

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

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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

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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

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Comment	Response
It was suggested that people will respond to supportive and voluntary policies while restrictive measures, such as road user charging, will fail.	
<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>	Noted
<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>	See Action 20
<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>	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>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, Burrleton, 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. 	
<p>Is there anything else that we should consider when finalising his approach?</p>	
<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>
<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>
<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>

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 control 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?”