

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 DECEMBER 2023

A NEW REGIONAL TRANSPORT STRATEGY

REPORT BY SENIOR STRATEGY OFFICER AND STRATEGY OFFICER
(STRATEGIC CONNECTIVITY)Purpose

The report provides feedback on the public and stakeholder engagement undertaken on the draft Tayside and Central Scotland Regional Transport Strategy. The report asks members to consider the proposed responses to the issues raised to inform a final draft of the Regional Transport Strategy and its companion impact assessment reports to be presented to the Partnership in early 2024.

Summary

In writing a new Tayside and Central Scotland Regional Transport Strategy, public and stakeholder engagement has previously been undertaken to understand views on the main issues and the potential options to address these issues. An engagement exercise has now been undertaken to understand views on a draft strategy document.

Taking into account feedback from all the stages of the engagement, there is general consensus around the issues, the overall approach and the proposed actions.

Nonetheless, there remains scepticism regarding the ability to deliver, not only in terms of organisational ability, political will and resources, but also the complexity of fair behaviour change given the complexities underpinning people's current behaviours.

Whilst there are objections to measures which are seen to limit car use, the representative public opinion survey suggests the vast majority are concerned about climate change; support the objectives of the strategy; and a reasonable proportion are willing to consider changing behaviour.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) Consider the public and stakeholder responses to the Draft Tayside and Central Scotland Regional Transport Strategy (RTS) and its accompanying impact assessment reports included in this report and Appendices A, B and C to this report;

- (ii) Approve the suggested amendments to the draft RTS and its companion impact assessment reports as identified in Tables 6 and 7 of this report; and
- (iii) Agree for a final draft of the RTS to be brought to the Special Partnership Meeting on 30 January 2024 for Members to consider its submission to the Minister for Transport.

2 BACKGROUND

- 2.1 Regional Transport Strategies have statutory status, as provided for in the Transport (Scotland) Act 2005. The Act places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy. The Act requires that Regional Transport Partnerships (RTPs) keep their strategies under review.
- 2.2 It is both a duty and best practice for impacts assessments to be undertaken to inform the strategy:
- It is a statutory duty for all public bodies to undertake a Strategic Environmental Assessment (SEA) when preparing a new strategy
 - An Integrated Impact Assessment has been prepared. This fulfils:
 - The duty for public bodies to undertake an Equalities Impact Assessment (EqIA) when preparing a new strategy
 - The Scottish Government's Children's Rights and Wellbeing Impact Assessment requirements
 - Best practice recommending the undertaking of a Health Inequalities Impact Assessment
- 2.3 The Partnership meeting of 15 September 2020 approved the preparation of a new Regional Transport Strategy (RTS) (report [RTP/20/32](#) refers).
- 2.4 Between June and August 2021 public and stakeholder engagement was undertaken to identify the issues that need to be considered when developing the strategy. This informed the draft objectives and outcomes approved by the Partnership Meeting of 14 September 2021 (report [RTP/21/26](#) refers).
- 2.5 Between July 2022 and November 2022, a further public and stakeholder engagement was undertaken, seeking views on the draft objectives and outcomes; the scale of change required to hit national targets; and the types of measures which could help deliver the identified outcomes (report [RTP/22/32](#) refers).

2.6 Table 1 highlights the level of response to the first two rounds of consultation.

Table 1: Level of response to previous rounds of engagement		
	Stage 1: Main Issues	Stage 2: Options
Public questionnaire responses	44	35
Social media	165 comments	84 comments
Organisational stakeholders	30	26
Quantitative public opinion surveys	n/a	1002

2.7 Board members will be aware that themselves and officers of the Councils, informed by these two extensive public and stakeholder consultation exercises, have worked with Tactran officers to:

- Identify the key social, environmental and economic priorities that the region’s transport networks need to support.
- Develop draft strategic objectives and outcomes to help focus activity on where it is most required.
- Identify measures that can help deliver these outcomes.

2.8 In undertaking this work, the Partnership Board have noted:

- The scale of the challenge required to hit local and national aspirations, especially those in relation to Climate Change.
- That hitting these targets means a step change in behaviour both for individuals and businesses, and also for the delivery agencies, including the Councils and other Regional partners. Maintaining the status quo in how we deliver improvements to our transport networks is unlikely to enable these aspirations to be met.
- When asking individuals and business to change their behaviour, the ask must be fair, timely and proportionate.

2.9 Through the processes of developing the strategy, the following have become pillars shaping the RTS, and may be useful to have regard to when considering the responses to the draft strategy:

- There is limited time and resources to achieve 2030 interim Climate Change (and Child Poverty) targets. We should **focus activity on the locations and groups in society where support to access facilities or encourage behaviour change is most required.**
- The alternative to the car, whether for people with cars, or those without, requires **integrated solutions.** This requires agreeing priorities and co-ordinating programmes within and across organisations.
- The degree of behaviour change desired, requires an ongoing conversation with all stakeholders. The strategy (*as the building block for this conversation*) must speak to the differing geographies across the region. The draft strategy started to package the actions (*and hence the integrated solutions*) by **rural areas / urban areas / strategic corridors.**

3 DISCUSSION

The engagement process

3.1 During the third round of public and stakeholder engagement the following were consulted on:

- The draft strategy (*available as an on-line storymap; a PDF version; an easy read summary*)
- The draft Integrated Impact Assessment Report (*available as a PDF*)
- The draft SEA Environmental Report (*available as PDF*)

3.2 The engagement was targeted at:

- **The public:** via press releases; newspaper articles; Facebook, X and LinkedIn; previous RTS respondees; and circulated by Council communication teams to community groups.
- **Stakeholders:** all stakeholders reflecting public agencies, third sector, operators, chamber of commerce contacts were notified and invited to respond. In addition, meetings were held with stakeholder groups to discuss the RTS and its implications. Two youth engagement sessions were also arranged and facilitated by members of the Scottish Youth Parliament.

3.3 In addition:

- **A representative public opinion survey** was conducted involving 1069 people. Those interviewed were filtered to ensure that the group total was representative of the populations of the four Council areas.
- **The draft SEA Environmental Report** was forwarded to the SEA gateway to enable the statutory agencies to respond.

3.4 The consultation asked the following questions to help the Partnership understand whether the draft strategy summarises and reflects the work to date on identifying key issues; setting objectives and outcomes; understanding options at both the strategy level and also in terms of actions.

Q1: The challenge and level of ambition:

- *Please provide your views on the challenges outlined in the strategy and describe any others you think should be considered*
- *Do the strategic objectives, outcomes and targets reflect the social, environmental and economic challenges the strategy needs to address?*

Q2: The scale of change required: *To what extent do you agree or disagree with the proposals to pursue significant change or is there an alternative way of delivering the scale of change required to meet the challenges?*

Q3: The actions: *To what extent do you agree or disagree with the proposed approach as it affects you?*

- *Will the actions included in the strategy help and encourage people to move around the region more sustainably more often?*
- *Is there anything else that we should consider when finalising his approach?*

3.5 The third stage of engagement ran from 4th August to 27th October 2023, although discussion with, and responses from, organisations continued to be submitted up to 16th November 2023.

Public comments

3.6 The key themes from those members of the public that responded either to the questionnaire or commented via social media (Facebook and X) are included in Table 2 below. The summary of the public comments, and the proposed Tactran responses to the comments, are included as Appendix A.

Table 2: Public comments 21 questionnaire responses / 19 people via social media / 17 responses to Courier article	
The challenge and level of ambition	<p>Overall, respondents agreed that the challenges have been correctly identified and agreed with the objectives, outcomes and targets.</p> <p>Nonetheless, the following suggestions were made:</p> <ul style="list-style-type: none"> • Tourism issues, especially in relation to the National Parks, had been ignored • Inclusive travel for older and disabled people could be addressed more explicitly • Climate change targets: Some respondents questioned whether it was ambitious enough to refer to the Scottish national targets • Deliverability and political will: whilst the ambition may have been welcomed, questions were raised around the ability and political will to deliver
The scale of change required	<p>Overall, respondents agreed with the overall approach to pursue significant change. Including:</p> <p>Integrated solutions: Respondents welcomed how consideration of the whole journey will reduce car dependency</p> <p>Exploring new models of bus provision: Respondents welcomed considerations of local authorities to run their own bus services</p> <p>Liveable / 20minute neighbourhoods: The concept of local living was welcomed by most respondents.</p>

Table 2: Public comments

21 questionnaire responses / 19 people via social media / 17 responses to Courier article

	<p>Nonetheless:</p> <p>Political will and weight of the regional transport strategy. Respondent's asked if it will "<i>actually happen</i>". Respondent's observed that "<i>action depends on political will. If this is not present, then delivery is unlikely.</i>" They asked whether "<i>Tactran have any authority to insist on the changes required</i>" and whether "<i>the Council[s] have any funds to ensure the required changes are made?</i>" Respondents remained sceptical as to whether there is "<i>really any prospect of partnership working between the various councils?</i>" and asked how Tactran will "<i>ensure the necessary political will is put behind the aims and objectives listed in the document</i>" and "<i>how will [Tactran] ensure that the necessary investments are made and the unnecessary investments discouraged?</i>"</p> <p>Charging mechanisms to discourage car use: respondents highlighted that, for some, charges would make it difficult for some to continue to participate in society.</p> <p>Electric Vehicles Respondents also pointed out that current models for EV ownership are not working for households in the lowest income brackets.</p> <p>Liveable / 20minute neighbourhoods: A small minority were of the opinion that the concept involved the restriction of free movement.</p> <p>Role of Scottish Government: Respondents noted that there was a role for Scottish Government and Transport Scotland where a national approach to particular programmes could be more effective and efficient</p>
<p>The actions</p>	<p>Public transport and buses. Respondents noted that reliable and high-quality public transport connections, particular buses, across the region is key for social inclusion and modal shift. Including:</p> <ul style="list-style-type: none">• The affordability of public transport was highlighted as a key barrier that needs to be addressed• Integrated service timetabling• Information• More welcoming interchange facilities <p>Behaviour change: It was suggested that people will respond to supportive and voluntary policies while restrictive measures, such as road user charging, will fail.</p>

Table 2: Public comments 21 questionnaire responses / 19 people via social media / 17 responses to Courier article	
	Demand management: Doubts were raised in relation to actions which restricted car use
Other comments	<p>Behaviour change: Respondents observed that it will be key to understand both the drivers of the change required as well as the barriers</p> <p>Digital and energy networks: The need to develop “<i>integrated energy and digital infrastructure in parallel, if not ahead, of the themes identified in the RTS</i>” was noted</p> <p>Prioritising climate action: Whilst the majority of responses have prioritised climate action there were also those suggesting that the regional carbon footprint was trivial on a global scale and, therefore, it made no sense for us to prioritise and take climate action</p>

Organisational stakeholder comments

- 3.7 Table 3 summarises the key themes emerging from organisational stakeholder meetings. The summary of the comments from organisations, and the proposed Tactran responses to the comments, are included as Appendix B.

Table 3: Comments from organisations 13 officer groups (representing over 30 organisations); 20+ questionnaire and written responses	
The challenge and level of ambition	<p>Challenges as presented were generally well supported.</p> <p>Comments</p> <p>The strategy does not sufficiently reflect:</p> <ul style="list-style-type: none"> • Causes and consequences of car dependency in rural areas • Tourism issues • Road safety issues • Community and climate resilience • The aging population and the long-term consequences of this on transport and travel • The accessibility gap for people with disabilities • The scale of the climate change problem • The issues relating to carers • Safety and security for young people • Whether rail networks had the capacity to enable a modal shift

Table 3: Comments from organisations	
13 officer groups (representing over 30 organisations); 20+ questionnaire and written responses	
	<ul style="list-style-type: none"> • Is there sufficient emphasis on connectivity to Edinburgh and Glasgow by rail • Do the targets sufficiently drive progress towards reducing inequalities? • Should there be additional targets in relation to freight modal transfer and resilience?
The scale of change required	<p>There was support for the strategic policy direction established in the document.</p> <p>Comments</p> <ul style="list-style-type: none"> • Rural areas: The strategy underestimates the issues relating to rural areas and the difficulty in delivering change • Finances: Can finances be allocated proportionality across geographies relative to addressing targets (<i>e.g. most km in rural areas / most air quality and health problems in urban areas</i>) • Co-ordination and responsibilities <ul style="list-style-type: none"> ○ While some argued that more finances were necessary, others argued co-ordinating and prioritising spend on identified priorities could go a long way ○ The need and the difficulties (reinforced by experience) of ensuring all relevant agencies (especially the four councils and the RTP) work together and pull in the same direction ○ The need to co-ordinate traffic restraint measures ○ The strategy requires long term commitment (and hence ownership) if it is to be delivered and its objectives achieved ○ Strengthen ability to ensure delivery: Responses reflected on the inability of Tactran to enforce any of the strategy. Some suggestions, although not from partner agencies, for Tactran to assume the role of a passenger transport authority; ○ Bus operators were content to explore, with the partnership, new models of service provision • Demand management: Use of restrictive measures on car use are risky. No response suggested that road user charging was wrong, but all highlighted the difficulties and hence the conditions that would need to be in place for it to work. • Support for integrated solutions • Lack of trust in delivery unless the reader can see how actions relate to their geography e.g. Loch Lomond and The Trossachs National Park; Forth Valley etc

Table 3: Comments from organisations	
13 officer groups (representing over 30 organisations); 20+ questionnaire and written responses	
	<ul style="list-style-type: none"> • Useful to emphasise the relationship between (the resources for) improving public transport and charging for car use
The actions	<p>Comments</p> <ul style="list-style-type: none"> • Affordability of public transport not covered • Minimum levels of public transport provision desired • Greater role for community transport <ul style="list-style-type: none"> ○ Potential complementary functions for interchanges and rural bus operators for collection/drop off points and delivery of goods suggested • Connectivity between transport modes is only covered in relation to interchange facilities rather than timetables etc • Demand responsive services which require booking at least a day in advance, can only provide an option for some trips • Make the connection between MaaS journey planning tools enabling and supporting new transport services to be provided • Electric vehicles: Lack of confidence in sufficient charging infrastructure to enable the electric and low vehicle emission revolution • Mixed response to the level on emphasis placed on cycling. Active travel agencies / groups feel that there is not enough emphasis. Others suggest there is too much expectation that people will start cycling • Ensuring new development is accessible by modes other than the car was supported, although the adverse economic impacts of not allowing development in (especially rural) locations where there is not public transport were highlighted. • Greater emphasis on rail freight desired • Suggestions that pinch points on the trunk road network should be addressed through a modal shift • Behaviour change campaigns were supported by some, while others suggest that change will come from improved alternatives • Greater emphasis on network resilience desired • Impact of national networks on local communities • Promoting air travel is questioned as it is contrary to some objectives • Liveable / 20min neighbourhoods should apply to all areas • Noted park and ride is currently limited in some areas across the region

Table 3: Comments from organisations	
13 officer groups (representing over 30 organisations); 20+ questionnaire and written responses	
	<ul style="list-style-type: none"> • If parking restrictions are to be used to encourage a modal shift, they need to cover areas which would prevent the driver from just parking an additional couple of hundred metres away <p>Many respondents desired further detail on the actions they commented on</p>
Other comments	<ul style="list-style-type: none"> • Need for ongoing engagement • Requests for specific indicators relating to mode share • Request for rail freight target • Objectives should reflect regional priorities

3.8 The key issues emerging from the youth engagement sessions arranged by Members of the Scottish Youth Parliament included:

- Safety and Security concerns when travelling; the anxiety these leads to and the desire for reassurance
- Journey planning and reliable information (especially for when services are cancelled): Desire for apps which cover all modes
- More reliable public transport and cleaner buses

Representative public opinion survey

3.9 A representative public opinion survey was undertaken focusing on the following themes to help understand attitudes towards the direction of the strategy:

- Objectives
- Climate change, the willingness to change travel and the adequacy of transport provision and travel alternatives
- Use of resources
- Charging mechanisms to discourage car use and the use of any income
- Electric cars and car clubs

3.10 The key findings are reflected in table 4. Table 4 reflects global numbers across the region, the responses to questions can vary both between and within Council areas. The results of the quantitative public opinion survey are included as Appendix C, available in the Members area of the [Tactran website](#).

Table 4: Public Opinion Survey. Attitudes towards....	
Objectives	All four strategic objectives received strong support. While supporting climate change is the most important issue quoted within written responses, improving health and wellbeing is the strongest supported strategic objective within the Public Opinion Survey

Table 4: Public Opinion Survey. Attitudes towards....	
Climate change, the willingness to change travel and the adequacy of transport provision and travel alternatives	<p>If there were safe, affordable and convenient alternatives, to combat climate change, instead of using the car people are 'much more' / 'more' likely to:</p> <ul style="list-style-type: none"> • Travel to facilities closer to home 29% • Get the bus 20% • Get the train 20% • Walk more 18% • Cycle 10% <p>74% said that irrespective of safe and convenient facilities, they would not cycle instead of using the car</p>
Use of resources	<p>People agreed that resources should be directed to:</p> <ul style="list-style-type: none"> • locations / trips where the most car km is driven 72% (5% disagreed) • assist the more vulnerable/most in need in society access jobs / training and services 88% (0% disagreed)
Charging mechanisms to discourage car use and the use of any income	<ul style="list-style-type: none"> • 96% agree (with 62% strongly agreeing) that measures should recognise that some people need to travel, specifically in rural areas when the only way to access facilities is by car • 95% agree (with 72% strongly agreeing) that measures should not increase the cost of travel (specifically for those who can least afford it). Also is a redistribution of costs possible? • 93% agree money should be directed at alternatives (e.g. buses and trains). Stronger support that income used to address air quality (90%) rather than reducing car km (77%) • 88% agree there should be co-ordination across regions and/or country to ensure consistency in approach/measures
Electric cars and car clubs	<ul style="list-style-type: none"> • 34% of least affluent do not know where they would charge an electric car (average 21%) • 88% say electric car clubs would not change the number of cars in the household

Impact Assessments

- 3.11 The final draft of the Impact Assessments will be submitted to the Partnership along with the final draft of RTS. This will allow the Partnership to consider the recommendations of the impact assessments as they consider the RTS itself.
- 3.12 The purpose in this report is to firstly highlight those comments received that need to be considered in finalising the impact reports. Secondly the report will highlight the proposed recommendations of the impact assessments which recommend changes to the RTS document itself.
- 3.13 As has been noted in previous reports to the Board, the proposed conclusions of the impact assessments have been broadly supportive of the RTS, which is to be expected given the RTS is structured to support strategic objectives of:
- Taking climate action
 - Improving health and wellbeing
 - Reducing inequalities
 - Helping deliver inclusive and sustainable economic growth

In addition, the strategy focuses attention on where support is most required, helping to maximise benefits and reduce any unintended consequences.

- 3.14 However, the principal issues raised by the draft impact assessments up to now have been:
- Many of the possible benefits of the strategy in terms of it mitigating against social or environmental issues will only be realised if the strategy is delivered.
 - The potential for restrictive measures to help reduce car use having a greater impact on the least affluent and more vulnerable groups in society.
- 3.15 Table 5 below reflects the key comments that have been received in response to the impacts assessments. The summary of the comments on the impact assessments, and the proposed Tactran responses to the comments, are included as Appendix D.

Table 5: Comments on draft impact assessments
Draft Strategic Environmental Appraisal
Respondents: <ul style="list-style-type: none">• recommended amending the respective strategic objective to take climate action to also take action against biodiversity loss. And to include more actions in relation to bio-diversity• Climate resilience: how will the RTS plan for flooding, heatwaves and adverse weather conditions?• potential implications may be overlooked at this strategy stage• A number of the concerns regarding the ability to deliver the strategy made in response to the RTS were repeated in response to the SEA• Request to support sustainable tourism• Lack of reference to AQMAs / LEZ was noted

Table 5: Comments on draft impact assessments	
Draft Integrated Impact Assessment	
General	<p>Respondents:</p> <ul style="list-style-type: none"> • supported the “detailed, integrated approach taken” and welcomed the ambition of the document but questioned whether they will be acted upon. • The proposed actions were considered effective but only if they are achieved rapidly and at scale. • Respondents noted that all actions outlined by the strategy are dependent on other bodies. • Suggested that Local Authorities should be encouraged to take up the granular mitigating actions within their local strategies and associated action plans
Children and Young People	<p>Respondents:</p> <ul style="list-style-type: none"> • Noted that most interventions will have a positive impact on children and young people • supported the focus on protecting the mental and physical health of children • Suggested the potential negative impacts from construction of infrastructure should be mitigated • supported the uptake of renewable energy for public transport vehicles to ensure that children and young people are not adversely affected (<i>NB it is assumed that the comment relates to low/zero emission vehicles, albeit with a preference for these to be powered by renewable energy</i>)
Fairer Scotland	<p>Respondents:</p> <ul style="list-style-type: none"> • recommended a strengthened focus on rural transportation solutions should be advanced • recommended differentiated (charging scheme and levy) tariffs are implemented to protect at-risk groups from being unfairly impacted • suggested the RTS sufficiently accounts for equality, human rights, and socio-economic disadvantage (poverty) implications
Equality Impact Assessment	<ul style="list-style-type: none"> • Improvements to public transport require to be delivered, especially for rural areas, to ensure social inclusion and resilient communities • Increasing access to bikes and storage
Health Inequalities	No comments were received on the Health Inequalities Impact Assessment

Targets

- 3.16 At the RTS away day (18th May 2023) members discussed the approach to targets included in the RTS. Targets were suggested for 9 of the 22 outcomes. Board members expressed a desire for targets to reflect national aspirations where such existed, noting that the task would be to understand whether the targets were likely to be met through maximising delivery within existing resources and working practices, and if not, what would be required towards meeting these targets.
- 3.17 Work was commissioned to help understand the potential gaps between current delivery and the national aspirations.
- 3.18 The purpose of understanding the gaps between ‘the best we can deliver within existing resources/powers’ and ‘aspirations’ is to identify whether we would like to talk with Scottish Government and Transport Scotland about if there are areas where they can help us hit those national targets.
- 3.19 It is suggested the role of the RTS is to introduce an offer (the best we can deliver within existing resources/powers’) / ask (what is required to help meet the gap) principle, rather than quantifying both what the ‘gap’ is, as well as quantifying the ask. It is also suggested that if we are to seek any additional support from Transport Scotland, then that is unlikely to be considered unless they see we are doing the best we can.
- 3.20 It is proposed that the issue is addressed by:
- Introducing the **offer/ask principle in the RTS**. This should highlight the national targets we aspire to support, and the bigger commitments for the partners included in the RTS, e.g.:
 - Prioritising and co-ordinating activity (integrated solutions) to target those locations/populations where the most progress is required to make a difference against climate change / reducing inequalities targets
 - Investigating new models of public transport provision
 - Investigating charging mechanisms to encourage a modal shift
 - Include in the RTS a simple ‘**risk register**’ which would identify the external factors (i.e. outwith the partners control) which would be likely to have an impact on the achievement of the national targets (this could be included as an appendix)
 - Identify the gaps, and the **activities to address these gaps in the RTS delivery plan**.
- 3.21 The work on the targets has also highlighted issues with the proposed target related to the reducing inequalities’ strategic objective (i.e. *% of employed adults who could use public transport for work in least affluent areas to be equal to or better than the average for the Council area*).

3.22 This target was proposed because:

- There is no readily accessible data set which focuses on the desired outcomes highlighted i.e. ability of:
 - 16-24 year olds to access jobs and further education
 - all in the lowest SIMD datazones to access jobs, education and services
 - families targeted in local child poverty action plans to access jobs, education and services
 - rural communities to access jobs, education and services
 - older (65+) people and those in lowest SIMD datazones to access social activities

It is also useful to be mindful of access to healthcare indicators included under the *Improve Health and Wellbeing* strategic objective.

- It is not simply the availability of public transport services that are the problems that the target populations face. Indeed, the majority of the least affluent areas in the region have as good 8am-6pm Mon-Fri services as anywhere else in the region. Instead, the problems these target groups face include:
 - Availability of public transport to enable access to jobs outside of those '9-5 jobs'
 - Cost of travel
 - Awareness of all travel options, especially those involving multiple stages/modes
 - Not having at least one car in the household to undertake those multi-purpose trips which are time constrained (especially dropping off or picking up children)

Therefore, an indicator is required that goes beyond the simple availability of public transport services.

3.23 The representative public opinion survey indicates that there is a gap in the Tactran region between *% of employed adults who could use public transport for work in least affluent areas compared to the average (i.e. mean) (or even the more affluent areas)*, although, it is worth noting this is not reflected nationally. However, the target itself will only drive progress in relation to those from the least affluent areas that are employed unless further guidance is included.

3.24 Given the difficulty in identifying an alternative target which reflects the problems the vulnerable groups face and which is measurable, it is suggested that:

- the target is retained;
- text emphasises the need to focus interventions on the target groups identified; and
- the identification of other indicators which will help provide identify whether progress is being made in favour of the target groups.

Emerging issues

3.25 In addition to the work being undertaken in relation to the RTS, it is suggested that the final RTS also considers:

- Emerging 2022 Census data and 2021 Scottish Household Survey Data (*update summary of monitoring framework*)
- The 'polluter pays' principle as included in [Scotland's Guiding Principles on the Environment: Statutory Guidance – Parliamentary Statement and Analysis Report](#) (*in relation to charging mechanisms to help reduce car km*)
- Verity House Agreement (*in relation to funding*)
- Council Electric Vehicle Expansion Plans (*work for Transport Scotland estimates that 73% of the transport CO₂ savings by 2030 will come from technology (ie cleaner vehicles). Now the Councils have completed their draft Expansion Plans, the key features of these should be worked in to the RTS*)

Suggested amendments to the draft RTS

3.26 Many of the comments received have the potential to strengthen the document and are easily incorporated.

3.27 Perhaps the most significant issue which requires consideration is the lack of confidence in the partners being able to deliver on the ambitions. It is suggested at this stage this could be addressed by providing further detail on principles already proposed in the strategy.

3.28 Firstly, given the number of trips made each day in each council area, any real progress is unlikely unless **measures are directed to those populations and locations where they are most likely to have the greatest impact on the proposed targets**. It is proposed the RTS highlights those locations and populations where interventions will have the greatest impact, i.e.

- **To reduce inequalities:** Target access improvements at the least affluent communities and vulnerable groups (*e.g. disabled; young; over 65's; groups identified in the child poverty action plans*), especially where these groups are located in areas where there is poor access (*as indicated by SIMD access domain*) and/or at risk of transport poverty (*see Transport Scotland STPR2 transport poverty mapping*)

- **To address climate change:** Investigate demand management measures and improving alternatives for those trips which generate the most car km driven
- **To improve health and wellbeing:**
 - Promote active travel in the communities with the poorest health (as defined by the *SIMD health domain*)
 - Promote modal shift to reduce the number of car trips in those locations where there are air quality issues
- **To assist the delivery of sustainable and inclusive economic growth:**
 - Target access improvements to education, training and employment for the young and those identified in child poverty action plans
 - Promote modal shift in and around major corridors in our urban areas.
 - With regard to addressing pinch points which have the biggest impacts on local and national economic performance, it is suggested that an ask could be a group with representatives from Tactran, Local Authorities and Transport Scotland to monitor problems and investigations in relation to the pinch points.

The relevance of these priorities to localities can be reflected in the Rural / Urban / Strategic Corridor Integrated Solutions sections.

3.29 Secondly, highlighting the need to identify governance arrangements that ensure that programmes are prioritised and co-ordinated to deliver integrated solutions. For example, a senior management co-ordination group.

3.30 Taking into account the comments received on both the draft strategy (and supported by the quantitative public opinion survey) the following changes to the Impact Assessments are proposed in Table 6, and the proposed changes to the RTS are included in Table 7.

Table 6: Proposed changes to the impact assessment reports	
Issue	Proposed Change
Draft Strategic Environmental Appraisal	
Mitigation issues to be ordered to follow the mitigation hierarchy of: <ul style="list-style-type: none"> ▪ Avoid ▪ Reduce ▪ Remedy or compensate 	
Mitigation measures to be ordered: <ol style="list-style-type: none"> (1) the measures required (2) when they would be required; and (3) who will be required to implement them 	
Include explicit assessment of the strategic objectives	

Table 6: Proposed changes to the impact assessment reports	
Issue	Proposed Change
Note changes made to the RTS as a consequence of the environmental appraisal	
Draft Integrated Impact Assessment	
Children and Young People	Add in the issues of anxiety and security as a consequence of late or cancelled public transport
Equality Impact Assessment	Note improved access to all modes of travel, including bikes and bike storage

Table 7: Proposed changes to the Regional Transport Strategy
New section: Foreword
Introduce foreword which includes importance of transport and accessibility to supporting other policy areas; and demonstrates <i>'that we have listened'</i>
Section 1: Context (including key issues)
<ul style="list-style-type: none"> • Reflect aging population, disability and tourism issues in <i>Section 1.2 Key Issues: nature of the region</i> • In <i>Section 1.3 Key Issues: transport</i>, introduce: <ul style="list-style-type: none"> ○ Public issues with the transport network (especially affordability and loss of confidence with public transport; car dependency in the rural areas; safety and security concerns for young people) ○ Commentary on issues with strategic network, including Perth to Edinburgh rail ○ Importance of digital and energy networks ○ Road safety issues • Strengthen climate change (+ including public attitudes data) in <i>Section 1.4: Key Issues: Climate emergency</i> • Include 'key messages from engagement and the representative public opinion survey across the document to help reinforce that <i>we have listened</i>
Section 2: What we want to achieve
<ul style="list-style-type: none"> • Review text relating to 'reducing inequalities' target in line with para 3.24 above • Highlight those population and location types where interventions will have the greatest impact on the targets.
Section 3: How we will deliver the strategy
<ul style="list-style-type: none"> • Introduce the 'Offer / ask' principle • Introduce text in line with paras 3.27-3.29 to improve confidence in ability to deliver • Reflect in section 3.1 the need to recognise the underlying (non transport) circumstances which underpin peoples travel behaviours and add to the complexity and scale of the behaviour change issue • Strengthen text in relation to investigating new models with operators (include reference to community transport operators) in section 3.1.3 <i>Our</i>

Table 7: Proposed changes to the Regional Transport Strategy

<p><i>transport networks cannot work without a strong and reliable public transport network</i></p> <p><i>“operators have agreed to work in partnership with Tactran and the Councils to explore future models of provision through the bus alliances”</i></p> <ul style="list-style-type: none"> • Reflect appropriate geographies, such as travel to work areas and National Parks, within <i>Section 3.2 Integrated Solutions</i> • Reflecting tourism and car dependency issues in <i>Section 3.2.1 Rural integrated solutions</i> • Relocate section <i>3.3 Reducing car kilometres driven</i> after section <i>3.1.3</i> and emphasise the relationship between improving public transport services and charging for car use • In section <i>3.4 Actions</i>: <ul style="list-style-type: none"> ○ Note how the actions will be identified and delivered through different delivery plans (e.g. Bus Service Improvement Plan; LEZ; Council Local Transport Strategies etc) ○ Note the need to consider the impacts of particular measures on particular groups as highlighted in the SEA and Impacts Assessment reports. The identification of the particular measures relevant to the particular measures can be included in the RTS Delivery Plan ○ Reflect the proposals included in the Councils’ draft Electric Vehicle Expansion Plans ○ Reflect the need for interventions to follow best practice in implementation to protect and enhance bio-diversity when possible ○ Reflect co-ordination of timetables along with other aspects of interchange ○ Reflect MaaS tools can enable new transport services ○ Action 5: note role of Transport Scotland for those communities on national networks
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Section 4: How we will measure success

<p>Update data using</p> <ul style="list-style-type: none"> ○ Census and Scottish household survey data ○ Sustrans Hands-up Survey data

New Section: Next steps

<ul style="list-style-type: none"> ▪ Introduce a ‘next steps’ section outlining the role of the RTS delivery plan
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- 3.31 Furthermore, it is suggested that some of the comments are best addressed in the RTS delivery plan (see para 3.37 below) e.g.:
- Identify any appropriate metrics for relevant actions
 - Reflect opportunities for bio-diversity enhancement
 - Reflect where actions likely to be included in specific theme or locality action programmes (e.g. Bus Service Improvement Plan; LEZ; LTS etc)

Next steps

- 3.32 The following actions are proposed to continue to progress the RTS and its delivery.

- 3.33 **Special Partnership meeting:** a special partnership meeting is scheduled to be held on 30th January 2024 to consider the final RTS and its accompanying impact assessments and approve submission of the RTS to the Minister for Transport.
- 3.34 **Consultation summary to participants:** A summary of the consultation be prepared for circulation to organisations and individuals who have asked to be kept updated on progress of the RTS.
- 3.35 **Delivery Plan: Delivering the integrated solutions:** it is proposed that work commences on preparing the RTS delivery plan. The plan will:
- Set out what needs to be delivered, where, when and by who. This will not only include the proposed prioritised interventions, but also the governance, monitoring and reporting arrangements that will need to be put in place to ensure prioritised and co-ordinated delivery
 - Pay regard to core themes of the RTS:
 - Reflecting the distinct geographies of the region, speaking to both rural and urban populations
 - That packages of work within and across organisations needs to be delivered to provide integrated solutions and a realistic alternative to the car both for people without and with access to a car
 - Prioritising and focusing work on those locations and for those populations where the most support is required to deliver the targets
- 3.36 It may be worth noting:
- The delivery plan is not part of the statutory process
 - There remains an urgency to progressing many of actions proposed in the RTS if the national targets are to be achieved. It is suggested that the Delivery Plan is developed as soon as possible. To this end, a short, organic document which is reviewed on an annual basis is proposed.

4 CONSULTATIONS

- 4.1 The subject of the report is reporting on the consultation undertaken on the third strategy of public and stakeholder engagement undertaken in preparing a new Tayside and Central Scotland Regional Transport Strategy. Those consulted and responding to the consultation are highlighted both in this report and the accompanying appendices. The report itself has been prepared in consultation with the Local Authority transport officers.

5 RESOURCE IMPLICATIONS

- 5.1 Work undertaken on the RTS in 2023/24 has been funded through the RTS and Delivery Plan revenue budget allocation of £54,000.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified. The process of developing a RTS will include the following impact assessments:
- Equality and Human Rights Impact Assessment (EqIA)
 - Children’s Rights and Wellbeing Impact Assessment (CRWIA)
 - Health Inequalities Impact Assessment (HIIA)
- 6.2 The requirements of the Fairer Scotland Duty have been met through the EqIA, CRWIA and HIIA processes included within the Integrated Impact Assessment.

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Report to Partnership RTP/20/32, [A New Regional Transport Strategy for the Tactran Region](#), 15 September 2020

Report to Partnership RTP/21/09, [A New Regional Transport Strategy: Main Issues Report and Consultation Strategy](#), 16 March 2021

Report to Partnership RTP/21/15, [A New Regional Transport Strategy: Update](#), 15 June 2021

Report to Partnership RTP/21/26, [A New Regional Transport Strategy: Objective Setting](#), 14 September 2021

Report to Partnership RTP/21/32, [A New Regional Transport Strategy: Option Identification](#), 14 December 2021

Report to Partnership RTP/22/09, [A New Regional Transport Strategy: Some Big Questions](#), 15 March 2022

Report to Partnership RTP/22/17, [A New Regional Transport Strategy: Update](#), 14 June 2022

Report to Partnership RTP/22/19, [A New Regional Transport Strategy: A Conversation About How We Travel](#), 2 August 2022

Report to Partnership RTP/22/24, [A New Regional Transport Strategy: Progress Report](#), 20 September 2022

Report to Partnership RTP/22/32, [A New Regional Transport Strategy: A Conversation about changing how we travel Consultation Summary](#), 13 December 2022

Report to Partnership RTP/23/08, [A New Regional Transport Strategy](#), 14 March 2023

Report to Partnership RTP/23/11, [A New Regional Transport Strategy](#), 13 June 2023

Consultation on the Draft Regional Transport Strategy 2024 - 2034: Questionnaire and social media responses received from the public

Introduction

This appendix summaries:

- A. **Public responses to the questionnaire** (21 responses). Tactran also received 6 responses from Madderty residents highlighting the loss of local bus services 155 Perth to Crieff and noting the implications for individuals and the community.
- B. Themes raised on social media (19 people commented via social media)
- C. Responses to the RTS article published in the Dundee Courier on 7th August 2023 Courier article (17 responses). The Stirling Observer also published an article highlighting the start of the 12 weeks consultation period. The Blairgowrie Advertiser also published details of the consultation.

A. Summary of questionnaire responses received from the public

Q1: The challenge and level of ambition: Our region faces a number of social, economic and environmental challenges for transport. To re-examine the way people and goods move about the region in the context of these challenges, it is important that they have been correctly identified.	
Comment	Response
Please provide your views on the challenges outlined in the strategy and describe any others you think should be considered	
Overall, respondents (n=17) tend to (strongly) agree that the challenges have been correctly identified.	Noted
Deliverability Some respondents observed that “ <i>if the ambition is to be realised significant time and funds will need to be utilised.</i> ” They questioned the “ <i>likely commitment of the relevant councils to the programme</i> ”.	Noted
Rural Tourism It was pointed out that the domination of the car as the main means of transport in both the Cairngorms and Loch Lomond and the Trossachs National Parks is putting significant transport pressures on parts of the road network to the detriment of residents. It also would contribute to climate change.	Noted
Public transport Respondents also stressed that having reliable and high-quality public transport connections across the region will be key in encouraging more people to	Noted

Q1: The challenge and level of ambition: Our region faces a number of social, economic and environmental challenges for transport. To re-examine the way people and goods move about the region in the context of these challenges, it is important that they have been correctly identified.

Comment	Response
<p>travel more sustainably more often. The need for direct and regular bus services and for more frequent train services was noted. Respondents raised concerns of the withdrawal of local bus services, such as the 155 Perth to Crieff. It was also noted that <i>“convenience, cost, safety and comfort (of services) are important”</i> for choosing a mode of transport.</p>	
<p>Integration (of services) Integration becoming important to the performance of a public transport network when a passenger needs to use more than one bus or train to complete their journey was drawn out by some respondents. Examples cited in this context included the need to interconnect between the coach hub at Broxden and Perth Bus Station in Perth City Centre.</p>	<p>Noted. Draft RTS does not make reference to integrating timetables</p>
<p>Decarbonisation There were calls to highlight the role of integrating the reduction in transport related carbon emissions with energy decarbonisation strategies particularly around clean fuels. It was felt that this would <i>“assist in developing coordinated regional infrastructure and market signals.”</i></p> <p>Some respondents questioned whether it was ambitious enough to refer to the Scottish national targets. It would have been more ambitious to look at the targets of European countries, such as Denmark.</p>	<p>Noted. Whilst there needs to be a stronger link between the RTS and energy and digital strategies, referencing all the strategies that transport can relate to (or needs to be considered within) will be difficult.</p> <p>Noted</p>
<p>Do the strategic objectives, outcomes and targets reflect the social, the environmental and economic challenges the strategy needs to address?</p>	
<p>Overall, respondents (n=11) tend to (strongly) agree with the objectives, outcomes and targets to reflect the challenges the strategy needs to address.</p>	<p>Noted</p>
<p>National campaigns and initiatives (e.g. behaviour change; campaigns; MaaS; data collection etc) Respondents noted that there was a clear role for Scottish Government and Transport Scotland to prevent the development of several iterations of an</p>	<p>The delivery plan should consider the potential efficiency and effectiveness of working with partners.</p>

Q1: The challenge and level of ambition: Our region faces a number of social, economic and environmental challenges for transport. To re-examine the way people and goods move about the region in the context of these challenges, it is important that they have been correctly identified.

Comment	Response
activity or product across Scotland where “ <i>one consistent model should be in place.</i> ”	
<p>Electric vehicles</p> <p>While they “<i>appreciated electric vehicles (are) still a whole lot better than fossil fuelled vehicles (and) should be encouraged</i>”, some respondents noted that the pursued increase in the uptake of EVs in the RTS should also consider the ethical issues with electric vehicles. The batteries required for these electric vehicles are made from rare earth metals, which require a significant amount of energy to mine and extract. The mining process is not only energy-intensive but can also cause environmental damage.</p>	<p>Noted. In considering the draft strategy, the Partnership agreed to support Scottish Government Climate Change targets, including those relating to electric and low emission vehicles</p>
<p>Tourism</p> <p>Respondents pointed out transport pressures in both the Cairngorms and Loch Lomond and the Trossachs National Parks and highlighted the need for the objectives to specifically include the need for interventions which would intercept visitors before they arrived in the National Parks so that they would be able to leave their cars and travel within the Parks using other modes of transport.</p>	<p>Noted. It would be hoped that such interchange points could be identified in a RTS delivery plan</p>
<p>Inclusive travel</p> <p>With regards to improving public transport, improving public transport accessibility so that disabled and older people can travel spontaneously and independently, was identified as an area that needs to be addressed more explicitly by the strategy. Respondents with a disability claimed that a greater (or more obvious) provision of accessible travel information would encourage them to use public transport more.</p> <p>Respondents also highlighted the issues around accessing services due to their location.</p>	<p>Noted</p>

Q2: The scale of change required: The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.	
Comment	Response
To what extent do you agree or disagree with the proposals to pursue significant change or is there an alternative way of delivering the scale of change required to meet the challenges?	
Overall, respondents (n=14) tend to agree with the proposals to pursue significant change.	Noted
Delivery (Co-ordination) Respondents agreed with the <i>“necessity for, and value of, collaborative delivery across the public, private community and academic sectors, to achieve the scale and pace required to achieve the objectives of the RTS and the wider climate change commitments.”</i>	Noted
Delivery (Political will): Respondents observed, however, that <i>“action depends on political will. If this is not present then delivery is unlikely.”</i> They asked how Tactran will “ensure the necessary political will is put behind the aims and objectives listed in the document” and <i>“how will [Tactran] ensure that the necessary investments are made and the unnecessary investments discouraged?”</i> While it was noted that it was <i>“Tactran’s duty to ensure that the people of Dundee & Angus, Perth & Kinross and Stirlingshire are not left behind”</i> , there were further concerns articulated that <i>“all the warm words and ambitions will be overtaken by political and financial pressures.”</i>	Noted
Integrated solutions Respondents welcomed how consideration of the whole journey will reduce car dependency by providing attractive and accessible alternatives to car use. This includes providing higher-quality public transport services, better planned integration of public transport networks and the extension of public transport links to new areas.	Noted
Exploring new models of bus provision Respondents also welcomed considerations of local authorities to run their own bus services. Respondents further called on the Partnership to move from a Level 1 to a Level 3 RTP and,	Noted. It is proposed the investigation and discussion of all governance issues that could support the delivery of

Q2: The scale of change required: The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Response
<p>subsequently, becoming a passenger transport authority and begin the process of investigating bus franchising. They stated that “there could not be a more urgent time to improve public transport.” “This is going to require a complete transformation of the way public transport is delivered.”</p> <p>In this context, some respondents questioned the effect of Bus Service Improvement Partnerships (BSIPS). They “should be rejected at all costs, as (they) will not deliver the transformational change required and will simply serve to maintain the failing status quo, where private bus companies cut routes and hike fares as they please.”</p>	<p>the RTS objectives and outcomes will be an action within the RTS Delivery Plan</p>
<p>Liveable / 20minute neighbourhoods</p> <p>The concept of local living to create resilient and sustainable places where most people can meet their daily needs within a short walk or bike ride of their homes was welcomed by most respondents. 20 minutes neighbourhoods were considered not only to increase the quality of life but also balance the overall environmental impact. Respondents stressed, however, the need to better integrate land-use to embed local living principles in our places. Especially cycling needed to be made safer and more accessible. Some respondents, however, asked “how (Tactran) would go about this (the development of plans that reduce the need to travel) in reality?”</p>	<p>Noted</p>
<p>A small minority of respondents were of the opinion that the 20 minutes neighbourhood concept involved the restriction of free movement and forcing people to stay within 20 minutes of their homes.</p>	<p>NB charging mechanisms that encourage people to travel less may reinforce this belief</p>
<p>Automated Vehicles</p> <p>The significance of CAVs (Connected Automated Vehicles) in either aiding or hampering the reduction of car kilometres travelled was highlighted.</p>	<p>Only when the majority of vehicles are CAVs, will they help improve efficiency (capacity) of our road networks.</p>

Q2: The scale of change required: The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Response
<p>Charging mechanisms to discourage car use While respondents, overall, tend to agree with the proposals to pursue significant change, respondents highlighted that, for some, charges would be an imposition and might require them to reduce their car use due to the charge and others might have to make economies elsewhere. Either could have serious consequences for some people and could make it difficult for them to continue to participate in society.</p>	<p>Noted. We must also be aware of other charges which might be introduced (e.g. overnight tourism levy)</p>
<p>Electric Vehicles Respondents also pointed out that current business models for EV ownership are not working for households in the lowest income brackets.</p>	<p>Noted</p>
<p>Active travel priorities <i>“The consultation aspires to increased levels of walking and cycling in the ‘least affluent SIMD areas’ – could you please notify what these areas are and how this aspiration would be achieved?”</i></p>	<p>Each Council focuses its efforts on different SIMD deciles. The detail of which SIMD areas each council focuses on will be considered for the RTS Delivery Plan. The actions which the Councils may choose to achieve this goal are included in the Actions section of the RTS</p>

Q3: The actions: The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Response
<p>To what extent do you agree or disagree with the proposed approach as it affects you?</p>	
<p>Opinion (n=9) was split between agreeing and disagreeing with the proposed approach as it affects them.</p>	<p>Noted</p>

Q3: The actions: The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.	
Comment	Response
Will the actions included in the strategy help and encourage people to move around the region more sustainably more often?	
Overall, respondents (n=9) tend to agree that the actions will help and encourage people to move around the region more sustainably more often.	Noted
<p>Targets / Political will</p> <p>Some respondents, however, were concerned that while the potential measures are aspirational, the set ambitions were unrealistic without any political will. Respondents cited those actions where Tactran pledges support to partners, such as to support the decarbonisation of the rail network by 2035. They asked “<i>what support will be given?</i>”</p>	Noted
<p>Tourism / National Parks</p> <p>Respondents stressed again that having reliable and high-quality public transport connections across the region will be key in encouraging more residents and visitors to both the Cairngorms and Loch Lomond and the Trossachs National Parks alike to travel more sustainably more often. The need for direct and regular bus services and for more frequent train services was noted.</p>	Noted
<p>Public transport (affordability)</p> <p>The affordability of public transport was highlighted as a key barrier that needs to be addressed. Respondents noted that “if buses were cheaper or had a capped rate, then [...] it would immediately have an impact on improved uptake of public transport.</p>	Noted. Will review weight given to affordability in the draft RTS
<p>Public transport (delivery)</p> <p>The need to better draw on shared resources was noted in the context of improving public transport within the region. Examples included the public use of school buses.</p>	Noted. See Section 3.1.3 of the RTS
Behaviour change	Noted

Q3: The actions: The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Response
<p>It was suggested that people will respond to supportive and voluntary policies while restrictive measures, such as road user charging, will fail.</p>	
<p>Interchange</p> <p>Respondents also noted the need for both bus stops and stations to be more welcoming places. <i>“At the moment most are dark, cold and sometimes locked! To improve safety and uptake of buses there should be a safe place to sit and wait at a major hub, in particular the cities both Perth and Dundee have bus stations that make anyone feel nervous when waiting for a bus after dark.”</i> Edinburgh Bus Station was cited as a good example.</p> <p>The need for better and up to date information for public transport users was also noted as key in providing a good public transport experience. This included improvements to the accessibility of online travel information. Respondents with a disability claimed that a greater (or more obvious) provision of accessible travel information would encourage them to use public transport more.</p>	<p>Noted</p>
<p>Last mile logistics</p> <p>Respondents also asked for LaMiLo (Last Mile Logistics) facilities being highlighted as this would <i>“provide a helpful regional context to support delivery of the objectives of the RTS.”</i></p>	<p>See Action 20</p>
<p>Cycling</p> <p>Respondents also highlighted the considerable proportion of hamlets and villages within comfortable cycling distance of the larger towns and the need to provide a network between small settlements and towns to encourage residents to use them. This would improve access to services. <i>“There needs to be better cycling infrastructure”</i> to link local networks and facilities with transport interchanges. This would increase the catchment areas for public transport.</p>	<p>Noted</p>

Q3: The actions: The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Response
<p>Delivery of services locally</p> <p>Examples given of opportunities to deliver NHS services locally:</p> <ul style="list-style-type: none"> • <i>“Perhaps the NHS could utilise the closed down health centre in Friockheim which is across the road from me. It’s just sitting there, unused when it could be used for people living here to access healthcare appointments - specifically some outpatient appointments. The NHS should be involved in assisting access. That would reduce journeys by all forms of transport and ease the lives of disabled people.”</i> (Public response) • Another example given related to Balquhidder where residents had travelled to the Callander Health Centre for their covid and flu vaccination. <i>“Some thought when sending out the invitations or provision of the service at Balquhidder itself could have saved many journeys.”</i> (Public response) 	<p>Noted</p>
<p>Shared mobility</p> <p>Respondents noted that shared mobility, and in particular car clubs, needed a higher profile in the RTS</p> <p><i>“3.2.1 assumes sufficient buses will be able available to produce convenient, reliable and affordable alterative to the private car. I simply don’t think this will be the case – which is why we have to look at a solution that intensifies use of existing assets (private cars).”</i></p> <p><i>“Figure 3.2 has ignored ride share and car clubs, for former being vital for rural solutions”</i></p>	<p>See Action 4 and 18</p> <p>The purpose of Fig 3.3 is to emphasise how certain measures need to integrate. Ride share and car clubs are part of the solution, but their need to integrate with public transport is not essential to the principle of Integrated Solutions</p>

Q3: The actions: The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Response
<p><i>“P39 flow diagram. Under ‘making use of existing capacity’ based on the above I would explicitly add “shared mobility – ride share, bike share, car clubs.””</i></p> <p><i>“Action 18 is insufficient. This should be a national coherent programme designed to ensure cross-border journeys and best use of under-utilised private and commercial assets. I do think that a better ride-share model – like Rezo Pouce is the only way to deliver the convenience, affordability and reliability that rural residents are looking for.”</i></p>	<p>Noted. Will consider whether scope to include all forms of <i>more</i> sustainable travel compared with single occupancy car use within this part of this diagram</p> <p>Noted. The principle of Action 18 was that authorities would work with communities and relevant agencies to identify appropriate solutions. The examples given, are examples, but perhaps to do not illustrate the potential scope of the Action</p>
<p>Pinch Points on the strategic road network</p> <p>Some respondents questioned whether the action to reduce pinch-points on the strategic transport network would also involve improvements in bus (by introducing more bus lanes) and rail (by upgrading to a fully double-tracked capacity) infrastructure “so that they are less pinched?”</p> <p>Some respondents also questioned the need for the Cross Tay Link Road and considered it to be “<i>little more than an excuse to continue with road travel and will have a very bad effect on the ordinary people of Balbeggie, Burrelton, Coupar Angus, Meigle and Glamis [...] allowing heavy goods (vehicles) to avoid the Kingsway in Dundee [...] and do NOTHING for CO2 emissions.</i>”</p>	<p>Action 23 only references improving pinch points for the benefit of public transport and freight purposes</p> <p>Noted</p>
<p>Demand management</p> <p>Doubts were raised in relation to actions which restricted car use</p> <ul style="list-style-type: none"> • the reallocation of carriageway and the reduction in the number of parking spaces. 	<p>Noted</p>

Q3: The actions: The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Response
<p>Respondents described them as “a little childish’ and felt that “a more grown-up approach is required”.</p> <ul style="list-style-type: none"> • They also questioned the introduction of lower speed limits and the delivery of road safety education. 	

Is there anything else that we should consider when finalising his approach?

<p>National Role</p> <p>Respondents noted again the need for the actions to better articulate the role for the Scottish Government and Transport Scotland to consequently implement the right policies at a national level and implement schemes as required. Examples cited included:</p> <ul style="list-style-type: none"> • Public campaign setting vision, responsibilities, solutions over time • Data collection, analysis, distribution to LAs and RTPs • Measurements of change, evaluation and improvement • National schemes requiring a data platform – ride share, bike share as part of MaaS • National Demand management scheme 	<p>Noted. The RTS delivery plan will expand on the potential role of various organisation to help deliver the actions</p>
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<p>Behaviour change</p> <p>Respondents observed that it will be key to understand both the drivers of the change required as well as the barriers. “Without assessing these, it is impossible to see which [...] are actually deliverable, and if they aren’t at the moment, how this could change.”</p>	<p>Noted</p>
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<p>Behaviour change (safety nets)</p> <p>A key barrier and concern preventing employees from travelling more sustainably is how they would get home quickly in an emergency, particularly for those with dependents. Respondents pointed out that guaranteed ride home schemes can significantly increase the use of alternative ways to travel to work other than (alone) by car.</p>	<p>Noted</p>
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Q3: The actions: The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Response
<p>Engagement</p> <p>Respondents also considered it key to engage directly with affected individuals, such as people with disabilities, or groups that represent them to understand the specific issues they face and to minimise the unwanted impacts on at-risk groups without compromising the overall objectives of any proposal.</p>	<p>Noted. Efforts were made to engage with a number of vulnerable groups. Engagement has been held with disability groups, multi-cultural groups; gender groups; young people. Nonetheless, the proportion of those engaging compared to those invited remained small.</p>

Q4: Any other comments

Comments	Response
<p>Engagement</p> <p>Some respondents were concerned about the complexity of the consultation documents influenced participation. It was felt that the consultation has been <i>“purposely made difficult to consult on so Tactran can just get on with what they want.”</i> Respondents further noted that it was <i>“difficult for the everyday person to make time, read and make sense of what has been presented to (them) in the [...] consultation.”</i></p>	<p>Noted. The consultation documents were made available in executive summaries and easy read summaries, as well as full documents. There is a lot to cover, and difficult to design documents to meet everyone’s interests. Perhaps separate summaries aimed at the public and organisations referencing more detailed documents may have worked better?</p>
<p>Digital and energy networks</p> <p>It was also noted the need to develop “integrated energy and digital infrastructure in parallel, if not ahead, of the themes identified in the RTS. This applies particularly to charging infrastructure for Low Emission Vehicles and clean fuels for both the bus and heavy-duty vehicle sectors. Drawing this out in the RTS will provide a valuable regional</p>	<p>Noted. Increasingly our transport networks are reliant on our digital and energy networks. A risk register accompanying the RTS Delivery Plan could highlight the connections between these subjects</p>

Q4: Any other comments	
Comments	Response
<p>context and support (often grant led) investment bids.</p> <p>They considered a section on the “Effects of possible technology development” a worthwhile addition as it was felt that there are “many [other] areas that can be predicted to impact on transport. Maybe a futurologist could help!”</p>	
<p>Best practice</p> <p>A section on “Transport models from Europe” was also considered to be a worthwhile addition. Respondents felt that “we seem to pride ourselves in this country on our response to climate change” while many other countries were actually well ahead in terms of developing an effective sustainable transport offer.</p> <p>The dual-mode vehicles equally able to travel on road and rail that are operating in Japan were cited as a good practice example.</p>	<p>Noted. In both the Actions section of the RTS and also the Delivery Plan it will be useful to highlight best practice.</p>
<p>Public transport</p> <p>Respondents stressed again that having reliable and high-quality public transport connections across the region will be key in encouraging more people to travel more sustainably more often (“Buses! Affordable, reliable buses.”). The need for more frequent train services was also noted.</p>	<p>Noted</p>
<p>Barriers to change</p> <p>Some respondents noted their travel anxiety. They feel anxious while travelling by bus in the afternoon and in the evenings. They “get scared the bus will be cancelled and [...] will have no way of getting back.”</p>	<p>Noted</p>
<p>School buses</p> <p>A respondent questioned the need for school buses. “[...] school children. Make them walk from Wellmeadow up to Blairgowrie High School. The buses going up the residential road to the school is dangerous [...] and a waste of energy. Teenagers need to stop being mollycoddled! Also why do they get on the public buses when they have their own</p>	<p>Noted</p>

Q4: Any other comments	
Comments	Response
bus about 2 minute earlier. They are great spreaders of coughs, colds, and so forth.”	
<p>Land use planning</p> <p>Recent planning decisions (Perth West) were questioned when many brownfield sites exist in our towns and cities where there is no development being encouraged. Sites within urban areas provide opportunities to create high-density, mixed-use places – new communities that are well connected to local amenities, and to jobs and locations further afield. This would make the most of past investment in public transport and ensures future public transport investment can be enhanced by providing new homes nearby.</p>	All planning authorities will be promoting use of brownfield sites in the first instance. Greenfield sites will only be promoted where there is not the volume of brownfield sites available to meet housing demand.
<p>Liveable / 20minute neighbourhoods</p> <p>Respondents highlighted the wider benefits of the concept of local living in addressing health inequalities. When communities and neighbourhoods are attractive and easy to move around, individuals are encouraged to choose to travel more actively more often, with benefits for physical and mental health. Access to wider community facilities, can also improve social interaction, helping to address isolation and loneliness and supporting better mental and physical wellbeing.</p>	Noted. See Action 2
<p>Active travel</p> <p>Disused railway lines should be protected from development pressures as respondents noted the potential of these abandoned rail lines to be turned into a network of green cycling routes and footpaths away from traffic.</p>	Noted. Local planning authorities will consider the need to protect former rail lines for active travel routes
<p>Climate action</p> <p>Respondents opposing the identified approach and actions in principle, blamed countries like China and the United States for being the largest emitters of greenhouse gases. As such, respondents thought that the regional carbon footprint was trivial and, therefore, it made no sense for us to take action, at least until others do so.</p>	Noted

B. Summary of comments received via social media

Note: It should be noted that, on 14th September, the targeted social media campaign via Facebook was stopped after Meta threatened to close Tactran's Facebook account and other pages associated with the consultation on the Draft Regional Transport Strategy 2024 – 2034 for being classed as a political influencing campaign.

Comments	Number
RTS and subsequent proposals are part of a wider conspiracy to create a new world order <i>"This whole thing is a lie, it's part of agenda 30 [...], this earth will go on longer after we are gone, it's cyclical, they want to coral us and keep our movements to a minimum."</i>	2
Increased taxes <i>"More taxes to come (our) way." "Drivers being penalised all the time. Easy money for the Councils..."</i>	2
Recognition of increased pressure on some high street businesses already struggling and store vacancy rates expected to rise.	1
Public transport	9
Reliability of public transport because of service withdrawals	2
More buses and trains required	2
Need to ensure small towns and rural areas are linked to the wider public transport network, such as by introducing connecting minibuses around towns <i>"To either get a local bus or drive to Dundee with the extra time that involves (up to an hour between arrival at Seagate and departure) - Sod it, I may as well just drive all the way."</i>	3
Integrated (rail, bus, coach, tram, ferry) ticketing across Scotland Affordable prices	2
Road improvements required (inc. more parking)	9
Cross Tay Link Road <i>"Hopefully the new Tay Bridge in Perth can be used to divert through journeys. Hopefully they will then put measures in place to restrict the number and type of vehicles clogging up the city. We might even get more pedestrian areas and green space and bring life back to dead shops."</i>	2
RTS underestimates the role of active travel in reducing carbon emissions from transport. More cycling facilities are required	3

Comments	Number
Limited capacity of current Park and Ride sites More sites and parking capacity required	2
More facilities for electric cars are required Why are there no charging options for mobility scooters or electric wheelchairs at the charging stations.	2
More dedicated parking spaces for people with disabilities	3
Dundee LEZ <i>“ULEZ zones, bus cuts, expensive electric vehicles it’s just a farce! Busses only drive along main roads [...] it’s not good.”</i>	2
High costs of EVs	1
Availability of an online survey	1

C. Summary of the responses to the RTS article published in the Courier on 7th August 2023

- “Before embarking on any of this nonsense we need a bus service which is cheap, reliable and frequent. I seem to remember these criteria from 50+ years ago and they ain't happened yet.”
- “I read in the Courier with dismay your plans to charge/restrict road use by cars. As car transport is my only way of transport as there IS NO Bus service.”
- “I am extremely concerned about this scheme [...], it strikes me as utter madness in this economic climate that he can talk about these changes road charging!!!! To say I am raging at these proposals would be an understatement.”
- “Time for change, the lunatic left have no regard for the "normal" people, remember to vote them out next time. Our rights as citizens are quickly being eroded. A man who has made and is still making a career taking public money tells us how to live our life.”
- “I rely on my car to travel anywhere as public transport is almost non existent. I enjoy a trip into Perth for a wee trip out spending money in local shops and a spot of lunch. There are a lot of empty shops in Perth at the moment. I suggest there will be many more if your "Good Transport Infrastructure" goes ahead. Not only bad news for businesses and jobs but also Perth Council's lost revenue from rates and parking.”
- “I understand that you intend to consider discouraging cars from Perth city centre by reducing the number of parking places and increasing parking charges.
- “It appears that you are not considering people like my wife and myself, both retired for over 20 years and living in a rural location. We depend on our car and expect this to continue to be the case in future. Buses from our village are generally 2 to3 hours apart and the same coming back from Perth. Lugging heavy bags of messages around the town at our ages and then waiting a long time for a bus home is totally unacceptable. In all the years we have lived here I have never seen the city centre look so utterly abandoned. Given its increasingly dire state you may find that you will have no need to discourage traffic because ever fewer people will be interested in going there. I trust that you will reconsider your proposals and accept that something a lot more imaginative is needed to ensure that people such as my wife and myself are not disenfranchised by poorly thought out proposals.”
- “[They] need to detach themselves from loony left ideas that the Greens propagate and concentrate on the basics, like ensuring we have a functioning railway and road network that has less holes than their budget!”
- “How about fixing public transport first? Rail is a disaster and there are fewer & fewer buses - both vital services suffer from privatisation & are now about providing a constant cash flow to shareholders rather than a service to communities. Of course we could just go and hire one of these e-bikes - what do you mean the scheme stopped? Folk are being forced into cars or isolation, that has to be fixed first or the changes will be fought against tooth and nail.”

- “For many people, especially people in rural areas (and now the disabled in Dundee, as we have recently, disgracefully, seen), the question is not whether people can use a private car, but whether they can travel by any means OTHER than a private car.”
- “Green commitments were in all the main parties manifestos, so we have voted for climate action.”
- “Wake up, just how much evidence [of the impacts on climate change] do you need?”

Consultation on the Draft Regional Transport Strategy 2024 - 2034: Summary of comments received from organisations

Engagement with organisations was undertaken via:

- Presentations and meetings with 13 officer groups (representing over 30 organisations), including:

Angus, Dundee and Stirling Community Planning Partnerships / Tay Cities Region Deal Management Group & Heads of Economic Development / HITRANs / Scotrail and Network Rail / SPT / Tay Cities Tourism Officers / Active Travel Partners (Sustrans, Cycling Scotland, Paths for All, Living Streets) / SEStrans / PKC transport and Planning Officers Group / Community Transport Association / NHS Forth Valley / TayCities Bus Alliance

- Email invitations to organisations inviting responses
 - 13 questionnaire responses were received
 - 7 other written responses were received

The questionnaires posed the following questions:

Q1: The challenge and level of ambition: Our region faces a number of social, economic and environmental challenges for transport. To re-examine the way people and goods move about the region in the context of these challenges, it is important that they have been correctly identified.

Q2: The scale of change required: The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Q3: The actions: The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

The summary of responses below is ordered by these headings.

Q1: The challenge and level of ambition

Our region faces a number of social, economic and environmental challenges for transport. To re-examine the way people and goods move about the region in the context of these challenges, it is important that they have been correctly identified.

Comments	Proposed response
<p>General Challenges as identified were generally well supported</p>	Noted
<p>Objectives / Outcomes Fife Council noted that the <i>“strategic objectives should be modified to represent regional priorities rather than replicating national priorities, to reflect the diversity of Scotland’s regions.”</i></p>	It is hoped that the strategic objectives paint the overarching direction, whilst the outcomes highlight where and how these guiding principles relate to the region.
<p>Health and wellbeing Perth and Kinross Council noted <i>“mental health challenges and the role that [...] transportation [...] plays in supporting improved mental health outcomes. This includes the impact of car-dominated streets on the mental health of communities.”</i></p>	Noted
<p>Emphasis on climate change Request to strengthen the case for, and scale of, the climate emergency section (Stirling Council)</p>	Noted
<p>Delivering climate action Respondents noted that partners are all aware of the climate crisis, but added that <i>“all partners needed to acknowledge that they are part of a collective societal effort to tackle this challenge. They needed to take responsibility for this”</i>.</p>	Noted
<p>Bio-diversity Nature Scotland noted <i>“the need to tackle both climate change and nature loss. To help address this, biodiversity enhancement should feature more strongly throughout the document including the main issues, outcomes, and actions.”</i> (Nature Scotland)</p>	The RTS could reflect (i) interventions should pay regard to protected sites, although as this is a requirement of the planning process, it should not be necessary to replicate other policy documents (ii) the principle of identifying opportunities to enhance bio-diversity

Q1: The challenge and level of ambition

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Comments	Proposed response
	when interventions are considered. However it is noted that there is no action in the Scottish Government draft strategic framework for biodiversity that references any specific transport related activities other than respecting protected areas.
<p>Road building In the context of increasing numbers of car ownership, Paths for All noted that <i>“induced demand means we cannot build our way out of congestion. Cost of increased road capacity is underestimated, the benefits exaggerated.”</i></p>	The RTS does not propose ‘building our way out of congestion’. It highlights the need to consider solutions for pinch points on the strategic road networks which will deliver public transport and freight journey time reliability
<p>Aging population Note the impact of the aging population on travel patterns (less peak, more inter peak), requirements for public transport; transport networks being inclusive and enabling independent travel (Director of Public Health, NHS Tayside)</p>	Noted
<p>Aging population and community resilience Respondents noted the demographic features of rural ageing within the region and the difficulties in getting around locally. These included, for example, health issues and access to health services and the issue of social exclusion and isolation. The issue of generational renewal of rural communities was also noted. It was further noted that these, subsequently, would significantly impact of community resilience</p>	Noted

Q1: The challenge and level of ambition

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Comments	Proposed response
<p>Causes and consequences of car dependency in rural areas</p> <p>It was suggested that car use is considerably higher in rural areas and that a small number of longer journeys to and from rural areas contribute disproportionately to the overall number of car kilometres</p>	<p>Noted</p>
<p>Road safety</p> <p>While respondents felt that the identified challenges tackle issues highly relevant to Angus, Dundee City, Perth and Kinross and Stirling, safety was a priority and some worried that existing plans did not go far enough. Respondents were <i>“disappointed that there was no significant reference to [...] Scotland’s Road Safety Framework to 2030.”</i> (Dunblane CC) Better road safety was a key concern and participants considered this to be an important area <i>“where Tactran can provide leadership and [...] expertise.”</i> (ibid)</p> <p>Both focus groups with young people in Angus and Dundee City were concerned about road safety.</p> <p><i>“[More] 20mph speed limits”</i> (Young person from Dundee)</p>	<p>Data emerging since the Main Issues stage of the work raises some concerns about the direction of some aspects of road safety. Such concerns should be reflected.</p>
<p>Concerns with rail network</p> <p>While ScotRail confirmed that there was considerable capacity on rail services across Scotland to allow people to shift to rail travel, concerns and suggestions relating to capacity, reliability, service patterns, journey times and long-term investment on the national rail network in the Angus, Dundee City, Perth and Kinross and Stirling areas were expressed.</p>	<p>Need to be aware of when and where there is capacity in the rail network, and how this aligns with aspirations from different users in the region.</p>
<p>Transport Scotland noted that <i>“there might be more consideration for alternative delivery models for rail infrastructure interventions, and funding for these improvements. Such as third party funding.”</i> They further noted <i>“that any improvements to the rail services (such as improvements to service frequency and journey times) should be demand led.”</i></p>	<p>Noted. Need to be aware of how ‘demand led’ is defined.</p>
<p>Perth and Kinross Council noted that <i>“the potential to improve/reopen the railway line between Perth and Edinburgh (via Glenfarg and Kinross), or a Kinross rail link</i></p>	<p>Noted</p>

Q1: The challenge and level of ambition

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Comments

Proposed response

from Fife should be supported at a national scale within the STPR.”

Fife Council also noted that they are “*working with partners to support new rail links and stations, including the Newburgh Transport Appraisal. (They) have also stated support for Wormit Station and the West Fife Rail Link in (their) draft Local Transport Strategy.*”

Strathallan Community Rail Partnership recommended that “it would be helpful for Tactran to give more detail on what is proposed (in relation to Action 24 – Tactran and the Councils will work with Transport Scotland and the rail industry to promote improved rail connectivity) and how Community Partnerships, such as SCRP, can input.

Additionally, improved connectivity under this action also includes ‘better bus-rail connections, through ticketing and multi-modal information provision’. SCRP would recommend that this be added as Action 24 (iv).

The RTS identifies priority themes for action. Further detail on how these priorities will be pursued will be included in the RTS Delivery Plan. Subject to the stage actions are at will determine the detail that can be provided with regard to what the actions involve. Access to public transport is included in Action 22, where it would be appropriate to expand on bus/rail connectivity

Determining priorities

Perth and Kinross Council noted that “*public transport service delivery must be strongly informed by demand, including potential and existing demand. As such, it is recommended that the RTS commits to quantifying and monitoring demand as a potential key action. While this may prove a resource-intensive exercise, the partnership should assess how best this can be realistically achieved within our resources.*”

Noted. Need to be aware of how ‘demand led’ is defined.

Q1: The challenge and level of ambition

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Comments

Proposed response

Young people’s concerns with public transport

Whilst overcrowding was one of the mentioned barriers to increased public transport use for younger people, the quality of bus and train services, with specific concerns about fare prices, reliability, and cleanliness was most frequently highlighted as an important issue by young people in Angus and Dundee City.

- “Buses full when trains are cancelled” (Young person from Dundee)*
- “They (buses) are really busy” (Young person from Dundee)*
- “Feeling closed off” (Young person from Dundee)*
- “I like buses that you can open the windows on” (Young person from Angus)*
- “Buses cleaned well (including seats) regularly” (Young person from Angus)*

Noted

Safety and security for young people

RTS does not reflect on the safety and security issues felt by young people.

For those under the age of 16, using public transport can be a daunting experience. Younger people can be more fearful of getting lost or missing their station.

- “Fear of travelling” (Young person from Dundee)*
- “Might have to get around different ways. Scary experience.” (Young person from Dundee)*
- “Irregularity in buses making it difficult to get off trains and travel via buses” (Young person, from Angus)*
- “Can be stuck. Dangerous experience” (Young person from Dundee)*
- “Info on who to call if anything goes wrong” (Young person from Dundee)*
- “Communicate better when things are wrong. What worries me is not that something goes wrong it is not knowing why or how to it is getting fixed.” (Young person from Dundee)*

Noted. Issues of safety and concern for vulnerable groups, including young people, can be added into Section 1.3

When using the bus, train or when walking (during the day), there were suggestions that young people in particular, do not feel safe from crime or anti-social behaviour. They were more likely to say that concerns over crime and anti-social behaviour affect the frequency of their public transport use.

Q1: The challenge and level of ambition

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Comments

Proposed response

“(Under 22s) Free bus travel. Rate them high but there are problems with anti-social behaviour” (Young person from Dundee)
“[Need for] Quiet spaces. People may feel anxious on transport.” (Young person from Dundee)
“Vandalism is an issue” (Young person from Dundee)

There was some suggestion that younger people feel less safe walking after dark.

“More advertisement on if you feel unsafe when walking alone and actions to take” (Young person from Angus)
“More streetlights on some dark paths” (Young person from Angus)
“Poor lighting is an issue” (Young person from Dundee)
“More lighting / CCTV” (Young person from Dundee)
“Impact of the LEZ. If people can’t get in the area (to pick me up at night) I have to walk further. Unsafe.” (Young person from Dundee)

Access to travel information (young people): High proportions of young people use online journey planning tools to plan their journey, find out about live travel information and to find out about planned works or closures. It was noted, however, that the information is sometimes fragmented and often not accurate and out of date. Comments about information were made in conjunction with issues about safety and security, for example knowing what the next service is when a service gets cancelled.

Journey planning tools were desired which reflected all modes (rather than for example just Xplore Dundee buses).

“More accuracy with apps, e.g. Stagecoach (times, location of buses)” (Young person from Angus)
“More awareness about prices. (Apps) Should show this information.” (Young person from Dundee)
“Planning journeys on apps made easier to use” (Young person from Angus)
“Updated timetables in paper / online” (Young person from Angus)

Noted

Q1: The challenge and level of ambition

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Comments	Proposed response
<p><i>“More information on apps” (Young person from Dundee)</i></p> <p><i>“More updates on app / social media” (Young person from Dundee)</i></p> <p><i>“One app for all public transport” (Young person from Dundee)</i></p>	
<p>People with disabilities</p> <p>The strategy should have a stronger focus on closing the transport accessibility gap.</p> <p><i>“Disabled people in the UK make 38% fewer journeys than the rest of the population¹, largely due to a lack of accessible, affordable transport. This may be higher in Tayside and Central Scotland, because of the rural geography of much of the region, as well as particular areas of deprivation. “The strategy should set a regional target for tackling this injustice and closing the gap.” (Community Transport Association)</i></p> <p>Climate Action Strathearn conversely noted <i>“that people with disabilities within our community often rely more on public transport but face additional barriers to use. This is something the strategy must address.”</i></p>	<p>Noted. Section 1.2 notes the scale of people with disabilities in the region, and the importance of ensuring they are able to use the transport networks. Will consider how this issue can be highlighted further</p>
<p>Representatives on the Dundee City Council Transport Forum felt that the RTS does not consider the needs of people with disabilities and carers.</p>	<p>The issues of people with disabilities has been identified in the main issues report, and has been specifically reflected in Actions 12 and 13. However, no reference to carers has been made. Furthermore, the potential adverse impacts of particular measures on particular groups could be reflected in</p>

¹ www.motabilityfoundation.org.uk/media/iwaidhxx/motability_transport-accessibility-gap-report_march-2022_final.pdf

Q1: The challenge and level of ambition

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Comments	Proposed response
	the RTS Delivery Plan
<p>Vulnerable groups Respondents also wanted the Strategy to encompass a broader definition of accessibility. <i>“References to improved public and shared transport have been linked to [...] the least affluent SIMD data zones, and thus effectively overlook most people – including children – living in rural communities.”</i> (Strathallan Community Rail Partnership)</p>	Whilst SIMD datazones are useful for identifying concentrations of vulnerable people, it is recognised that vulnerable people do exist in all locations across society.
<p><i>“From a socio-economic perspective, issues such as the cost-of-living crisis, poverty, and deprivation have been found to significantly impact on access to transportation for many population groups.”</i> (Perth and Kinross Council)</p>	Noted
<p>Climate change resilience The <i>“vulnerability of transport infrastructure to flooding (in the Perth and Kinross region) was highlighted as a key problem”</i>, and respondents considered this to be an important area for a partnership approach. <i>“Climate change resilience should be included as a key outcome.”</i> (Fife Council)</p> <p>Representatives on the Angus Community Resilience Forum expanded on this by saying that it was a considerable challenge when transport services are cancelled when there was adverse weather forecasted.</p> <p>This was acknowledged by Network and ScotRail with both partners acknowledging the need to improve the resilience of the network against the impacts of climate change. Passengers must be able to rely on the rail network in times of severe weather events.</p>	Noted
<p>Active Travel: While policy was important, Paths for All noted that authorities will get the outcomes that they fund. <i>“There needs to be a shift to sustainable travel.”</i> In line with the National Transport Strategy 2 and the established Sustainable Transport Hierarchy, it was suggested that walking, wheeling and cycling should be given greater emphasis.</p>	All interventions should be prioritised and targeted where they will have an impact on the objectives and outcomes identified.

Q1: The challenge and level of ambition

Our region faces a number of social, economic and environmental challenges for transport. To re-examine the way people and goods move about the region in the context of these challenges, it is important that they have been correctly identified.

Comments	Proposed response
<p>ScotRail noted the Sustainable Travel to Stations report and the available funding (£300m) to improve active travel access to stations. The report should be referenced in the RTS.</p>	<p>The RTS references the Sustainable Travel to Stations report (see Action 22)</p>
<p>Tourism No reflection on the issues relating to tourism trips/traffic (Loch Lomond and the Trossachs National Park Authority). The significance of tourism for the regional economy was noted. There was a need to be conscious of the potential impact on the economy when addressing the number and length of leisure trips. Especially the rural areas are important leisure destinations.</p>	<p>Noted</p>
<p>Strategic connectivity Strathallan CRO suggested</p> <ul style="list-style-type: none"> • it is surprising that greater emphasis has not been given to journeys to Edinburgh and Glasgow, particularly as such journeys feature in Action 21 • For the improved journey times outcomes, it is disappointing that a regional target for rail is not included, in addition to the one for bus / coach, whilst the 'what needs to be done statement; is clearly not relevant for public transport. 	<p>Emphasis on rail journeys to Edinburgh and Glasgow has been given in Action 24 Defining a rail journey time target that can be used to press for improvements with the rail industry is perhaps beyond the ability of Tactran. This would need to take into account what is technically feasible whilst also taking into account the desires for both direct (from major station) and stopping services.</p>
<p>Fife Council suggested Outcome 'reliable inter and intra-regional journeys' should specify that this includes travel to Fife.</p>	<p>Action 25 refers to reliable journey times through the region (i.e. to destinations outside the region).</p>

Q1: The challenge and level of ambition

Our region faces a number of social, economic and environmental challenges for transport. To re-examine the way people and goods move about the region in the context of these challenges, it is important that they have been correctly identified.

Comments	Proposed response
<p>Nature Scotland noted that <i>“the active travel network (is) an important aspect of the strategic transport network. As such, (they) recommend that this table (Table 3.9 refers) is updated to reflect this.”</i></p>	<p>Table 3.9 refers to those networks that cater for longer distance trips across the region and the country. The mean distance travelled by bike is 4.8km, but this would be drastically reduced if you discounted the cycling by upper deciles of SIMD (SHS 2019). The role for walking and cycling networks is covered in Action 15.</p>
<p>Targets and outcomes Perth and Kinross Council noted that proposed regional targets have been determined based on national targets. <i>“It is recommended that the realistic attainability of the RTS targets should be interrogated, in consultation with the relevant planning authorities before these targets are agreed. For example, the target to reduce car kilometres driven in line with the national target of 20% by 2030 requires reversing 29+ years of growth in car km in merely 6 years. Reversing this trend will require catalytic levels of investment into an integrated public transport network. Perhaps there is an opportunity for the RTS to propose a region-specific target/ outcome”</i> instead.</p>	<p>Tactran Board members approved the proposed targets based on national aspirations</p>
<p>While Strathallan Community Rail Partnership considered the outcomes detailed in Table 2.1 [...] appropriate, <i>“Unfortunately, SCRP do not consider that the targets detailed in Table 2.2 will proactively drive the RTS, particularly in terms of reducing social exclusion. They do not adequately reflect the outcomes detailed in Table 2.1 in terms of either locations or population groups. For example, there is no specific target in Table 2.2 focussing on improved access to healthcare.”</i></p>	<p>Noted. As noted elsewhere, determining ‘minimum levels of service’ has proved difficult and hence also identifying a strong target</p>
<p><i>“References to improved public and shared transport have been linked to initiatives focussed on the least affluent SIMD</i></p>	<p>Whilst want to prevent exclusion, the priority for</p>

Q1: The challenge and level of ambition

Our region faces a number of social, economic and environmental challenges for transport. To re-examine the way people and goods move about the region in the context of these challenges, it is important that they have been correctly identified.

Comments	Proposed response
<i>data zones and thus effectively overlook most people, including children, living in rural areas.” (Strathallan CRP)</i>	reducing inequalities must focus on the most vulnerable groups/locations in society
Perth and Kinross Council suggested that <i>“the RTS might consider expanding the outcomes (and) targets to include freight transport mode shift, transport infrastructure resilience outcomes, and outcomes related to securing long-term funding certainty.”</i>	Noted

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
<p>Policy direction</p> <p>There was support for the strategic policy direction established in the document and a desire to see it delivered. Respondents agreed that the difference in rural and urban transport issues will require different solutions.</p>	Noted
<p>Prioritisation and co-ordination</p> <p>There was general support for the approach to targeting resources and investment in areas where it will address the strategic objectives and will benefit the most vulnerable within society.</p> <p>Perth and Kinross Council noted that <i>“in light of fiscal pressures, local authorities must seek alternative strategies that firstly reduce the need for travel [through travel demand management strategies] and must seek to exploit efficiencies in the delivery of public transport services and active travel infrastructure. This will entail competitive and innovative business models, exploiting technological advancements, and tightly aligning budgets with key strategic corridors and networks that enable the greatest efficiencies.”</i></p> <p>Perth and Kinross Council expended on this when they noted that <i>“one of the key step changes required is strengthened alignment between transport planning objectives and budgets. The RTS should thus work to</i></p>	Noted

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
<i>highlight misalignment, for example, where budgets are strongly biased towards road construction/capital projects rather than public transport subsidies and on-going operational costs relative to public transport subsidies and active travel infrastructure.</i>	
<p>Respondents suggested developing a pilot in a much less integral area of the region. It could act as proof of concept for wider improvements when more funding becomes available.</p> <p>Paths for All asked <i>“how will the strategy resolve tension / conflict between priorities?”</i></p>	<p>Noted. Lessons must continually be learnt about how best to deliver. However, the urgency of action should also be noted.</p> <p>The process seeks to identify the most appropriate actions where they are most need. This is likely to result in less conflict/tension than applying ‘global’ solutions to all localities. Solutions must apply the Place Principle.</p>
<p>Rural areas</p> <p>Perth and Kinross Council, welcomed the proposed approach as it <i>“acknowledges the differentiated transport challenges facing communities in different geographical locations.”</i></p> <p>However other respondents felt that rural issues had not been recognised sufficiently:</p> <p><i>“We feel that the issues of rural transportation are not being addressed in a meaningful way [...] Whilst we support the strategic objectives, there is little to provide us with confidence that this will lead to any changes for travel and transport within our village.”</i> (Buchlyvie CC)</p> <p><i>“We do feel that the [strategy] does not consider rural areas sufficiently. Admittedly this makes up a small percentage of the Tactran area / population</i></p>	<p>Noted</p>

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment

Proposed Response

but if some of the challenges are to be addressed, for example in the Glenshee area [...] there needs to be a stronger picture of how to achieve change in rural areas.” (Cairgorms National Park Authority)

Different geographies: Concerns relating to how the strategy will work in urban and rural areas.

Finance (national funding)

It was suggested that there was a bias of investment towards transport in urban areas. As such, rural areas are being significantly underfunded compared to urban areas, such as Edinburgh and Glasgow. It was noted that significant investment will be required in rural Scotland to meet targets such as the 20% reduction in car kilometres by 2030.

Stakeholders, such as HITRANS and SEStran noted the subsequent need for the coordination of difficult but necessary discussions with the Scottish Government to ensure future adequate funding. Perth and Kinross Council also cited that the reliance of Local Councils *“on external funding and/or private investment is a key risk to [...] service delivery standards. Effective delivery of sustainable transport [...] requires long-term funding certainty.”*

To approach the Scottish Government, it was stated that it was key to maximise what partners could do before asking for additional support. Partners need to be clear and in agreement.

The strategy could make a case for funding/resources to be directed where it will have the greatest impact on national targets

Finance

There was a mixed response.

It was suggested that the strategy was not clear on how the actions will be funded and that it was unclear on whether sufficient funds have been allocated.

Dunblane Community Council noted that they “do not see the proposed approach set out in 3.2.1 is deliverable in the current financial climate.”

Some respondents agreed that obtaining additional funding is a priority, while others disagreed and suggested

Noted. It is unlikely that additional finance will be able to be argued for unless existing resources are prioritised to support the objectives.

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
<p>that “a redistribution of the existing funds would (already) go a long way to deliver on the strategic objectives and should be prioritised.” (Climate Action Strathearn)</p> <p>Perth and Kinross Council noted that <i>“the strategy duly acknowledges the financial constraints within which the identified challenges must be addressed and offers a sound investment prioritisation framework that accounts for the varying interventions at rural, urban, and strategic corridor level.”</i></p> <p>Some respondents called on the Partnership not to focus only on the apparent direct cost of mitigation, but also to consider the benefits of climate action leading to significant savings.</p>	
<p>Communities on national networks</p> <p>Dunblane Community Council suggested that those small communities that lay on national networks (road and rail) were neither considered fully by the national agency (Transport Scotland) who prioritised the efficiency of the national network or by local authorities (as they had little influence over the national network). The CC hence advocated a role for Regional Transport Partnerships to support communities on national networks</p>	<p>Noted. While the impact of traffic on communities (especially on strategic routes) was raised as an issue in the Main Issues stage of the work, Action 5 only reflects the potential roles of Councils in addressing this issue</p>
<p>Co-ordination (partnerships)</p> <p>It was noted that the RTS makes clear the need for the Partnership and the four constituent local authorities and other delivery partners to work closely together to deliver the aims of the strategy.</p> <p>Tactran in particular, should be working closely with the local authorities to align priorities in support the delivery of the strategy.</p> <p>Perth and Kinross Council agreed that <i>“that regional partners have a key role to play in co-ordination and information sharing as it relates to the regional transport response in support of the National Transport Strategy. The regional partners would also have an important role to play in communicating the national, and regional vision,</i></p>	<p>Noted</p>

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
<p><i>communicating the required step changes, and communicating the masterplan and the alternatives.”</i></p> <p>Perth and Kinross noted that <i>“the role and mandate of local authorities as the local road and planning authority”</i> was not to be diminished.</p>	
<p><i>“The challenges of primary care in rural areas requires continued and strengthened engagement with NHS Tayside and Forth Valley.”</i> (Perth and Kinross Council)</p>	Noted
<p>Partnerships and deliverability</p> <p>Concerns that the proposed approach for local authorities to deliver the strategy will not work have been expressed. This included the lack of political will to deliver the strategy in some local authorities and variances in funding and resources affecting delivery. Respondents agreed that there needs to be strong and declared political support and noted that <i>“local councillors, MSPs and others have a duty to act responsibly and to implement evidence-based policy to achieve net zero.”</i> (Community Transport Association)</p>	Noted
<p>Respondents suggested the active participation of the Partnership, the four constituent local authorities and other key stakeholders is essential if the challenges are to be addressed. This requires Tactran to set out changes to current governance arrangements to enable the implementation of the measures set out in the strategy in a cohesive manner, coordinated by all four authorities. This was echoed by the Strathclyde Transport Partnership who recommended to include a section on the required changes to the current Governance model to support the delivery of the Regional Transport Strategy.</p> <p><i>“Tactran’s leadership at a regional level is essential to support delivery at a local level.”</i> (Fife Council)</p> <p><i>“Given that the four local authorities have Local Transport Strategies (or equivalent) [...] surely there can be some formal collaboration between Tactran and the local authorities as to how the RTS and the various Local Transport Strategy will be delivered.”</i> (Strathallan Community Rail Partnership)</p>	Noted

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
<p>“The Regional Transport Strategy is full of fine words, but short on delivery mechanism.” <i>(Dunblane CC)</i></p>	
<p>Alignment of different policy areas Some scepticism was raised concerning the ability to achieve ‘transport’ objectives, when other decisions (those that can determine the demands for travel) can undermine the ‘transport’ objective</p> <p><i>“Regrettably our experience has been that all recent changes are in the opposite, and wrong, direction.”</i> <i>(Dunblane CC)</i></p> <p>Tay Cities Regional Deal Management Group questioned how realistic delivery of the Regional Transport Strategy was, when key partners at a national level can often implement policies pulling in the opposite direction.</p>	Noted
<p>Co-ordination (traffic reduction): The requirement to implement and co-ordinate traffic reduction strategies across geographies was also noted</p>	Noted
<p>Co-ordination (Cross boundary): respondents welcomed the commitment in the strategy to work more closely with neighbouring authorities on cross boundary issues.</p> <p><i>“SPT agrees that there are opportunities for SPT and Tactran to work in partnership, alongside other partners [...] in relation to improve inter-regional connectivity for passengers and freight.”</i> <i>(Strathclyde Transport Partnership)</i></p> <p>Fife Council noted that most actions in the Delivery Plan, which will accompany the final strategy, <i>“will be delivered by others, which will need buy-in from partners. Fife Council requests clarity on what its role will be.”</i></p>	Noted
<p>Long term commitment required The RTS sets out a vision and approach to transport planning until 2034. This will, subsequently, overlap with multiple political cycles at local, regional and national level. It is inevitable that political control will change during this period. However, it is essential that a coherent long-term approach is taken. This was echoed by the Management</p>	Noted

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
<p>Group of the Tay Cities Region Deal. They noted the need for strong political leadership.</p> <p><i>“Local councillors, MSPs and others have a duty to act responsibly and to implement evidence-based policy to achieve net zero.” (Community Transport Association)</i></p>	
<p>Role of the RTP</p> <p>Respondents called on the Partnership to call on the Scottish Government for Tactran to move from a Level 1 to a Level 3 RTP and, subsequently, becoming a passenger transport authority. That would give <i>“greater control over routes, timings etc. and allow money to be reinvested to help subsidise unprofitable routes” (Transforming Audience Travel though Art)</i>. They also noted the need to introduce a strategic objective to grow the bus network and frequency of services. The example of the Highland Council's pilot project to run a number of in-house bus services was cited.</p> <p><i>“As such Tactran needs to urgently upgrade to a Level 3 RTP and actively begin to oversee the network by setting routes, timetables and fares [...]” (Climate Action Strathearn)</i></p> <p>Representatives of the Dundee City Council Transport Forum noted that Regional Transport Partnerships do not hold powers to enforce public transport improvements.</p> <p>Devolving the responsibility to Tactran would allow the Partnership to work towards a fully integrated transport service, structured fares and transparent management. The need to give consideration to cross-local authority boundary bus services and encourage collaborative working with other authorities was noted.</p>	<p>Noted</p>
<p>It was noted that exploring new options to improve bus services through the region needed to review and build on successful models.</p>	<p>Expanding bus networks is a measure which would help achieve the strategic objectives. As such it is identified as an action, reflecting aspiration identified</p>

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
	through the work of the two Bus Alliances in the region.
<p>Public transport integration Strathallan Community Rail Partnership notes in relation to Action 17 (Tactran and the Councils will work with operators to improve public transport services) that <i>“specific reference must be made, across all three columns, to improve coordination of timetables and routes between – and within – modes. Additionally, it is important to highlight, across all three columns, improved multi-modal consultation on proposed service / timetable changes.”</i></p>	Noted
<p>Partnership (Role of communities) The role of local knowledge was noted.</p> <p><i>“It cannot be achieved by any one organisation alone or any single policy. It can only be achieved by [...] working in partnership [...] Local [...] community groups have local expertise and experience. They can help local authorities to design and deliver effective solutions.” (Community Transport Association)</i></p>	Noted.
<p>Public transport & new models of provision Respondents backed the proposals to provide for a good public transport experience and were reassured by the Partnership’s commitment to improve public transport and improve connectivity. However, there were concerns that what the strategy proposed will not be sufficient. Failings of the current system also undermined trust in the Partnership’s ability to deliver something better in the future.</p>	Noted
<p>Operators were comfortable with the concept of exploring new models of bus service provision with the partnership (TayCities Bus Alliance).</p>	Noted
<p>The impact of public transport operating costs was identified as a key factor impacting on business model viability, which has a direct impact on service delivery standards (Perth and Kinross Council).</p>	Noted

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
<p>Bus driver shortages were highlighted as a key challenge for bus service delivery standards (Perth and Kinross Council).</p>	
<p>Deliverability of behaviour change While respondents supported the idea of a less car-dependant region they were wary about the role of individual behaviour change and believed a major shift was needed. They questioned whether the strategy had fully accounted for social norms that underlie car dependency, and whether the scale of change required is achievable.</p> <p>Climate Action Strathearn further raised concerns as they <i>“don’t believe that a focus on individual behaviour is constructive”</i>. The Transforming Audience Travel through Art project noted that they <i>“would caution against an individual model of behaviour change and encourage a focus on broader social constraints and enablers. Behaviour change campaigns need to carefully consider who they are trying to reach and who are trusted messengers. Would advocate for working with artists and cultural organisations as one way of achieving this.”</i></p> <p>While there was agreement that the Strategy needed to be <i>“proactive in managing demand (and) not just responding to it” (Paths for All)</i>, there were concerns about whether the level of behaviour change required would be achieved, especially in rural areas.</p>	<p>The strategy seeks to promote behaviour change when and where it is possible, recognising that this will not be everywhere, all the time.</p> <p>Agree that the complexities involved in behaviour change and modal shift are not well understood.</p> <p>RTS supporting documents have highlighted the scale of the task</p>
<p>Demand management It was suggested that society will respond to supportive and voluntary policies while restrictive measures will fail.</p> <p><i>“We support the need to reduce dependency on car travel to help achieve net zero in Scotland. However, we feel that the language of the used in this strategy is more focused on discouragement to use cars rather than encouragement to use alternative means of transport. We would suggest that this language is changed to be more positive as this would better support the change in citizens behaviour that is required.” (Fossoway CC)</i></p>	<p>Noted. Any restrictive measure needs to recognise a number of risks if it is to be accepted and successful.</p> <p>Unfortunately work conducted to inform this strategy indicates that restrictive measures will be required.</p>
<p>Perth and Kinross Council also noted that <i>“as part of demand management strategies, behavioural actions</i></p>	<p>Noted</p>

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment**Proposed Response**

might be expanded to include incentives, not only disincentives, for sustainable behaviour. For example, incentivising organisations to implement remote/ flexible working arrangements.”

Road user charging

There was a mixed response to road user charging with some seeing this as key to being able to deliver the strategy, while others expressed concerns about a revision of current, or development of any future, charging schemes. Especially if this is not *“offset by a comprehensively improved, affordable public transport network.”* (Climate Action Strathearn)

It was noted that the use of any revenue raised by road user charges was an opportunity to enhance its acceptability if it is used to improve the local sustainable transport offer.

Respondents suggest that there is a need for a national road user charging scheme as stated in the Draft RTS. SPT supports this and notes that *“it is in line with (their) emerging RTS Delivery Plan.”* (Strathclyde Transport Partnership)

Respondents stressed that a national road user charging system must be seen to be fair across different groups of the population, regions and between urban and rural areas. However, the urgency to act on this was also stressed.

Tay Cities Region Deal Management Group and Dundee Plan Management Group who highlighted the requirements of car-dependent help at home carers.

Some respondents, however, remained sceptical: *“It stretches credibility that the Scottish Government would have the political capital to introduce road user charging.”*

Noted.
Understanding all the conditions required for any charging scheme aimed at motorists will be essential to enable progressing the issue

The approach to reducing the number of car kilometres driven is supported by Perth and Kinross Council *“insofar as it seeks to actively and flexibly protect car-captive users from disproportionately bearing the burden.”*

Noted

Q2: The scale of change required

The draft strategy notes that successful delivery will rely on significant changes to how public sector and partners work together to deliver the strategy, along with significant behavioural changes for individuals and businesses.

Comment	Proposed Response
<p>Perth and Kinross Council noted that <i>“analysis and communication around the ‘user-pays’ principle will be important in developing a shared understanding of the true costs of travel on different modes, and an understanding of which community groups bear the greatest cost burdens. This data is important for driving the ‘just transition’ and equity agenda to encourage buy-in from individuals and businesses.”</i></p>	<p>Noted</p>
<p>Integrated solutions: The Strategy proposes the need for fully integrated solutions.</p> <p>The approach to enable a better integrated, attractive whole journey experience to provide an alternative to the car (for those that do and don’t have access to a car) was supported by respondents.</p> <p><i>“Active travel and public transport are intricately linked, particularly for pedestrians. Buses are particularly important.” (Paths for All)</i></p> <p>They noted that further emphasis was required in identifying <i>“the needs of walkers, wheelers, and cyclists. This also applies to [...] part(s) of a multi-mode journey including bus, tram, or train.”</i> (ibid)</p>	<p>Noted</p>

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
<p>General</p> <p>Transport Scotland noted that <i>“some of the actions seem quite limited in their detail”</i> with no associated timescales against them.</p> <p>Climate Action Strathearn perceived <i>“a lack of metrics, or even a baseline from which progress and improvements on the specified outcomes of this strategy can be measured.”</i></p> <p>Dunblane Community Council raised concerns that <i>“the actions in 3.4 are not allocated to any delivery agency.”</i></p>	<p>Noted. Detail to be provided in RTS Delivery Plan</p>
<p>Figure 3.6</p> <p>Nature Scotland noted in relation to Figure 3.6 – Delivery Themes to Address the Strategic Objectives and Outcomes that <i>“the arrows are confusing and it could be easier to simplify list the relevant delivery themes against the outcomes.”</i></p>	<p>The proposal is likely to take up many pages as most delivery themes will help address many outcomes.</p>
<p>Integrated Solutions</p> <p>Stathallan CRP expanded on this when they noted that <i>“Equally the failure, or inconsistent behaviour, of Councils and public sector bodies to deliver their services in a way that facilitates community access by public and community transport is key. Consequently, SCRIP does not think that Figure 2.3 fully reflects the problem, issues and constraints in the region.”</i></p>	<p>Noted Assume ref is to Fig 3.2 (there is no Fig 2.3)</p>
<p>Reducing the need to travel</p> <p>From a policy priority perspective, it was suggested that <i>“include the land-use and transport integration and digital infrastructure initiatives that reduce the need to travel.”</i></p> <p>Reference was made to a Triple Access approach to reducing the number of trips through an integrated focus on spatial proximity, physical mobility and digital connectivity and Perth and Kinross recommended to draw this relationship out more clearly in Figure 3.2.</p>	<p>Noted</p>
<p><i>“The desire to move to more digital/local services raises the risk of isolation for many people, particularly in rural areas.”</i> (Perth and Kinross Council)</p>	<p>Noted</p>
<p>Complementary services: There is potential to integrate additional service offers at main bus stops etc. For example, passengers could collect deliveries from self-service Amazon Lockers or similar. There might be scope for buses</p>	<p>Noted</p>

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
to carry parcels as a complimentary service provided by rural transport operators.	
<p>Public transport There were concerns as to whether the affordability of public transport (fares) was fully addressed.</p>	Noted. See Action 19
Additionally, references to reducing fares and rail should both be added to relevant boxes in the rural column. (Strathallan CRP)	Action 19: promoting Fair Fares is recommended across all geographies
There were also calls for the strategy to better address public transport accessibility and also to apply a broader definition of accessibility as well as establishing <i>“minimum standards of accessibility for communities based on their population size.”</i> (Strathallan Community Rail Partnership)	Understanding how to define acceptable levels of public transport provision for the range of localities across the region were considered. It is however a factor not only of community size, but also location and trip purpose.
<p>Shared transport Respondents noted that the Strategy should fully <i>“recognise the value of small-scale solutions, like community car schemes in improving connectivity preventing isolation and addressing depopulation (especially in rural areas).”</i> (Community Transport Association)</p> <p>Alternative modes of transport <i>“other than single occupant cars and buses should be encouraged and facilitate by local authorities i.e., car sharing, community busses.”</i> (Fossoway CC)</p>	Shared transport solutions are recognised in Action 18. Nonetheless the action could benefit from recognising a broader range of examples, such as community lift share
<p>Public transport (role of community transport) Respondents noted that the Strategy should provide more focus on community transport. The Community Transport Association noted that current capacity limits their ability to support the modal shift objectives. Still, Community Transport Services within the region benefitted local people by providing the ability to access services and respondents</p>	It is essential that community transport are represented in discussions to identify new models of service provision if

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
<p>called for <i>“the RTS to integrate with community transport services.”</i> (Community Transport Association). This was expanded by noting that <i>“there remains a high level of silo working across partners and stakeholders involved in health and social care and transport. Many community transport providers in Tayside and Central Scotland deliver non-emergency patient transport (such as Upper Tay Transport and Elder Voice Community Transport and Patient Transport) [...] but typically do so without any funding or support. A key priority action for the new strategy should be facilitating better communication, closer coordination and new partnership working between the NHS and the Community Transport Sector.”</i> (Ibid)</p>	<p>a ‘complete’ network is to be achieved</p>
<p>Demand responsive services Respondents noted the constraints in booking Demand Responsive Transport. This usually had to be done in advance and, subsequently, required significant forward planning. This was not considered practical in many cases.</p>	<p>Noted</p>
<p>Integration of transport services <i>“Surely the lack of effective and coordination and integration within and between public transport is a fundamental issue that must be addressed.” “It is of paramount importance that the need to coordinate timetables / services is highlighted, particularly under ‘rural’”</i> (Strathallan CRP)</p>	<p>Noted</p>
<p>Interchanges Transport Scotland recommended that <i>“engagement for new rail stations should be made with Transport Scotland (and) Network Rail and ScotRail at an early stage.”</i> Network Rail highlight the potential role of Tactran in promoting access to the rail and network. Provide more public toilet facilities on the public transport network.</p>	<p>Noted</p>
<p>Respondents felt interchanges facilitating access and connectivity across the wider network are required. Climate Action Strathearn fully supports the work to provide and improve public transport interchanges. They noted, however, that <i>“the services need to actually exist before we can connect them.”</i></p>	<p>Noted. Figure 3.2 ‘Integrated Solutions’ is intended to reflect the need to join up respective actions</p>

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment**Proposed response**

Transport Scotland noted the need for interchange points to provide for better rural transport, remarking how more services need to be provided locally (Paragraph 3.2.1 refers). They asked whether the definition of interchange points should *“be wider to include integrated journey planning and booking and payment (through one platform) to better facilitate rural journeys?”* Such a platform should consider to include car share, DRT and scheduled bus services.

Mobility Hubs

It was noted that *“mobility hubs can also include improved access to rail services. It would be helpful if Tactran and partners could indicate how many mobility hubs they would look to support per annum.”* (Strathallan Community Rail Partnership)

It is unlikely the Delivery Plan will make a commitment to the number of mobility hubs to be provided. This will be an individual decision for each Council. A metric would nonetheless be the number of mobility hubs delivered.

Nature Scotland noted in relation to 3.2.3 Integrated solutions: strategic corridors that *“the graphic could be made a bit clearer, for example, it is unclear on the location of the Strategic Mobility Hubs in the Angus as well as the meaning of the arrows. The legend could also be updated to include ferry terminals.”*

(i) The arrows are intended to indicate that the mobility hubs serve both inbound and outbound trips.
(ii) It is a schematic figure
(iii) There are no ferry terminals in the region

Mobility as a Service (MaaS) refers using technology to integrate access to, information on and payment for new and existing transport services.

Climate Action Strathearn supported the concept in principle but noted that *“this would only be effective under public regulation of services. Further to this, there must always be an option for those without a smartphone, and we do not want to see investment in technology for such tickets until the actual services are improved.”*

Public regulation may assist but is not necessary to the promotion of MaaS journey planning tools.

Noted, there must always be options for

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
	those without digital access
<p>Respondents suggested that the Strategy should reference the concept of MaaS more explicitly. Transport Scotland noted that the RTS <i>“primarily relates to investigating ways to improve journey planning.”</i> Table 3.2 would benefit from including a reference to Maas as a way of suggesting sustainable journey options.”</p>	<p>Noted. The actions do not make the connection between MaaS journey planning tools enabling and supporting new transport services to be provided</p>
<p>Transport Scotland noted that <i>“reference to MaaS and smart and integrated ticketing is limited in general.”</i> Transport Scotland <i>“would like to see more ambition, with more fleshed out actions”</i> in relation to MaaS. It was recommended to investigate opportunities for new integrated ticketing arrangements by working with operators, or with LTAs with their future bus plans. Questions were raised how the delivery of this action would be specifically measured, as the later measurements section related only to the wider outcomes. Transport Scotland asked whether there were any timescales associated with this action.</p> <p>Transport Scotland further recommended to include regional case studies to show how the Partnership is already working towards the respective actions. They specifically referred to <i>“Tactran [...] now taking forward their Integrated Mobility Partnerships (IMPs) group to address post-MaaS issues. Transport Scotland would have expected to see this included in the RTS”.</i></p> <p>Strathallan Community Rail Partnership requested further information in relation to Action 22 (Tactran, Councils and public sector agencies will investigate and promote initiatives that allow the easier planning and booking of journeys). They asked whether <i>“Tactran have any specific initiatives in the pipeline and, if so, how do groups such as SCRP, get involved?”</i></p>	<p>There is limited space to provide details on a project within the strategy document. More details can be provided within the RTS Delivery Plan</p>
<p>It was further noted that any development of MaaS-related concepts should avoid the risk of increasing overall car use through making car-based services easier to access.</p>	<p>NB if one of the objectives of MaaS tools is to assist with a modal shift, then a</p>

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
	core audience to attract to the tools are car users
<p>It was noted that the concept is of interest for several community transport providers <i>“to improve awareness of, access to and the efficiency of their services. However, cost is a major barrier at present for individual organisations without the economies of scale which interventions at national or regional level could offer.”</i> (Community Transport Association)</p>	Noted
<p>Respondents highlighted the need to be aware of wider accessibility issues in relation to digital tools (incl. broadband connections) and, subsequently, also to provide non-digital options.</p> <p>Strathallan Community Rail Partnership noted that the respective Actions 3 (Councils will work with Scottish Government and suppliers to promote digital inclusivity across their areas) <i>“lacked detail and only involved promotion. They questioned whether it was not be better to be more specific on a small number of deliverables, such as multi-modal information at all railway stations”</i>.</p>	<p>Noted. Both providing non-digital solutions and promoting digital inclusivity need to be greater elements of the MaaS programmes in general</p> <p>The Tactran ENABLE MaaS project is focused on providing information for specific groups.</p> <p>Who, where and how support is targeted is one of the lessons to be informed by the current MaaS pilots.</p>
<p>Transport Scotland asked whether Tactran would also consider ticketing and payment in relation to <i>“Integration, both in terms of modes, facilities and timetables”</i>.</p>	Ticketing will be considered
<p>Integrated ticketing</p> <p>Transport Scotland noted that <i>“the RTS aims to improve public transport provision through service, infrastructure and ticketing improvements within the region”</i> but that <i>“limited evidence of actions to improve ticketing (were detailed) in the RTS.”</i> They suggested that <i>“it seems like the actions on ticketing in the RTS do not cover the suggestions from the (Integrated) Impact Assessment.”</i></p>	<p>Integrated ticketing work has been led by Transport Scotland</p> <p>There should not have been any such reference in the IIA.</p>

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
<p>New technology While there were some requests for consideration of new technology to be given a greater focus in the strategy and for the strategy to be clearer on future role of autonomous vehicles, respondents recommended a <i>“focus on short term actions that can be taken [now] rather than [...] focussing on technological solutions”</i> (Sustrans) that must be considered a long-term approach.</p>	<p>Noted</p>
<p>Low emission vehicles Some respondents agreed with the actions to accelerate the adoption of zero-emission vehicles. It was noted that <i>“this should be done in consultation with communities [...] to identify the right places for (charging infrastructure) to be located and to widen access.”</i> (Community Transport Association). The impact of a lack in the provision of charging infrastructure on sustainable tourism was noted by the Tay Cities Tourism Officers. The need for charging infrastructure for electric buses and coaches was particularly mentioned.</p>	<p>Noted</p>
<p>However, it was further noted only part of the solution to reducing CO₂ emissions and the focus should be on moving away from cars and reducing miles travelled. This was echoed by Paths for All. Electric vehicles were also considered <i>“unaffordable and environmentally questionable.”</i> (Climate Action Startheam)</p>	<p>Work undertaken for the Scottish Government² suggests that 73% of the transport carbon emission reduction by 2030 will come from cleaner vehicles (and hence 27% from behaviour change)</p>
<p>Active Travel There was a mixed response to the role of active travel.</p> <p>Some see this as key to being able to deliver the strategy, with more investment in active travel required. Active travel groups noted that <i>“more priority needs to be given to enabling cycling as a mainstream choice.”</i> (Cycle Stirling) Sustrans noted that <i>“walking and wheeling infrastructure can [...] improve connectivity for disabled people as shown in (their) recent Disabled Citizens’ Inquiry.”</i></p>	<p>Walking is the glue that binds all trips. Nonetheless, as the vast majority of walking and cycling trips will only be for short distances, then the role of active travel in supporting the different strategic objectives will vary</p>

² [Element Energy ‘Decarbonising the Scottish Transport Sector’ 2021](#)

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
<p>Others expressed concerns about active travel not being possible for everyone and questions whether the strategy expects too much modal shift (especially in relation to cycling). It was acknowledged that active travel may not be realistic for all trips, all of the time, and that localised mode shares may vary. It was noted that it was unfair to those who have to drive or are more restricted in their choices of how to get around.</p>	<p>For all strategic objectives walking and cycling are part of the package of measures that will help deliver the objectives. However, the strategy only sets targets for walking and cycling in respect to promoting more active lifestyles in areas of poor health.</p>
<p>Active Travel Groups stated that the Strategy needed a clearer focus on improving the networks of active travel routes. Such improvements needed to focus on segregated infrastructure.</p> <p>Climate Action Strathearn “want to see traffic-free cycling / walking paths to and around schools.”</p>	<p>A clearer focus on where networks can support the objectives and outcomes is required.</p>
<p>Paths for All specifically noted that there “<i>should be more emphasis on walking and wheeling</i>” with the Strategy being clearer on what would be done in relation to improving footways and pavements, especially in urban environments.</p>	<p>Noted. There is a risk that ‘Active Travel’ programmes do not consider the routes and requirements of pedestrians as much as they do for cyclists.</p>
<p>Nature Scotland noted that “<i>it would be useful here to add ‘greened’ routes to this as the active travel network is an excellent opportunity to incorporate natural infrastructure, linking into the green network, to provide multiple benefits including improved attractiveness, access to nature, habitat connectivity and flood management. This would help the RTS to better align with NPF4 which highlights the value of nature networks and green networks. For example, there are specific opportunities to expand and enhance the Tayside strategic green and active travel network to create regionally significant assets both in terms of sustainable travel and nature by creating a more cohesive, greened regional active travel network.</i>”</p>	<p>Noted</p>

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
<p>New development: There was general support for reducing car dependency of new development.</p>	Noted
<p>The need for regional planning and a subsequent collaboration across a number of local authorities to bring forward developments that meet the principles of sustainable inclusive growth was also noted.</p> <p>Fife Council noted that the <i>“strategy should consider its relationship to local development plans, regional spatial strategies and economic strategies (Regional Prosperity Framework for Fife).”</i></p>	Noted. Further work is required on the better integration of economic, land use and transport regional planning.
<p>Respondents called for the Strategy to place an emphasis on new homes, jobs and services to be supported by the provision of public transport enhancements, <i>“connecting with the existing public transport network and providing active travel routes.” (Climate Action Strathearn)</i></p> <p>In addition, where affordable housing is required, public transport has a key role to play in supporting people to live in those areas (especially affordable housing in rural areas). Respondents asked that <i>“the strategy must acknowledge our high streets need to be redefined and the days of out-of-town retail should end.” (Paths for All)</i></p>	The strategy references local land use planning documents which make these requirements. Additional reference can be made to NPF4
<p>Conversely the Tay Cities Tourism Officers reported of tourism related planning applications having been refused due to a lack of public transport connectivity. They noted the potential economic impact.</p>	Noted
<p>Nature Scotland noted that the promotion of land use patterns that reduce the need to travel and enable travel by sustainable modes <i>“only applies to urban (larger towns and cities) [...] This principle should apply to all development.</i></p> <p>NPF4 Policy 13 states that the policy intent is to <i>“encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport with the following outcome: “Developments are in locations which support sustainable travel.”</i></p> <p>Strathallan Community Rail Partnership noted that the respective Action 1 (Planning authorities will reduce the car</p>	Noted

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
<p>dependency of new developments) also applies to rural areas.</p>	
<p>Freight</p> <p>There were calls for a stronger support for rail freight and concerns raised about the impact of the considerable technical and operational challenges on the industry.</p> <p>Challenges in managing freight and delivery of goods, especially with regards to increased road freight as a result of consumer expectations were noted.</p> <p>Respondents gave qualified support for greater emphasis to be placed on putting freight on the rail, requiring improvements to the rail network connectivity, capacity and capability, and terminal developments within and outwith the region. It was noted that</p> <p><i>“although there are few rail freight terminals within the region, the RTS should [...] note that Scotland’s newest intermodal terminal at Blackford, just off the A9, is within the region and could be explored as a freight hub for wider use [...] especially as it already operates services to / from Central Belt rail freight terminals and connections beyond.” (Rail Freight Group)</i></p> <p>Then, the RTS will <i>“play an important role in helping to drive increased sustainability for the railways, and an increased role for the railways in transport decarbonisation.” (ibid)</i></p>	<p>The strategy (action 20) promotes rail freight.</p>
<p>A lack of sustainable freight options or hubs, including a limited amount of dedicated freight rail infrastructure, presents a substantial challenge to traffic flows and places significant pressure on the road network. This is particularly significant given that the RTS shows that 37% of UK freight with an origin or destination in Scotland starts, ends, or passes through the region (Perth and Kinross Council)</p>	<p>Noted</p>
<p>Pinch points on the strategic road networks</p> <p>Respondents expressed concerns with regards to improving pinch points on the strategic road network to reduce congestion and free up space on the strategic road network rather than looking to reduce the number of trips through them.</p>	<p>The strategy only references the desire to ensure that pinch points on the strategic road network do not adversely affect</p>

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
	<p>bus/coach or freight journey time reliability.</p> <p>It should also be remembered that the almost all vehicular trips to North East Scotland and the Highlands and Islands pass through the pinch points referenced</p>
<p>Rail electrification Network Rail noted that the RTS calls for greater electrification of the rail network, but this is not within the remit of Tactran to deliver. It was noted that the Partnership will need to continue to lobby Scottish Government and work with Network Rail to introduce more electrification across the rail network.</p>	<p>Noted. The RTS seeks to identify the strategic transport priorities for the region. Very few of these priorities are within the remit of Tactran to deliver.</p> <p>The RTP's role is to work with respective agencies to promote and encourage delivery of these priorities.</p>
<p>Behaviour change There was a mixed response to behaviour change. While some respondents agreed that behaviour change campaigns will be an important element in delivering the strategy, others considered the focus on individual behaviour not being constructive. A change of travel behaviour will come with better and more affordable public transport infrastructure. Respondents called for the Strategy to <i>"Please (not) frame this as an issue of consumer choice, the services are simply not there."</i> (Climate Action Strathern). This was echoed by the Community Transport Association.</p>	<p>Noted</p>
<p>Resilience of transport networks There was concern that local authorities do not give enough priority to resilience of the transport infrastructure to climate</p>	<p>Delivery Plan to consider identification of</p>

Q3: The actions

The draft strategy sets out the proposed actions to deliver the strategy, taking account of the rural and urban characteristics of the region.

Comment	Proposed response
<p>change. Particular areas of support included a regional programme of measures to protect new and existing transport infrastructure from severe weather and climate change. Respondents stated that <i>“this must address the challenges in all communities and be properly resourced.”</i> (Muthill CC)</p>	<p>strategic routes ‘at risk’</p>
<p>Promoting air travel Respondents expressed opposition regarding the promote of direct rail and air links to and from the Region. <i>“Promoting flight connections with Dundee Airport is NOT the job of TACTRAN and it directly conflicts with the strategic objective to reduce carbon emissions from transport to a massive extent. Actively promoting increased air travel is irresponsible given the climate crisis.”</i> (Climate Action Strathearn)</p>	<p>Noted</p>
<p>Liveable / 20min neighbourhood neighbourhoods It was suggested that Strategy discusses the concept of liveable neighbourhoods mainly in relation to urban areas. It should be noted that there are also opportunities for developing these in rural areas. Research on 20 minutes neighbourhoods in the highlands and islands was referenced.</p>	<p>Action 2 does note the need for liveable/20min neighbourhoods across both urban and rural areas</p>
<p><i>“where services are subsequently centralised, an agency should be required to take responsibility for the accessibility issues that may arise and provide / fund suitable transport solutions. Having this clearly articulated against this action (for both rural and urban) is very important.”</i> (Strathallan Community Rail Partnership)</p>	<p>Noted</p>
<p>Parking policies It was noted that people usually responded to parking policies primarily by shifting parking locations rather than switching travel mode. This can have a detrimental to the quality of neighbouring residential streets and communities.</p>	<p>Noted</p>
<p>Park and ride There is limited provision of park-and-ride facilities within the region.</p>	<p>Noted. For info, there are 4 bus based park and rides, and (at least) 7 rail stations with significant parking on site</p>

Q4: Any other comments.

Comment	Proposed response
<p>Reducing inequalities: Child Poverty Targets It was noted that to address child poverty - and to get help to where it is needed – it was useful to work with the projects identified in the child poverty action plans.</p>	Noted
<p>Engagement The need for on-going stakeholder engagement following the publication of the final strategy to ensure any future challenges can be overcome was noted.</p> <p>Perth and Kinross Council noted that <i>“communicating the masterplan vision in an interactive and simple manner will be an important part of generating buy-in and support, particularly given that the vision is a long-term one that might not always depict tangible short-term outcomes for communities.”</i></p> <p>Climate Action Strathearn noted that they <i>“would like to see additional measures for true citizen-participation within the strategy and would also like to see evidence that public input is listened to and acted upon. Further to this, we would like to see Tactran providing a clear framework for continued collaboration with communities and genuine public transport users.”</i></p> <p>The Transforming Audience Travel through Art project also noted their interest in methods for getting input on transport strategy from the general public. They further raised concerns that <i>“consultations like this are inaccessible for most people.”</i> The Project further asked if there will be an ongoing process to involve people in decision-making on the more local level.</p>	Noted. The strategy recognises that because of the scale of change required, an ongoing conversation is required with all parties.
<p>Dunblane Community Council raised concerns <i>“that Cycling Stirling was not consulted on this strategy”</i> and expanded on this when they noted that <i>“perhaps this reflects the lack of consideration of cycling in this strategy.”</i></p>	Cycling Stirling were consulted and their Planning Sub-Group submitted a separate response to the consultation
<p>Active Travel It was noted that many active travel infrastructure projects in the region either stall or are delayed indefinitely.</p>	Noted
<p>Monitoring and reporting Perth and Kinross supported the proposed preparation of the annual monitoring report based on the identified indicators. They noted that <i>“it is important, where</i></p>	Noted

Q4: Any other comments.

Comment	Proposed response
<p><i>possible, that such information is shared at a granular Local Authority level to support effective monitoring and evaluation of local mobility strategies. (This) also presents an opportunity to jointly resource certain data-capturing activities.”</i></p>	
<p>It was further noted that <i>“some of the indicators require larger investments and more systemic interventions than others. Some indicators may also require substantial investment and efforts from external partners, such as Transport Scotland. These complexities should be duly written up and communicated to highlight why outcomes and results may not always transpire as planned in a linear manner. This is important for the public to understand, as well as to enhance our understanding of the complexities that exist, of what works and what does not work, and how best to partner and implement in the future.”</i></p>	<p>Almost all the proposed headline indicators are available from existing sources. Those that are not do not require major investment.</p> <p>However, the proposed indicators are based on available information.</p> <p>Other indicators which could be useful would require further investment</p>
<p>Access to cars and bikes as an indicator of mode shift should be monitored throughout the period cover by the strategy.</p> <p>It was noted that <i>“pedestrians are often overlooked and invisible in statistics” (Paths for All)</i> when it comes to the monitoring and evaluation of policy and strategy document.</p> <p>In relation to the indicator of ‘Modal shift to more sustainable modes of travel’, Nature Scotland recommended that <i>“it would be useful to have further breakdown of the percentage of ‘other’ modes outside car use if this data is available”</i>.</p>	<p>There are many indicators that are useful to monitor and understand trends.</p> <p>Headline indicators have been highlighted in the RTS document.</p> <p>A more comprehensive monitoring framework will also continue to be developed.</p>

Youth Engagement Sessions

Participants identified, discussed then ranked issues under each of the RTS delivery themes

Reducing the need to travel by car through the location of development and services		
Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	<ul style="list-style-type: none"> • More accuracy with apps, e.g. Stagecoach (times, location of buses) 	<ul style="list-style-type: none"> • More integration between bus, train, walk or cycle • New paths, new cycle routes
2 nd	<ul style="list-style-type: none"> • Reliable transport 	<ul style="list-style-type: none"> • Banks, more doctors (and services)
3 rd	<ul style="list-style-type: none"> • Improving internet connections in smaller villages and communities • Planning journeys on apps made easier to use • More interconnectivity between different modes • Better connection between buses • Banking hubs 	

Influencing travel choices and behaviour		
Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	<ul style="list-style-type: none"> • Make it easier to walk around your communities • Like buses that you can open the windows on 	<ul style="list-style-type: none"> • Costs of trains
2 nd	<ul style="list-style-type: none"> • Buses cleaned well (including seats) regularly 	<ul style="list-style-type: none"> • LEZ: Should be communicated properly to ensure public compliance with the LEZ • Poor lighting is an issue
3 rd	n/a	<ul style="list-style-type: none"> • Public parking charges. Could reduce the number of people going into the city. Need to think of the death of the high street. • Lack of cycle lanes

Decarbonising transport

Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	n/a	<ul style="list-style-type: none"> Costs. EVs more expensive than diesel and petrol cars Lack of charging places Income on low-income households. Also, harder to charge cars if in flat / have on-street parking.
2 nd	n/a	n/a
3 rd	n/a	n/a

Improving safety

Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	<ul style="list-style-type: none"> More advertisement on if you feel unsafe when walking alone and actions to take 	<ul style="list-style-type: none"> More lighting / CCTV
2 nd	<ul style="list-style-type: none"> More streetlights on some dark paths 	<ul style="list-style-type: none"> Better quality roads / less potholes
3 rd	<ul style="list-style-type: none"> Road safety being taught from young age 	<ul style="list-style-type: none"> 20mph speed limits

Improving the accessibility and security of our transport networks

Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	<ul style="list-style-type: none"> Buses are late at times Quicker reaction times to help recover from storms Aftermath of storms for transport 	<ul style="list-style-type: none"> (PT) Much better if less cancellations and breakdowns. Need to be cleaner. (Need to consider needs of) Blind and visually impaired. Also need to consider deaf people. More visual info required.
2 nd	<ul style="list-style-type: none"> Something to show as proof for being late (employers are not always understanding) 	<ul style="list-style-type: none"> Tech – What if people can't use? (Under 22s) Free bus travel. Rate them high but there are problems.
3 rd	<ul style="list-style-type: none"> Better communication More understand / help from drivers for people with disability 	<ul style="list-style-type: none"> More buses Quiet spaces. People may feel anxious on transport.

Improving network resilience

Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	<ul style="list-style-type: none"> Protection of transport networks across flooding / landslides 	<ul style="list-style-type: none"> Rural areas. Fallen trees. Dangerous (conditions) (Impacts on) Elderly people More information on apps Buses full when trains are cancelled Impacts getting to school. May not be able to attend.
2 nd	<ul style="list-style-type: none"> Winter maintenance 	<ul style="list-style-type: none"> Fear of travelling Feeling closed off Might have to get around different ways. Scary experience. Bad weather means I can't travel Can be stuck. Dangerous experience.
3 rd	n/a	<ul style="list-style-type: none"> Info on who to call if anything goes wrong

Improving sustainable travel opportunities

Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	<ul style="list-style-type: none"> A scheme to hire recycled or unwanted bikes – bus this would need to be trustworthy Direct cycle routes without having to go on roads 	<ul style="list-style-type: none"> If there were more buses If they (buses) were more reliable and cleaner Paths not well lit. Can't see what / who is coming. (Paths) not clean. No clear signs.
2 nd	<ul style="list-style-type: none"> (Bus) Drivers being polite Irregularity in buses making it difficult to get off trains and travel via buses 	<ul style="list-style-type: none"> (Impacts of) Cancellations (Impacts of) Bad weather Vandalism is an issue They (buses) are really busy
3 rd	<ul style="list-style-type: none"> Bigger screens on train stations 	<ul style="list-style-type: none"> Impact of the LEZ. If people can't get in the area (to pick me up at night) I have to walk further. Unsafe.

Improving access to public transport

Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	<ul style="list-style-type: none"> Updated timetables in paper / online 	<ul style="list-style-type: none"> One app for all public transport
2 nd	<ul style="list-style-type: none"> More wayfinding for those with disabilities 	<ul style="list-style-type: none"> More awareness about prices. (App) Should show this information. More updates on app / social media
3 rd	n/a	<ul style="list-style-type: none"> (PT) Don't join up well... Accessibility points at stations Communicate better when things are wrong. What worries me is not that something goes wrong it is not knowing why or how to it is getting fixed.

Improving strategic connectivity

Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 st	n/a	<ul style="list-style-type: none"> Not enough clear info
2 nd	n/a	<ul style="list-style-type: none"> Faster journeys encourage more efficient movements Get bored waiting (in congestion) (Consider the needs of deaf people). If a train is cancelled, voice message. Visible displays much better!
3 rd	n/a	<ul style="list-style-type: none"> Roads overcrowded. Better connections to Edinburgh and Glasgow Airports Would be good to know which bus I can get to get outside of my city

Consultation on the Draft Regional Transport Strategy 2024 - 2034: Summary of comments received on the Impact Assessments

Draft Integrated Impact Assessment

General Comments

Comment	Response
<p>Respondents supported the “<i>detailed, integrated approach taken</i>” and welcomed the ambition of the document but questioned whether they will be acted upon. The proposed actions were considered effective but only if they are achieved rapidly and at scale.</p> <p>Respondents noted that all actions outlined by the strategy are dependent on other bodies.</p>	Noted
<p>They asked whether “<i>Tactran have any authority to insist on the changes required</i>” and whether “<i>the Council[s] have any funds to ensure the required changes are made?</i>” Respondents remained sceptical as to whether there is “<i>really any prospect of partnership working between the various councils?</i>” (Public response)</p>	Noted
<p>They noted that the assessment indicated that negative impacts can be mitigated and that they are “<i>confident that the potential negative impacts can be mitigated through the proposed mitigation mechanisms.</i>” (Perth and Kinross Council)</p>	Noted
<p>It was noted that “<i>Local Authorities should be encouraged to take up the granular mitigating actions within their local mobility strategies and associated action plans. Many of the required actions lie within the local authority mandate and the RTS and the integrated regional partnership should act as a key informant/insight for the development of the respective action plans.</i>” (Perth and Kinross Council)</p>	Noted. This can also be encouraged within the RTS Delivery Plan

Children and Young People

Comment	Response
<p>Perth and Kinross Council welcomed the Children's Rights and Wellbeing Impact Assessment. It agreed with the assessment that <i>“most interventions that will be actioned as part of the RTS will have a positive impact on children and young people in terms of access, wellbeing, and opportunity.”</i></p> <p>However, Perth and Kinross Council noted that <i>“although the Regional Transport Strategy is not in itself expected to have any negative impact on any area of rights or any group of children and young people, potential negative impacts from construction of infrastructure should be mitigated with the necessary safety standards, and where air quality concerns arise, action should be taken to support the uptake of renewable energy for public transport vehicles to ensure that children and young people are not adversely affected.”</i></p>	<p>Noted</p> <p><i>NB it is assumed that the comment relates to low/zero emission vehicles, albeit with a preference for these to be powered by renewable energy)</i></p>
<p>Perth and Kinross Council noted that <i>“children and young people have not widely been involved in the development of the Draft RTS.”</i> They suggested that there may be potential to use the Big Place Conversation [and similar engagements across the region] or the Youth Parliament to elicit responses from children and young people.</p>	<p>Members of the Scottish Youth Parliament arranged and facilitated youth engagement events.</p> <p>Earlier events were also held with Stirling Councils Youth Services</p>
<p>Perth and Kinross Council support the focus on protecting the mental and physical health of children within the region.</p>	<p>Noted. As an outcome of the more recent young people engagement, the issues of anxiety and security as a consequence of late or cancelled public transport will be added</p>

Fairer Scotland

Comment	Response
<p>Perth and Kinross Council welcomed the population estimates and population dynamics discussed in the integrated impact assessment as they <i>“provide valuable insight into how people travel across the region.”</i></p> <p>The Council noted that Perth and Kinross is predominantly rural and that acknowledged <i>“the challenges of providing frequent and regular services in rural areas that serve a high proportion of the population”</i> and noted that <i>“a strengthened focus on rural transportation solutions should be advanced.”</i></p> <p>It further recommended that <i>“differentiated (charging scheme and levy) tariffs are implemented to protect at-risk groups from being unfairly impacted. Many drivers are not affluent and may merely be car-captive travellers. The intention to conduct further analysis on an appropriate road user charge is thus supported.”</i></p>	Noted
<p>Perth and Kinross Council concluded that <i>“the Regional Transport Strategy sufficiently accounts for equality, human rights, and socioeconomic disadvantage (poverty) implications in the planning and the decision-making process.”</i></p>	Noted

Equality Impact Assessment

Comment	Response
<p>Respondents raised concerns that the Draft RTS does not accommodate the bold actions that will be required to meet the Scottish Government's set climate change ambitions and commitments.</p> <p>They also noted that the Draft RTS will <i>"neither [...] support resilient communities and sustainable transport infrastructure that will serve the public well into the future."</i> (Climate Action Strathearn) They felt that <i>"more could be included to mitigate further damage and restore the damage done to date."</i> (ibid)</p>	<p>This comment appears in contradiction to other comments received, which while noting the 'bold actions' proposed are sceptical of them being delivered.</p> <p>The strategy supports sustainable transport, which will support resilient communities. It is assumed the respondent simply wishes to see more done?</p>
<p>It was stressed that there was <i>"a need to ensure that the actions outlined by this strategy are able to be rolled out quickly."</i> The response extended this point: <i>"If TACTRAN is to remain a model 1 RTP then this is all dependent on other bodies being able to this up. Currently the strategy is unclear on who is going to be responsible for the actions suggested and how. This is another reason why we cannot emphasize enough that we want to see a commitment from TACTRAN to immediately upgrade to a level 3 RTP and begin to assume the role we need you to play – and let communities support you in doing so."</i> (Climate Action Strathearn)</p> <p>The response expanded on this subject, noting that <i>"we need more bus services throughout and particularly in rural areas. We need to ensure that all communities have some access to public transport to key destinations for work, health and leisure. We particularly need evening services to ensure that people can use free bus passes to travel for leisure – and access cultural venues, bars, restaurants and community and leisure centres, and to allow young people to travel independently – preventing double return car journeys for parent drop-offs and pick-ups."</i></p> <p><i>"A publicly regulated [public] transport system would be far more resilient. Busy routes can subsidise rural routes and quieter times of day, while ensuring great network coverage. The fact that private bus companies are required to give very little notice to LA's when they decide</i></p>	<p>Noted</p>

Comment	Response
<p><i>to cut routes, makes our transport system very vulnerable to market forces, when it needs to provide a service to sustain our economy while addressing climate targets.” (ibid)</i></p> <p>A publicly regulated [public] transport system was also considered key in allowing for affordable through-ticketing.</p>	
<p>Sustrans noted that <i>“as well as increased access to sustainable and active travel infrastructure there is also an opportunity to use targeted projects such as increasing access to bikes and storage.”</i></p>	Noted
<p>One respondent asked for the Partnership to <i>“engage people from disabled backgrounds more. Especially those who live outside of towns. Ask them how restricted they feel when they want to access healthcare or leisure.”</i> They noted that they <i>“cannot live a normal healthy life relying on public transport here.” (Public response)</i></p>	Noted. Invites for all stages of engagement were sent to all the groups representing people with disabilities in the region. Limited responses were received

Draft Strategic Environmental Impact Assessment	
Comment	Response
Respondents supported the approach taken including the assessment against a scenario without the Regional Transport Strategy.	Noted
Perth and Kinross Council agreed <i>“that the RTS Strategic Environmental Assessment has been prepared in accordance with the Environmental Assessment (Scotland) Act 2005 and in accordance with the published guidance.”</i> It noted that <i>“the assessment outcomes point to a largely positive impact on all SEA themes. Where potential negative impacts exist, these are largely temporary in nature and are largely related to disruptions during the construction phases of implementation. Where the potential for permanent or longer-term negative impacts exist, PKC supports the proposed mitigating actions.”</i>	Noted
Perth and Kinross Council noted, however, that the sufficiency of the proposed mitigating actions <i>“might only become clear during implementation. Issues [direct and indirect] that may have been overlooked during the assessment phase may come to light during implementation. Monitoring and evaluating the complexities around how implementation unfolds, and the agility to make adjustments quickly and effectively will be important. Through an iterative process of monitoring, consulting, and responding, the proposed actions may serve to successfully mitigate any adverse impacts.”</i>	Noted. Suggest issue be expanded on in the RTS Delivery Plan
Individual responses from the public welcomed the ambition of the document but raised concerns about the responsibilities of delivering the actions. It was stressed again that political leadership will be key. They asked if <i>“anyone have responsibility for delivering the great ideas in the document?”</i> (Public response) and questioned whether <i>“Tactran [has] any power to ensure that local councils implement any of the things listed.”</i> (Public response) Respondents were concerned that the set ambitions were unrealistic for the set timescales and feared that the local Councils will excuse inaction with financial constraints, lack of resources and a lack of community support.	Noted
It was questioned again whether the Partnership’s ambition would override any concerns of the relevant councils when it comes to delivering against the strategy objectives. The proposed actions will only be sufficient <i>“if actually implemented.”</i> (Public response)	Noted

Draft Strategic Environmental Impact Assessment	
Comment	Response
<p><i>"[...] We are not convinced that the proposed actions will deliver unless within a regulated public transport system."</i> (Climate Action Strathearn)</p>	
<p>Given that there is a twin crises of climate change and biodiversity loss, and that these are intertwined, respondents recommend amending the respective strategic objective to take climate action to also take action against biodiversity loss. They noted that they would like to see the RTS be more ambitious in tackling the twin crisis and that biodiversity enhancement should feature more strongly throughout the document, including in the main issues, outcomes, and actions.</p> <p>It was recommended that the Environmental Report should go further in identifying opportunities for biodiversity enhancement. This should then directly inform the RTS itself. This was echoed by Perth and Kinross Council. They noted that <i>"enhancements to existing infrastructure should be highlighted as a key action."</i></p> <p>It was noted that the RTS should go beyond limiting negative effects by setting out the need to enhance biodiversity through its delivery and interventions.</p> <p>Respondents considered the RTS an excellent opportunity to enhance habitat connectivity and connecting people with nature. As such, they considered it important that the RTS better aligns with NPF4 and the evolution in thinking on biodiversity and climate change.</p> <p>They noted that <i>"in order to have a truly successful RTS [...] greater emphasis needs to be placed on biodiversity and the opportunities presented by the RTS to deliver biodiversity enhancement throughout the Environmental Report and RTS itself."</i> (Nature Scotland)</p> <p>Whilst the intention to minimise the impact of transport on biodiversity was welcomed, it was noted that the RTS needed to be more ambitious in line with the emerging NPF4. It was recommended to amend the Environment Report to also identify specific enhancement measures to have this level of detail on the enhancement measures proposed, for example in relation to biodiversity.</p>	<p>The objectives of any strategy must focus on those issues which the strategy can play a major role in addressing. This does not stop the strategy supporting other policy objectives, including promoting enhancing bio-diversity when opportunities allow.</p> <p>Note:</p> <ul style="list-style-type: none"> • The strategic objective is the same as is included in the National Transport Strategy • There is no action in the Scottish Government draft strategic framework for biodiversity that references any specific transport related activities other than respecting protected areas.

Draft Strategic Environmental Impact Assessment	
Comment	Response
<p>The importance for climate resilience was noted by other respondents and the need for the strategy to detail how it will plan for adverse weather events.</p> <p>Climate resilience is an important part of the future of transport as the affects of climate change become more obvious. Sustrans would like <i>“this section (to) include winter maintenance of cycle tracks, as mentioned by Cycling by Design, but also how the strategy will plan for flooding, heatwaves and adverse weather conditions.”</i></p>	<p>Noted. However, as RTSs do not have any remit with regard to maintenance and asset management, the extent to which it can provide the strategic framework for addressing these issues is limited.</p>
<p>Respondents noted that the Environmental Report could be clear about mitigation measures that are proposed as a result of the assessment by following the mitigation hierarchy of avoid, reduce, remedy or compensate.</p>	<p>Noted</p>
<p>One of the most important ways to mitigate significant environmental effects identified through the assessment is to make changes to the strategy itself so that significant impacts are avoided.</p> <p>It was, subsequently, recommended that the Environmental Report should also identify any changes made to the plan as a result of the SEA.</p>	<p>Noted</p>
<p>Where the mitigation proposed does not relate to modification to the Strategy itself then it was recommended to set out the proposed mitigation measures in a way that clearly identify (1) the measures required, (2) when they would be required and (3) who will be required to implement them. The inclusion of a summary table in the Environmental Report will help to track progress on mitigation through the monitoring process and was recommended.</p> <p>Where it is expected that other plans, programmes or strategies are better placed to undertake more detailed assessment of environmental effects this should be clearly set out in the Environmental Report.</p>	<p>Noted. This detail would perhaps also be reflected in the RTS Delivery Plan</p>
<p>It was also noted that all aspects of the Strategy should be assessed, including the four strategic objectives as well as the proposals themselves. This was echoed by SEPA.</p>	<p>Noted. Impact Assessment reports to include explicit assessment of the strategic objectives</p>
<p>Given the rich and cultural heritage and outstanding natural beauty of the region and the fact that this attracts</p>	<p>It is the role of the tourism strategy to</p>

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tourism to the region, Climate Action Strathearn “ <i>want to see support for sustainable tourism in the region – this could include, for example, off-road active travel tourist routes and encouraging bus travel to destinations.</i> ”	promote tourism initiatives. It is the role of a transport strategy to identify and promote the transport initiatives that support the tourism strategies
Transforming Audience Travel through Art would like “ <i>to see ‘Cultural Heritage’ to include the cultural institutions of the area, which depend on travel and transport networks.</i> ”	Noted
SEPA recommends that the Air Quality theme is expanded to consider impact of AQMAs and LEZs as mentioned.	<p>Fig 3.36 in the RTS highlights how the different outcomes (inc air quality) will be delivered by relevant delivery themes. Nonetheless, the comment does reflect that the RTS and Impact Assessments reflect (i) problems (inc. air quality) (ii) objectives and outcomes (inc. air quality) and (iii) actions to work towards the objectives/outcomes.</p> <p>It does not specifically state the Plans / Programmes through which particular actions may be packaged and delivered (e.g. Air Quality Management Plans). These can be referenced in the RTS Delivery Plan</p>
“ <i>The same can be said for flood risk in relation to water. The question should also refer to flood risk more specifically.</i> ” (SEPA)	It is reasonable for the RTS to reflect on how interventions proposed in the RTS contribute / support

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	flood risk objectives and plans. It is not however the role of an RTS to promote solutions to specifically address flood risks