

A New Tayside and Central Scotland Regional Transport Strategy 2023 – 2033

**Summary of the second phase of engagement ‘A
conversation about changing how we travel’**

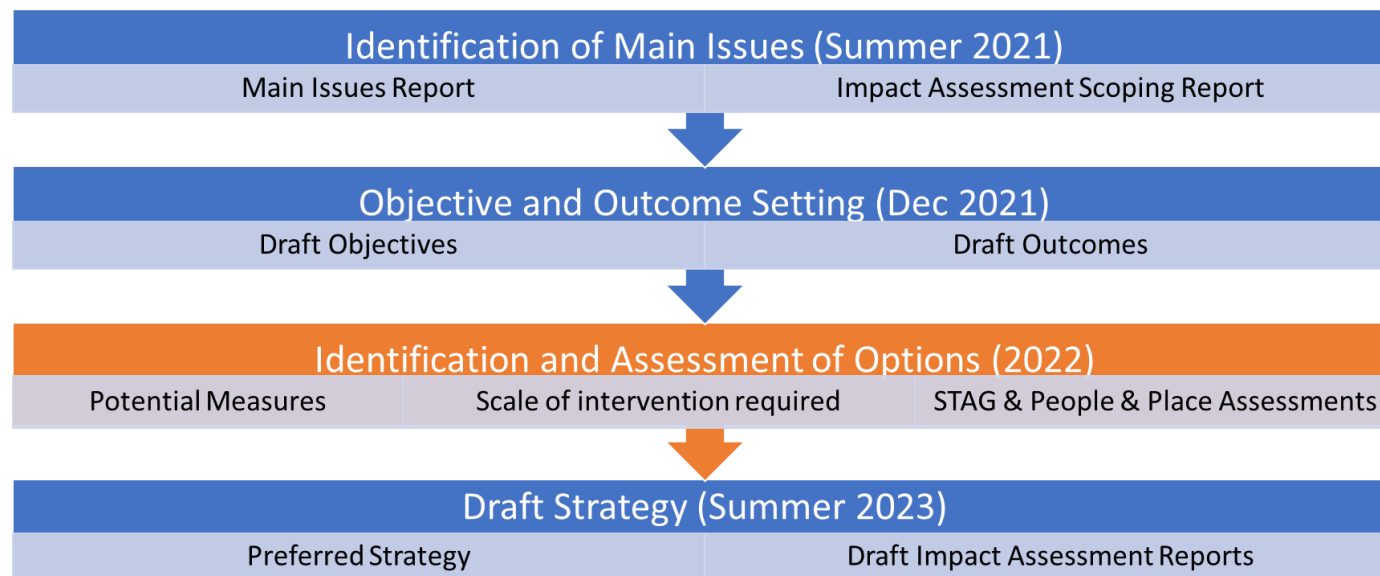
Update Note: February 2023

Responses to the second phase of engagement ‘A conversation about changing how we travel’

In preparing a new Tayside and Central Scotland we previously sought views on the main issues that should shape the strategy

Between 1st September 2022 and 4th November 2022, we sought views on:

- A. Draft objectives and outcomes
- B. The scale of change required, and what this will mean for you
- C. The extent to which individual measures can help deliver the objectives and outcomes, and hence address the issues identified



Responses were gained from:

- 26 **stakeholder organisations** through responses or from consultation responses
- 1002 individuals involved in a **Quantitative Public Opinion Research** (we used a market research company to interview a representative sample of the population)
- 35 **public responses** were received via the questionnaire, while 84 people commented via social media

A list of organisations participating is included as Appendix A

A. Comments on draft objectives and outcomes

Following the main issues consultation in Summer 2021, the Partnership meeting of 14 December 2021 adopted draft objectives and outcomes. A primary focus of the outcomes being to focus attention on where, and for who, interventions are most required.

Stakeholder organisations were supportive of the objectives and outcomes. Although whilst most accept the need to focus on where action is most required, there remains a feeling amongst some that the focus on specific areas might mean their communities are ignored.

The Quantitative Public Opinion Research sought views from a representative sample of the population and indicated that most people agreed with the objectives to take climate action (77%); improve health and wellbeing (82%) or reduce inequalities (80%) and help deliver inclusive and sustainable economic growth (77%).

D. Angus residents were the most supportive of the objectives, with Perth and Kinross residents being the least supportive.

E. All objectives were relatively more important to the more affluent areas (SIMD upper quintile) compared to all other areas.

Public questionnaire responses: Respondents to the public online questionnaire tended to disagree with the objectives and outcomes. Some respondents opposed the climate change objective in principle, others highlighted it as being the most important, followed by the objective to reduce inequalities.

Respondents pointed out the difficulties faced by those living in rural areas to reduce their car travel.

Social Media: Comments received via social media echoed the public responses to the questionnaire. While some respondents made the case to expand the public transport network (bus and rail) as a key measure to address both climate change and social inclusion, a considerable number of respondents did not support principles to discourage car use.

A conversation was held on social media between those concerned about the impact freight had on the quality of life in communities, and those that noted that the transfer of freight was essential to our daily lives, keeping our shops stocked etc.

B. Comments on the potential implications of the scale of change

To achieve the aspirations. In particular those relating to climate change and social inclusion the consultation noted that step changes were required in terms of:

1. Significant **change in travel habits** for individuals and businesses
2. **Commercial public transport services alone may not be sufficient** to support modal shift and social inclusion. May need to consider powers available in the Transport (Scotland) Act 2019. Alternatives to providing subsidised public transport should also be considered
3. **Unlikely that carrots alone will encourage a sufficient modal shift**, and demand management measures that reflect people's realistic choices, will be required. This is likely to require discouraging car use by those who have alternative travel options
4. **Additional finances** (public and private) must be found to improve alternatives to the car
5. The **location of services and new development** must not be car dependent
6. To maximise available resources, **greater collaboration and maximising the co-ordination** of partner activities is required

A focus of the engagement was to understand the potential implications on individuals, businesses, and stakeholder organisations of the scale of the change required. The responses to this question were principally made by the stakeholder organisations.

Stakeholder views on: **A significant change in travel habits** for individuals and businesses

- Those that we are asking to change the most for climate change reasons are those that drive the most i.e. the wealthiest in society
- Many people lead complicated lives built around the flexibility the car provides. The change required is not simply changing modes, but about changing daily routines to enable a change of modes

Stakeholder views on: **A significant change in travel habits** for individuals and businesses

- There was a general assumption that 20% car km reduction target can only apply to urban areas because there are few alternatives to the car in rural areas
- The strategy needs to 'speak' to both urban and rural areas
- Changing habits requires confidence in the alternatives. The population has faced declining public transport services and reduced local services over most of their lives
- Communicating the message about why change is required and how people could change requires consistent and co-ordinated messaging amongst partner organisations

Stakeholder views on: **Commercial public transport services alone may not be sufficient** to support modal shift and social inclusion

- Public and shared transport solutions are at the heart of addressing climate change and social inclusion
- Operators are currently facing significant challenges
- Public have lost confidence in public transport

Stakeholder views on: **Additional finances** (public and private) must be found to improve alternatives to the car

- Must not only ask "*What is the cost of undertaking action, but what is also the cost of not taking action*"
- Charging mechanisms can provide an income stream
- Finances should be directed to where they are most required and where greatest proportion will be spent on delivery

Stakeholder views on: **Unlikely that carrots alone will encourage a sufficient modal shift**, and demand management measures that reflect people's realistic choices, will be required. This is likely to require discouraging car use by those who have alternative travel options

- Most stakeholders believe we must give people alternatives before asking them to change behaviour.
- However, it is very unlikely that all desired alternatives will be in place before we will need to introduce restrictive measures to make significant progress towards the targets
- To provide an alternative to the car facilities need to exist for the whole journey
- Given inability to provide alternatives for the whole region by 2030, should we co-ordinate programmes (*walking and cycling improvements to public transport; interchange improvements; public transport improvements*) on corridors and in settlements where change is most required?
- There must be a geographic link between charging and provision of alternatives

Stakeholder views on: The **location of services and new development** must not be car dependent.

- Locating land uses to reduce travel, whilst the right thing to do, will contribute little to reducing car travel by 2030
- Improving walking and cycling to local neighbourhoods is the right thing to do, but to either reduce distances travelled or improve access to facilities, more services locally are required

Stakeholder views on: To maximise available resources, **greater collaboration and maximising the co-ordination** of partner activities is required

- Limited resources, need to focus activity on where investment will have greatest impact across key outcomes
- The need to focus and co-ordinate investment and activity between partners to ensure that the 'whole journey' is provided for where a modal shift is required. Deliver integrated solutions
- Co-ordination required across various partners

- Opportunities to share services? Co-ordinate programmes? Share responsibilities in programme development

The above points were echoed by those who responded to the public online questionnaire and comments on social media, with respondents highlighting that modern lives have become increasingly complex. The lack of confidence in alternative modes to the private car was raised by respondents. Many recognised the key role of public transport to develop a sustainable transport system within the region.

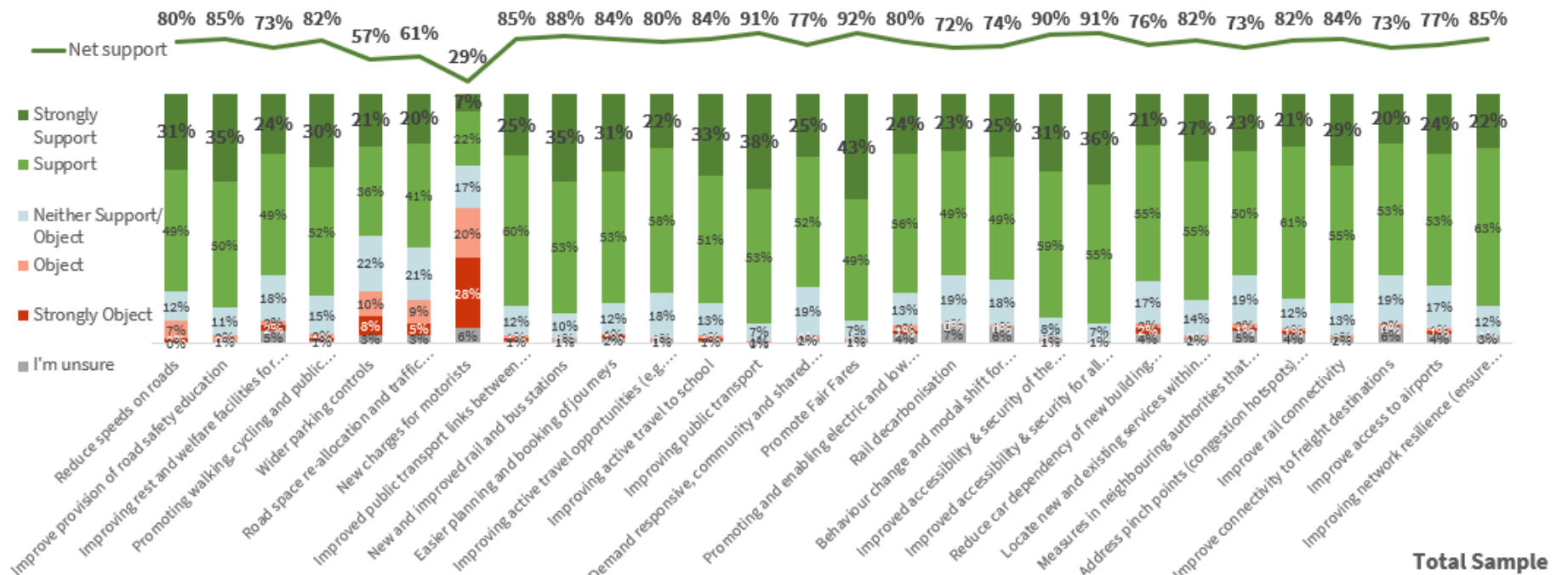
C. Comments on the potential measures

The consultation gave public and stakeholders organisations the opportunity to comment on the implications of potential measures.

Stakeholders organisations supported the delivery themes and measures.

Quantitative Public Opinion Research sought views from a representative sample of the population and indicated strong support across most of the potential measures:

- Strong support for most measures, with the majority of them being supported by over 70% of respondees. Restrictive measures, such as parking and traffic restraints still gained high support, with approx. 60% of respondents supporting such measures
- Measures which were universally supported, with support levels exceeding 90%, are:
 - Promoting fair fares
 - Improving public transport
 - Improving accessibility and security for all across public transport
 - Improving accessibility and security of the street environment



- Additional charges for car drivers (such as congestion charges, toll roads or road user charging) proved to be the least popular proposals, with 48% of respondents objecting to them and only 29% of respondents explicitly supporting the measure. 17% of respondents, however, neither supported nor objected such proposals.
- The wealthiest sections of society showed the highest support for all measures except for those looking to introduce new charging mechanisms. The most deprived areas are comparatively significantly more supportive of new charging mechanisms applied to car journeys within the region.
- There was little difference for the level of support for different measures between urban and rural residents

Public questionnaire responses: largely supported the potential measures. Overall, respondents identified measures to address climate change as being the most important. This was followed by the measures to reduce inequalities.

Improved public transport was considered key in addressing both climate change and social inclusion.

Respondents felt, however, that measures being implemented to restrict car journeys within the region could be perceived as punitive.

Social media: the measures which received the most support were improving public transport, addressing road maintenance, and improving conditions for motorists. A number of comments were against restrictions on car use, but this was countered in some cases by those arguing that some form of restrictions may be necessary.

Next steps

This note summarised the public and stakeholder responses to the second phase of engagement to help inform a new Tayside and Central Scotland Regional Transport Strategy. Further details of this engagement can be found in the meetings page (13 December 2022) of the Tactran website [A New Regional Transport Strategy 'A Conversation about changing how we travel' Consultation Summary](#)

The summary of the responses to the first phase of engagement, on what are the key issues the strategy needs to support, can be found on the Regional Transport Strategy page of the Tactran website [Regional Transport Strategy Update Note January 2022](#)

All responses will be considered by the Partnership as we prepare a draft RTS for consultation. It is intended that we will consult on a draft strategy over summer and autumn 2023.

Further details on the development of a new Tayside and Central Scotland Regional Transport Strategy can be found at [Consultation on a New Regional Transport Strategy 2023-2033](#)

Appendix A

Stakeholder organisations responding to the second phase of engagement

Who we have engaged with and had input
Transport Authorities: Network Rail; Scotrail; Sustran; Nestrans; Angus, Dundee, Perth and Kinross and Stirling Councils' transport officers; Fife Council; Perth and Kinross Mobility Board
Public Bodies: Tay Cities City Region Deal Management Group; Tay Cities Heads of Economic Development; NHS Tayside; NHS Forth Valley; NatureScot; Loch Lomond and the Trossachs National Park Authority
Community Planning: Angus CPP; Perth and Kinross CPP; Stirling CPP; Angus Transport Network; Dundee Transport Forum; Stirling Child Poverty Working Group (<i>CPP meetings included Police; Fire; HSCPs; Scottish Enterprise; DWP; Skills Development Scotland</i>)
Other transport bodies: Sustrans; Cycling Scotland; Living Streets;
Third Sector: Royal Voluntary Service
Public: <ul style="list-style-type: none">• Blackford Community Council; Strathallan Community Rail Partnership• Members of the Scottish Youth Parliament; Youth Voices Stirling