

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**12 DECEMBER 2023****A NEW REGIONAL TRANSPORT STRATEGY****REPORT BY SENIOR STRATEGY OFFICER AND STRATEGY OFFICER
(STRATEGIC CONNECTIVITY)**Purpose

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

Summary

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

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

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

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

1 RECOMMENDATIONS**1.1 That the Partnership:**

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

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

2 BACKGROUND

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

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

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

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

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

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

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

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

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

3 DISCUSSION

The engagement process

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

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

3.2 The engagement was targeted at:

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

3.3 In addition:

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

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

Q1: The challenge and level of ambition:

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

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

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

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

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

Public comments

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

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

Table 2: Public comments

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

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

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

Organisational stakeholder comments

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

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

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

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

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

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

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

Representative public opinion survey

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

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

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

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

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

Impact Assessments

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

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

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

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

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

Targets

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

3.22 This target was proposed because:

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

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

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

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

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

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

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

Emerging issues

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

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

Suggested amendments to the draft RTS

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

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

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

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

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

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

- 3.29 Secondly, highlighting the need to identify governance arrangements that ensure that programmes are prioritised and co-ordinated to deliver integrated solutions. For example, a senior management co-ordination group.
- 3.30 Taking into account the comments received on both the draft strategy (and supported by the quantitative public opinion survey) the following changes to the Impact Assessments are proposed in Table 6, and the proposed changes to the RTS are included in Table 7.

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

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

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

Table 7: Proposed changes to the Regional Transport Strategy

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

Section 4: How we will measure success

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

New Section: Next steps

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

Next steps

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

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

4 CONSULTATIONS

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

5 RESOURCE IMPLICATIONS

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

6 EQUALITIES IMPLICATIONS

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

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NOTE

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

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

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

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

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

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

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

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

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

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

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

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

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