

## 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**

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<b>Comments</b>	<b>Proposed response</b>
<p><b>General</b> Challenges as identified were generally well supported</p>	Noted
<p><b>Objectives / Outcomes</b> 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><b>Health and wellbeing</b> 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><b>Emphasis on climate change</b> Request to strengthen the case for, and scale of, the climate emergency section (Stirling Council)</p>	Noted
<p><b>Delivering climate action</b> 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><b>Bio-diversity</b> 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

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	when interventions are considered. However it is noted that there is no action in the Scottish Government draft <a href="#">strategic framework for biodiversity</a> that references any specific transport related activities other than respecting protected areas.
<p><b>Road building</b> 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><b>Aging population</b> 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><b>Aging population and community resilience</b> 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

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<p><b>Causes and consequences of car dependency in rural areas</b></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><b>Road safety</b></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><b>Concerns with rail network</b></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>

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<p><i>from Fife should be supported at a national scale within the STPR.”</i></p> <p>Fife Council also noted that they are “<i>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.</i>”</p>	
<p>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.</p> <p>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).</p>	<p>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</p>
<p><b>Determining priorities</b></p> <p>Perth and Kinross Council noted that “<i>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.</i>”</p>	<p>Noted. Need to be aware of how ‘demand led’ is defined.</p>

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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.

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*“(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

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<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><b>People with disabilities</b></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 population<sup>1</sup>, 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>

<sup>1</sup> [www.motabilityfoundation.org.uk/media/iwaidhxx/motability\\_transport-accessibility-gap-report\\_march-2022\\_final.pdf](http://www.motabilityfoundation.org.uk/media/iwaidhxx/motability_transport-accessibility-gap-report_march-2022_final.pdf)



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	the RTS Delivery Plan
<p><b>Vulnerable groups</b>            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><b>Climate change resilience</b>            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><b>Active Travel:</b> 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.

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<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><b>Tourism</b>            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><b>Strategic connectivity</b>            Strathallan CRO suggested</p> <ul style="list-style-type: none"> <li>• it is surprising that greater emphasis has not been given to journeys to Edinburgh and Glasgow, particularly as such journeys feature in Action 21</li> <li>• 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.</li> </ul>	<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>

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<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><b>Targets and outcomes</b> 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>

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<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><b>Policy direction</b></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><b>Prioritisation and co-ordination</b></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

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<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><b>Rural areas</b></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> <i>(Buchlyvie CC)</i></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>

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**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.

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<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><b>Communities on national networks</b></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><b>Co-ordination (partnerships)</b></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>

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<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><b>Partnerships and deliverability</b></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



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Comment	Proposed Response
<p>“The Regional Transport Strategy is full of fine words, but short on delivery mechanism.” <i>(Dunblane CC)</i></p>	
<p><b>Alignment of different policy areas</b> 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><b>Co-ordination (traffic reduction):</b> The requirement to implement and co-ordinate traffic reduction strategies across geographies was also noted</p>	Noted
<p><b>Co-ordination (Cross boundary):</b> 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><b>Long term commitment required</b> 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><b>Role of the RTP</b></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><b>Public transport integration</b> 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><b>Partnership (Role of communities)</b> 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><b>Public transport &amp; new models of provision</b> 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><b>Deliverability of behaviour change</b>            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><b>Demand management</b>            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**

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

**Proposed Response**

**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><b>Integrated solutions:</b> 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><b>General</b></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><b>Figure 3.6</b></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><b>Integrated Solutions</b></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><b>Reducing the need to travel</b></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><b>Public transport</b> There were concerns as to whether the affordability of public transport (fares) was fully addressed.</p>	Noted. See Action 19
<p>Additionally, references to reducing fares and rail should both be added to relevant boxes in the rural column. (Strathallan CRP)</p>	Action 19: promoting Fair Fares is recommended across all geographies
<p>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)</p>	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><b>Shared transport</b> 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><b>Public transport (role of community transport)</b> 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**

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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><b>Demand responsive services</b>            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><b>Integration of transport services</b>  <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><b>Interchanges</b>            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></p> <p>Network Rail highlight the potential role of Tactran in promoting access to the rail and network.</p> <p>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.</p> <p>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
<p>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 <i>“be wider to include integrated journey planning and booking and payment (through one platform) to better facilitate rural journeys?”</i> Such a platform should consider to include car share, DRT and scheduled bus services.</p>	
<p><b>Mobility Hubs</b>  It was noted that <i>“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.”</i> (Strathallan Community Rail Partnership)</p>	<p>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.</p>
<p>Nature Scotland noted in relation to 3.2.3 Integrated solutions: strategic corridors that <i>“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></p>	<p>(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</p>
<p><b>Mobility as a Service (MaaS)</b> refers using technology to integrate access to, information on and payment for new and existing transport services.</p> <p>Climate Action Strathearn supported the concept in principle but noted that <i>“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.”</i></p>	<p>Public regulation may assist but is not necessary to the promotion of MaaS journey planning tools.</p> <p>Noted, there must always be options for</p>

**Q3: The actions**

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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
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)	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>
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> .	Ticketing will be considered
<p><b>Integrated ticketing</b></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>	Integrated ticketing work has been led by Transport Scotland There should not have been any such reference in the IIA.

**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><b>New technology</b> 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>	Noted
<p><b>Low emission vehicles</b> 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>	Noted
<p>However, it was further noted only part of the solution to reducing CO<sub>2</sub> 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>	Work undertaken for the Scottish Government <sup>2</sup> suggests that 73% of the transport carbon emission reduction by 2030 will come from cleaner vehicles (and hence 27% from behaviour change)
<p><b>Active Travel</b> 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 <a href="#">Disabled Citizens’ Inquiry</a>.”</i></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

<sup>2</sup> [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><b>New development:</b> 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.</i>” (Climate Action Strathearn)</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 “the strategy must acknowledge our high streets need to be redefined and the days of out-of-town retail should end.” (Paths for All)</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 “only applies to urban (larger towns and cities) [...] This principle should apply to all development.</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**

dependency of new developments) also applies to rural areas.

**Freight**

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.

Challenges in managing freight and delivery of goods, especially with regards to increased road freight as a result of consumer expectations were noted.

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

*“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)*

Then, the RTS will *“play an important role in helping to drive increased sustainability for the railways, and an increased role for the railways in transport decarbonisation.” (ibid)*

The strategy (action 20) promotes rail freight.

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)

Noted

**Pinch points on the strategic road networks**

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.

The strategy only references the desire to ensure that pinch points on the strategic road network do not adversely affect



**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><b>Rail electrification</b>            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><b>Behaviour change</b>            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.” (Climate Action Strathern)</i>. This was echoed by the Community Transport Association.</p>	<p>Noted</p>
<p><b>Resilience of transport networks</b>            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><b>Promoting air travel</b>            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><b>Liveable / 20min neighbourhood neighbourhoods</b>            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 <a href="#">20 minutes neighbourhoods in the highlands and islands</a> 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><b>Parking policies</b>            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><b>Park and ride</b>            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>

<b>Q4: Any other comments.</b>	
<b>Comment</b>	<b>Proposed response</b>
<p><b>Reducing inequalities: Child Poverty Targets</b> 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><b>Engagement</b> 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 listed 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><b>Active Travel</b> It was noted that many active travel infrastructure projects in the region either stall or are delayed indefinitely.</p>	Noted
<p><b>Monitoring and reporting</b> 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 <sup>st</sup>	<ul style="list-style-type: none"> <li>• More accuracy with apps, e.g. Stagecoach (times, location of buses)</li> </ul>	<ul style="list-style-type: none"> <li>• More integration between bus, train, walk or cycle</li> <li>• New paths, new cycle routes</li> </ul>
2 <sup>nd</sup>	<ul style="list-style-type: none"> <li>• Reliable transport</li> </ul>	<ul style="list-style-type: none"> <li>• Banks, more doctors (and services)</li> </ul>
3 <sup>rd</sup>	<ul style="list-style-type: none"> <li>• Improving internet connections in smaller villages and communities</li> <li>• Planning journeys on apps made easier to use</li> <li>• More interconnectivity between different modes</li> <li>• Better connection between buses</li> <li>• Banking hubs</li> </ul>	

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

### Decarbonising transport

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

### Improving safety

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

### Improving the accessibility and security of our transport networks

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

### Improving network resilience

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

### Improving sustainable travel opportunities

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

### Improving access to public transport

Issues ranked	Forfar – 1st November 2023	Dundee – 2nd November 2023
1 <sup>st</sup>	<ul style="list-style-type: none"> <li>Updated timetables in paper / online</li> </ul>	<ul style="list-style-type: none"> <li>One app for all public transport</li> </ul>
2 <sup>nd</sup>	<ul style="list-style-type: none"> <li>More wayfinding for those with disabilities</li> </ul>	<ul style="list-style-type: none"> <li>More awareness about prices. (App) Should show this information.</li> <li>More updates on app / social media</li> </ul>
3 <sup>rd</sup>	n/a	<ul style="list-style-type: none"> <li>(PT) Don't join up well...</li> <li>Accessibility points at stations</li> <li>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.</li> </ul>

### Improving strategic connectivity

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