include opportunities to collaborate on the following:

- Cross-boundary zone cards / ticketing / MaaS
- Improving equitable and sustainable transport access to/within LLTNP and SW Stirling-Glasgow

Stracathro services: Opportunity? Freight parking (see STPR2 Case for Change)

Opportunities provided by the 2019 Transport Act: esp re demand responsive and community transport

Potential Solutions

NHS Whole systems approach' helps map

- precise problems (who /where / what)
- where action can be taken to address the problem

Transport appraisal approach can complement and support the whole systems approach

No. Table 10 on pages 37 and 38 is welcome, as it clearly outlines and details problems and opportunities across the region in relation to the four main themes from the National Transport Strategy. However, there are no solutions or list of actions outlined to address the problems and deliver on the opportunities identified. These could be outlined or reflected in the Strategy document.

No. The report should look at connections beyond the Tactran area. In particular NE Fife and St Andrews, where there is a lot of traffic from Dundee, Perth and Stirlingshire. More interconnectedness of travel infrastructure provides more scope for people to opt for public transport, rather than the usual easier option, which is currently the car. Furthermore, identifying ways to reach the final mile should be looked at, such as shared bike schemes-allowing people an option to get as close to their final destination as possible and having a way to achieve that through public/ active travel.

Far more EV infrastructure required and co-ordinated to be user friendly. (does the EV strategy address these issues)

Should we provide more capacity (which likely to create additional demand) or make most of existing networks

Opportunities:- travel hubs (shuttle buses/bike hire etc) Callander and Aberfoyle

Timber transfer opportunities:

- floating platoons on west coast can reduce traffic on west coast routes (from Argyll / West Highlands)
- rural route improvements to consider future extraction sites
- rail timber transfer?
- decarbonisation of fleet / extraction sites and where these access the trunk road network could inform the location of 'green fuel' 'fuelling stations'
- autonomous vehicles / vehicle trains...unlikely to be suited to non m'way routes?
- use of Scottish ports to access Scandanavia (Aberdeen, Montrose, Dundee, Perth, Leith) and Ireland

Opportunities of 20 minute neighbourhoods, reduced journey lengths, and associated modal shift are not mentioned, nor is the positive impact on town centre vibrancy where vehicle volumes are reduced or removed.

Freight transfer at Falkirk

The document captures the majority of the key problems and opportunities, however does not mention the following:

- Walk, Cycle, Live Stirling: our exemplar placemaking and active travel project
- Stirling's Low Carbon portfolio
- The Southern Park and Ride, as well as improvements to the Pirnhall junction being taken forward as part of the South Stirling Gateway Transport Package.
- Investigation of improvements to the M9 junction 10 Craigforth

Freight:- Opportunities for rail timber transfer Arrochar / Crianlarich

An opportunity exists to further promote active travel, post pandemic, to utilise existing routes and maintain increased activity, and develop new routes across the region.

active travel network: Alloa - Stirling - Plean - Larbert / Durieshill - Denny

Access to bikes – both positives, in terms of projects delivered by Forth Environment Link and others, and need for improvements, including inclusive bike sharing, wider roll-out, cross-platform ticketing, and affordability

Role of e-bikes – to connect smaller towns, esp in Angus – providing parallel offer to public transport improvements, of more relevance to rural areas, and in line with Scottish Government plans for Active Travel Freeways. This could align with the opportunities of bike share, drawing on experience of Forth Bike.

Domestic deliveries: could a highlands consolidation centre at Perth reduce costs of domestic deliveries

Constraints

Autonomous vehicles - what does accommodating these mean for our roads?

Geographic nature limits concepts such as 20min neighbourhoods

Will be dependent on alternative fuels. What are the links with energy strategy

New approaches require significant volumes to work. Risk in change which is not proven to be sustainable, and conversely risk in participating in trials if the approach turns out not to be sustainable

We note (a lack of) EV infrastructure is listed as being a problem, in the section on taking climate action. As outlined in our response question 2, whilst EVs do have a role to play, they should not be replied upon too heavily.

EVs take up 4x more power than standard household, local networks can't currently cope with large scale domestic take up

The travel and transport systems of the future will be dependent on digital networks. This and alternative fuels must be introduced in a safe and inclusive manner

Any Perth-Edinburgh improvements shouldn't be at expense of North Fife

Business day trips into Glasgow from Perth northwards, and also from Crianlarich northwards (i.e. Oban and Fort William)

Road to rail freight transfer (between central belt and NE: unlikley to be attractive beyond current cement/supermarket services (bulky import/export…Grangemouth-Abn?)

Q5. Future uncertainties in how, where and why we travel: Have we captured the most significant uncertainties in how, where and why we will travel in the future?

General

No. No one can know the future but learn from other countries.

No. We suggest that global pandemics should also be included within this section. Along with public responses to climate change and attitudes to sustainable travel, we recommend consideration of access to nature and changing attitudes to sustainable travel. To meet the requirements of the 'new normal ', the RTS needs to be more ambitious than before through supporting local living as well as active travel options as a priority. Low-emissions public transport and electric vehicles should also be considered particularly for people that are unable to use active travel options and require other modes of transport. We consider that planning and delivering sustainable development is a fundamental aspect to achieving a sustainable transport network. Reducing the need to travel and designing successful places which include active travel modes and access to nature will significantly contribute to the social, economic and environmental priorities for the region.

The impact of terrorism on willingness to use public transport in the Tactran region is marginal.

The Scottish Government is committed to a future independence referendum. The timing and potential impact of a referendum are uncertain, but could have significant impacts on transport, so may merit inclusion alongside Brexit.

Understandably this is very high level, but it is noted that this is well developed. Further to this though it was felt that more discussion on the impacts of how the pandemic has impacted on travel patterns would have been beneficial. Finally, one of the single biggest issues is how confidence in the public transport system can recover. Further discussion would be welcome.

The uncertainties are difficult to predict and capture. The willingness to support the increase in active travel and reduced car use during the recent pandemic shows a positive and flexible approach, which is supported by Fife Council. Acknowledging a need for flexibility and taking positives from unpredictable large-scale events seems a balanced approach for a long-term strategy.

yes. Mostly yes.

<u>Demands</u>

Changess in demand. E.g. Dundee becoming more popular as a destination compared to Aberdeen

No. Need to look at unpaid care related to where the carer lives and where the person they care for lives.

Does increasing domestic deliveries increase demand/opportunity for last mile logistics

Associated with this, the move to online shopping has caused changes to footfall in town and city centres, and the RTS should be cognisant of this. This is a key area where the RTS overlaps with and impacts on Land Use Policy.

We note that land use policy, including location of housing and other developments, is listed in table 11 as a contributor to future transport uncertainty. This is welcome, in particular that the link between transport and land use planning has been recognised and acknowledged.

What are the risks and uncertainties for industries in the highlands and islands?

Volume and type of industry: see regional economic strategy

See ITS work on current and emerging behaviours

No. Suggest it would be valid to highlight the uncertainty that flexible working will cause. If only working two days a week in the office, will some commuters decide to stop using the bus and drive and pay for parking or will they perhaps dispose of their car and use the bus for the two days?

Air vs road / rail

- move more time critical products to Europe via air?
- opportunity: make rail more attractive for UK trips to/from Inverness?

Cities v smaller towns: what will be the balance between saving the major economic hubs and reducing need to travel

Rate of change/uncertainty will be influenced by government policy responding to issues such as climate change

Will decarbonisation of modes affect travel opportunities/demands…e.g. would clean air travel increase opportunities for intercity/regional air services?

Less group travel

Uncertainties re the pace of behaviour change. But good examples from the past (of change, more so than pace)

<u>Solutions / Modes</u>

Proximity of cities/towns may necessitate a more consistent approach to any demand management measures such as road user charging

What need / opportunity is there to trial/pilot new modes (electric scooters / e bikes)

Opportunity for freight consolidation centres / 'last mile' logistics options"

Quality of bus networks

yes. Impacts of new legislation, at national and local level, to reduce carbon intensive travel.

No. Greater emphasis on interconnectedness, both in terms of widening the geographical scope of the plan as well as through ease of accessing different modes of travel and final mile journeys. With climate change- roadways are going to have more strain put on them, through greater focus on active travel- this could help reduce the strain on roadways-however designated cycleways are required to be designed in to both city, town and rural planning, with connections that are safe and seperate from roadways all developed in order to encourage people to opt for a different choice of travel, rather than through the easiest existing method of car travel.

We note technology affecting how people travel is mentioned on page 40, including electric vehicles, driverless cars, and deliveries. With regards to EVs, in addition to the points raised earlier in our response, and also in relation to driverless cars, there are additional safety concerns for vulnerable road users, like people cycling, as these vehicles are often silent/much quieter at low speeds and so are more challenging for people cycling to hear on the road. In relation to driverless cars, the risk for potential conflict between vehicles and people walking and cycling is identified as being a low likelihood in table 12 on page 42. We would argue this a significant risk and needs to be more strongly acknowledged as such.

Further, with regards to deliveries, there is no reference to e-cargo and cargo bikes. This is a significant omission, and we believe the document should be updated to include reference to e-cargo and cargo bikes. E-cargo and cargo bikes, where utilised for first and last mile deliveries, have an important role to play in reducing greenhouse emissions from transport and improving air quality, as they can help to reduce the number of freight and delivery vehicles on the road, which are the transport mode which has seen the largest increase in emissions.

We note and welcome the commitment to ensure that sustainable non-car modes are attractive and cost effective, and also the commitment to ensuring affordable public transport. Both are critical to deliver modal shift to active and sustainable modes. Lack of access to public transport was identified earlier in the strategy document as an issue across the region, particularly in rural areas. Where public transport is available, it is often high cost. This can be a barrier to accessing public transport for many people and for creating truly sustainable door-to-door journeys. It is welcome that the impact of the pandemic on the willingness to use public transport has been recognised. As outlined previously, public transport has an important role to play in decarbonising transport, reducing congestion, and improving regional connectivity.

Driverless cars may make roads a different kind of barrier to active travel, and may not be affordable for all

We note reference to parking policies in table 11 on page 40. It is welcome the importance of parking policies for controlling vehicular traffic and promoting modal shift is acknowledged. A significant issue for many areas is managing parking and enforcement action against poor parking behaviour. Poorly parked vehicles, including vehicles parked on the pavement, can force pedestrians into the road and is unsafe for people cycling and other vulnerable road users. Vulnerable road users, especially those with visual impairments or who use wheelchairs as mobility aides, are greatly affected by poor parking and a lack of enforcement of poor parking behaviour, such as parking over dropped kerbs and pavement parking over access points.

Deliveries are mentioned in passing, but would benefit from greater detail. Van deliveries have changed massively in past decade, and there are opportunities for last mile deliveries to be carried out by active modes. Robust freight elements to the RTS are essential.

Whilst it is welcome that parking is referenced in the document, there are still a number of significant omissions in this regard and the document could go further. For example, there is no information provided on what specific parking control and enforcement policies and/or mechanisms will be used. In this regard, we would like to see a commitment in the Strategy to the use of a Workplace Parking Levy (WPL), recognising it as an effective and equitable policy for controlling parking and influencing travel behaviours.

Further, with regards to parking, we note the use of decriminalised parking enforcement (DPE) by local authorities across the region is not mentioned in the consultation document. This is an omission which should be addressed. DPE transfers the enforcement of all parking restrictions and waiting loading restrictions powers to a local authority, which includes the following waiting and parking restrictions: double yellow lines; single yellow lines; clearways; disabled bays; loading bays; bus bays; taxi ranks; permit holder bays (e.g., residents / doctors); and school keep-clear zig zags. We would like to see DPE powers rolled out to each local authority in the region, as a key mechanism for improving parking enforcement and improving safety and experience on the roads for vulnerable road users

Parking control is one of the most effective measures available to a local authority in controlling traffic movement through the area. The cost of parking and parking supply are tools that can be used to manage parking demand within an area and promote alternative travel choices to the private car. By controlling the number of parking spaces and the way in which these spaces are utilised, the number and purpose of journeys into a particular area can be directly influenced. This is only successful if there is regular parking enforcement, which DPE powers would bring to the constituent local authority areas. DPE also helps to improve road safety while at the same time encouraging increased use of more sustainable and healthier forms of transport, like cycling.

Suggest considering if transport governance/roles/responsibilities should be included

Automated vehicles, for personal and freight travel; how fit are our roads for automated vehicles issue for land us and transport planning.

Considering together the network issues, and the demands for travel, highlight a number of problems and opportunities for SPT and Tactran to jointly consider (with respective partners): Reducing traffic on the M80 corridor to improve journey time reliability, especially for goods, whilst also helping address national targets for modal shift / driver mile-age / emissions. Opportunities worthy of investigation are likely to include strategic park & ride, coach and rail

Drone opportunities... from freight hubs/rural deliveries/passenger drones

Viscous circles: reduced rail services / reduced demand / reduced income / increased cost of provision / increased cost for user / reduced demand / reduced services

Covid-19

No. As previously mentioned, the impacts of the pandemic have not been sufficiently accounted for. Although mentioned, it is only touched upon, and the full impacts have not

been presented or discussed. Recovery from the pandemic will be a significant contributor to future uncertainties in travel patterns and behaviours.

While the RTS is a long term strategy, how people travel has been significantly impacted by the pandemic. In the short to medium term this has resulted in financial difficulties for bus and rail operations and will likely have significant impact on service provision, frequencies and a willingness to use public transport in the immediate future. The initial short term effects are not really discussed in the main issues. Changing demand patterns are identified.

Key travel demands in the post pandemic world must be identified.

Q6. Any other suggestions

Stronger reference to:

Reducing demand for cars and road building is not strongly reflected in the Strategy and should be included. There should be a commitment to no new road building and limiting investment in expanding road capacity. This aligns with the recommendation of the Scottish Infrastructure Commission which states there should be a presumption in favour of future proofing existing road capacity4 . Such a commitment is required alongside policies and actions to promote modal shift to active and sustainable modes and should be prioritised across the region.

We support the need for a new RTS which will reflect up to date policies, plans and strategies, including measures in relation to the climate change emergency and the impact of Covid-19. We do feel, however, that these elements are not reflected as much as they could be in the consultation report, and this focus needs to be much stronger when considering the priorities for the new RTS.   Furthermore, the Covid-19 pandemic has highlighted the need to focus on the twin global crises of both biodiversity loss and climate change. The Biodiversity Strategy Post 2020: A Statement of Intent focuses on the need to be resilient to pandemics and other challenges which may arise from degraded nature, and to commit to delivering a green recovery from the Covid-19 pandemic. We therefore recommend a focus on addressing the twin crises and the pandemic through the inclusion of natural infrastructure and nature-based solutions and as a cross-cutting theme of the new RTS.

Climate change should be at the forefront with a view to reducing emissions and keeping climate change to a minimum, setting targets.

Solutions

20% reduction in km target: what targets are being set and how

The issue of behaviour change across all elements of the transport network is increasingly important. Although mentioned, there is no reference to connection with national behaviour change programmes and the need for a coordinated systematic approach to the changing of hearts and minds.

Engagement

Consult with: MSIP, James Hutton Institute

We would encourage a review of the methods used for any further consultation, to help broaden the range of individuals and groups able to engage with the process. The Storymap format and accompanying online forms, while visually engaging, can be challenging to navigate. The PDF alternative, available via the Tactran website, should make clear that it contains a set of questions towards the end and have these available to complete in an editable format, with return details clearly indicated. There would be benefit from further support around schools and education journeys via a strategic and coordinated programme. This should include infrastructure changes e.g. street closures alongside behaviour change measures, such as Living Streets' WOW programme. The business case for Workplace parking levies should be researched and explored, in terms of how this might support behaviour change and delivery of new infrastructure.

Robust consultation is key, we cannot "second guess" what the public's travel requirements are. Once we know the requirements we can examine the barriers and establish how we resolve these in the most effective and environmentally friendly manner.

Stirling Business Ambassadors programme being developed - could be useful as a sounding board

Fife Council is supportive of the proposed new RTS which covers the issues thoroughly and look forward to further partnership working in the future to develop the Tactran RTS.

Useful links:

https://www.smmt.co.uk/2021/04/the-emerging-opportunity-of-urban-last-mile-deliveries/

https://como.org.uk/project/bikes-for-all/

https://como.org.uk/wp-content/uploads/2021/06/CoMoUK-Shared-Transport_An-action-kit-for-employers.pdf

https://como.org.uk/shared-mobility/mobility-hubs/what/

https://como.org.uk/wp-content/uploads/2021/03/CoMoUK-Scotland-Bike-Share-Survey-2020.pdf

Surrounding STPR2 case for change documents likely potentially of relevance

Stirling Economic Growth Strategy being developed / Tourism Strategy being reviewed

Other

Role of RTS: - baseline evidence to inform bids

Yes, clean the road signs and make road marking better and easy to follow, also cut back hedges around the signs so they can be seen

Tactran RTS Advertising Reporting

Advertising Channels:

Twitter
Facebook

After exploring target demographics discussed, Linkedin's Advertising audience proved too small for a targeted local campaign to prove effective.

The campaign was set up to target audiences based on the following brief:

Targeted message promoting a link directly to the story map across Tayside and Central – this will focus on people 16 and over living in main towns in our area and a 40 mile radius around them which will include those commuting into these areas also.

Total Campaign

Reach	Clicks	Click Rate	Likes	Comments	Retweets	Cost Per Click	Budget
173,948	2,041	1.17%	98	165	55	£0.39	£800

Twitter

Reach	Clicks	Click Rate	Likes	Comments	Retweets	Cost Per Click	Budget
57,902	634	1.09%	6	0	3	£0.47	£300

📌 **Pinned Tweet**

Tactran @Tactran_RTP · Jun 7

📢 Live in the Angus, Dundee, Perth and Kinross or Stirling Council regions? We want to hear from you.

@Tactran_RTP is writing a new regional transport strategy and would like your views on the issues that should shape the strategy: bit.ly /tactranrtstwit...

♡ 4   ♡ 6

Facebook

Impressions	Clicks	Click Rate	Likes	Comments	Shares	Cost Per Click	Budget
116,046	1,407	1.21%	92	165	52	£0.36	£500

Get on the Go
Published by Marc Blake ⓘ · June 7 · 🌐

📢 Live in the Angus, Dundee, Perth and Kinross or Stirling Council regions? We want to hear from you

The Tayside and Central Scotland Regional Transport Partnership (Tactran) is writing a new regional transport strategy and would like your views on the issues that should shape the strategy: http://bit.ly/tactranrtsfacebook… **See More**

STORYMAPS.ARCGIS.COM
Tactran Regional Transport Strategy   [Learn More]
Two versions of the report are available on the …

Selection of relevant comments:

Positive

Train lines e.g Perth to Edinburgh, Ed to Perth- parallel to motorway.
Respect and encouragement for cyclists and bike travelling. Cycle paths on same routes. (See Edinburgh to Sth Queensferry as an example, it's a highly used pathway).

Concentrate on enabling bike to train travel which is cheap both for individuals and society.

Perhaps direct bus from Blairgowrie to Ninewells hospital could be introduced which would deliver working people for 7am to work, training? That would take few cars of the road. Getting good network of walking paths, cycling paths and safe free car parks where cars could be left. Creating safe passing places through main large roads. It is all good to ask people to cycle/walk to work and not build facilities to allow that.

Our buses are vital .Keep the buses runnjng people are using them .

Netural

Reinstate regional train lines

Train from perth to Edinburgh

an almost hourly Train Service between Perth and Edinburgh, already operates.

yep, that was a very unfortunate rail line closure, but difficult to see it being undone. The line via Bridge of Earn and Markinch has, I understand, potential for line speed improvements and the current frequency, I suspect, requires the revenues delivered by intermediate stops, through Fife. Kinross could, perhaps be served by a rail line extension from Cowdenbeath, provided an economic/social case could be put forward.

it goes via Spain! And the reason i recommend, is that Kinross is cut off.

Stagecoach Citylink need to come into Forfar not stopping out on the motorway.Stupid idea in the first place.

express buses used to come into Forfar,but lack of passengers resulted plus lengthening time on journeys stopped this.I think Forfar has already got a good bus service.

so that must be the reason,twice they didn't stop at the by pass when I was waiting with five others to get to Aberdeen.

this has been a issue for decades now all down to the powerful and rich landowner whe refused to allow a bridge over the tay to be built on his lands (scone palace) disturbing his lucrative fishing rights and splitting estate land. This was all part of a relief road around Perth but only the Friarton bridge was built. Bridges were intented to take A9 traffic away from Perth City, improve connections from the Blairgowrie area and better connections for A90 traffic .

trouble was that a previous Scottish Secretary, I understand, allowed the Perth/Coupar Angus/Forfar road to be De-Trunked and landed it on the cash strapped Local Councils, to maintain.

maybe the CTLR will become the unofficial Dundee bypass for through traffic.Hope not!

Evidence of how Tactran follows the data received from us and how the decisions on actions to take reflect what residents want. i.e noticeable outcome of actioning people's views and requests given in consultation like this.

As far as I can remember they have talked a relief road on the A90 between Perth and Dundee being built around the Inchture to Longforgan villages across the sidlaws rejoining the A90 around Tealing this was first talked about when the 3 councils couldn't agree to come together with a joined up plan , then came TRC controlled the whole area again couldn't agree a plan now here we are decades later and 3 councils need to have a joined up plan instead of fighting with each other, the improvement at the Swallow round about is a perfect example delay after delay why because all 3 councils need to be consulted.

Better bus times for Invergowrie and more trains stopping at Invergowrie station or perhaps a shuttle train between Perth and Dundee which would stop at more stations in the Carse of Gowrie eg Errol inchture longforgan that would certainly improve links.

You could make more space for wheelchairs on the busses, as only one person in a wheelchair can travel on a bus designed for around fifty-five people!

Re-nationalise the railway's for a start with decent rates for freight to get the artics off the road. Re open the small stations and increase railway stops. Decent grants need to be available to help people switch to electric cars. Increase the bus routes to cover all areas every 15 mins not just rubbish circulars. Buses would need large storage area for parcels. Drivers to enforce any rules and procedures e.g. no masks no travel. Radical changes are needed because no one will swap their own transport for what we have now.

We need to discourage the antisocial and inefficient use of private transport, but at the same time it is essential that we enable people to use convenient and effective public transport and green transport solutions such as cycling. The public won't like this as it is not what they are used to, but 20 years ago no-one was used to mobile phones or internet apps. The opportunities for people need to be easy to do, cost edge to be in their favour, and supported by employers. BTW, the cycle to work scheme is regressive as it subsidised the richer substantially more that the poorer, and this is morally wrong.

You want to cut pollution and stop the potholes? Get the artics off the minor roads. In fact get the artics off the roads, period.

Negative

Is there someone out there that is going to listen to local views and possibly implement them........!!!

      falls on deaf ears. All to save money

      probably not as per usual from unelected civil servants. Big fanfare just wind lots of cash spent.

What about all the bloody potholes?????

Money better spent on mental health rather than 'look good towns' usually bad layout fir vip

By keeping cars out of Dundee city centre all that will be achieved is that the people will stay away and the shops that are currently dying will close down for good. You need to attract visitors not drive them away!

>	had a look and the LEZ bans petrol cars older than 15 yeats and diesel older than 6 years so not quite keeping cars out of Dundee?

Well, if you want to reduce traffic pollution, the first thing you need to sort out is the disgraceful situation that us poor Perthshire motorists have to suffer, and that is the ridiculousness of our major transport infrastructure being strangulated at 3 major points in Inveralmond, Broxden, and Keir roundabouts, !!!!! Why these are allowed to exist and hold up traffic like they do is beyond belief!!!

I don't know where to start to be honest. I am a driver and have been for years. One of the reasons for that is the fact that I can't ride a bike. I never have been able to because I have no sense of balance once my feet are off the ground. Another reason is the fact that over most of my lifetime the NHS and successive governments have been closing local hospitals in order to 'centralise' everything into so called centres of excellence. Whilst this may seem like a good idea on paper, the reality is that it makes hospital visits very difficult for those of us who don't happen to live next door to one of these centres. We have no choice but to drive there, usually then have to spend an hour looking for a parking space then we have a hike from the car to the location of the appointment. Then reverse the process to get hone again after the appointment. So I am getting some active travel, or whatever the buzzword is this week even though I am a driver.

Then of course there are the potholes, the uncut verges and unpicked litter all of which make our towns look awful to any visitors approaching. It is not just cars that are the problem, it is the lack of investment in keeping up repairs and maintenance as well.

Pointless exercise because they have already decided what they are going to do. Their just pen pushing under the guise of consultation.

How's this for "joined-up thinking?"

If I'm working in central Edinburgh, I have to drive to the Park and Ride at Broxden, where I take two big bags out of my car, and get the 0640 bus to Edinburgh. This gets me in about 0800, which is perfect. I finish about 1630, just in time to catch the 1715 back to Perth. The next bus is at 1900.

The 1715 bus doesn't go to the Park and Ride, though, it goes to the bus station, so I have to put my two big bags in a TAXI, to get back to Broxden for my car.

What a brilliant service!

Train line from blairgowrie to Perth and Dundee, as most people commute to either and live out in the area

Fix the roads because what's the point of paying RoadTax and Insurance when you cannot go anywhere without damaging our cars . May it might be a good idea if we all stopped paying for them until the repairs are done properly

I really want to comment. Only just heard about the survey and its only days to the closing date. This is poor.

Bike lane trial on duel carriageway through Arbroath was a total waste of money.
I never saw a cyclist using it, however the old cycle lanes on pavements continued to be well used.

Drove through Arbroath the other day, who was the numpty that decided to close the nearside lane of the dual carriageway through the town? The building of the relief road was not only highly expensive but it divided the centre of Arbroath killing off the southern half of the town. There are plenty cycle path facilities in and around Arbroath in fact you can cycle to Dundee without travelling on a road shared with cars, busses and lorrys. Please sort it out use some common sense

Better transport links and integration needed. Better more frequent services needed. Decent clean buses. More interconnectivity of public transport which are affordable. 39 service has been the Cinderella service for too long. Not efficient and regular enough. No Sunday service. Tatty buses. If services were better people would perhaps think about leaving the car behind! St Andrews always gets the cream of the crop in transport links and service. Buses every 10mins and nice shinny new ones regularly. Everywhere else deserves that kind of travel experience if things are to change. There's more frequent buses to and from St Andrews than into Dundee locally which is mind boggling to say the least. If we want to improve transport for tourists and locals

Well the best advice you can get is to keep out of it, as it is a fore gone conclusion that you will mess it up and the costs will be massive with the savings if any minimal as this is the way everything has been,

Get rid of the boxes in the town taking up parking spaces, shops need customers not boxes with plants on the road, also get rid of the 20mph it is just a money making answer to be caught out as it is in fits and burst on short roads Spend the money fixing pot holes which is causing problems for suspensions and tyres on cars