

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

12 MARCH 2024

DIRECTOR'S REPORT

Purpose

The report asks the Partnership to; note updates on the new Regional Transport Strategy and Electric Vehicles; agree that Partnership meetings are held virtually except for one meeting per annum which will be held in person and to choose a new Depute Chair. The Partnership is also asked to approve responses to LNER's Consultation to remove direct Glasgow and Stirling Services and Transport Scotland's consultation on Inclusive Design in Town Centres and Busy Street Areas.

Summary

An update confirming submission of the draft Regional Transport Strategy to the Cabinet Secretary for Transport is provided, as is an update on constituent Councils' progress on Electric Vehicle Strategies and Expansion Plans. Partnership meetings are proposed to be virtual, apart from one in person meeting per annum and a new Deputy Chair is required. The Partnership is also asked to approve responses to two consultations.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes updates on the new Regional Transport Strategy and Electric Vehicles;
- (ii) agrees that future scheduled Partnership meetings are held virtually, with the exception of one meeting per year which will be held in person;
- (iii) chooses a new Deputy Chair, following the resignation of Councillor Steven Rome; and
- (iv) approves the responses to LNER's Consultation to remove direct Glasgow and Stirling Services as included at Appendix C and Transport Scotland's consultation on Inclusive Design in Town Centres and Busy Street Areas.

2 DISCUSSION**New Regional Transport Strategy Update**

- 2.1 At the Special Board meeting on 30 January 2024, the Tactran Board approved the final draft of the Regional Transport Strategy 2024 – 2034 (RTS) for submission to the Cabinet Secretary for Transport for approval. On 21 February 2024, officers submitted the Draft RTS along with a paper outlining the three

stages through which consultation has been carried out on the Draft RTS. A copy of the consultation summary paper is attached in Appendix A.

- 2.2 Separate to the paper summarising the consultation process that informed the development of the Draft RTS, Appendix B provides a summary of the responses to the final stage of consultation and market research undertaken from August to October 2023 that have informed the final draft of the Regional Transport Strategy 2024 - 2034. All those who responded to the consultation will receive a copy of the consultation summary.
- 2.3 Work on the RTS Delivery Plan has commenced. The Plan will be developed to meet Tactran's objectives and outcomes in relation to transport within the region.

Electric Vehicles

- 2.4 During December 2023 national EV workshops were held on-line by Energy Savings Trust (EST) and Transport Scotland with all Scottish Local Authorities and RTPs invited. At these workshops Transport Scotland set out the steps for taking forward EV Infrastructure Fund (EVIF) Strategies and Expansion Plans, as follows:
 - 1. Develop & Submit Strategy and Expansion Plans (Local Authorities)
 - 2. Strategy & Expansion Plan Assessment and Feedback (EST & Transport Scotland)
 - 3. EVIF Funding Application (Local Authorities)
 - 4. EVIF Funding Award (Transport Scotland)
 - 5. Procurement and Project Delivery (Local Authorities)
- 2.5 As reported to the Partnership at its meeting in December (Report RTP/23/32 refers) all 4 Tactran Local Authorities have submitted their EVIF Strategies and Expansion Plans. At the time of writing Angus, Perth & Kinross and Stirling Councils are still awaiting feedback (step 2 above). Dundee City Council have received feedback and have been invited to submit an EVIF Funding Application and have subsequently done so (step 3 above).
- 2.6 A Tactran Regional EV Steering Group comprising officers from Tactran and the 4 constituent Local Authorities continue to liaise to share good practice, with the current focus on the EVIF strategies and expansion plans process. The intention is that once the steps for the EVIF are completed the Regional EV Steering Group will consider how best to take forward the EVIF and Tactran Regional EV Strategy.

Future Partnership Meetings

- 2.7 Following consideration of the format of Partnership meetings by the Chair and Director it is proposed going forward to hold three of the four scheduled meetings virtually via Microsoft Teams, with one meeting per year being held in person at Perth. In 2024 it is proposed that the Partnership meeting scheduled for 10 September 2024 is held in person. The Partnership is asked to consider and agree the revised format.

Deputy Chair

- 2.8 Dundee City Councillor Steven Rome has intimated his resignation from the Tactran Board and has been replaced by Councillor Siobhan Tolland on the Tactran Board. However, as Councillor Rome was the Deputy Chair of the Partnership, the partnership is required to choose a new Deputy Chair.

Consultations

LNER's consultation to remove direct Glasgow and Stirling Services

- 2.9 On 22 January LNER began an 8-week consultation to remove direct services to and from Glasgow Central and Stirling from the December 2024 timetable. Although, LNER did not directly contact any of the Local Authorities or RTPs affected by the proposed changes, instead relying on a social media post.
- 2.10 In launching the consultation LNER note that the proposed changes will enable LNER to deliver a more efficient and reliable timetable of services for customers now and into the future. These stations are served by other train operators and the rail industry will work together to ensure customers continue to be well served by rail links. These services will still operate between Edinburgh and London King's Cross.
- 2.11 In the Tactran area LNER propose to remove the 05.34 service from Stirling that arrives in London at 10:53 and also to remove the London service departing at 15:00 arriving in Stirling at 20:12. Both of these services will either start or terminate at Edinburgh.
- 2.12 The LNER Stirling to London service departing Stirling at 10:34 and arriving in London at 15:49 and the London to Stirling Service departing London at 12:00 and arriving in Stirling at 17:15 will continue to be operated by LNER.
- 2.13 The consultation document itself provides little information other than 'these trains have not been well utilised, particularly southbound' and noting that Stirling will still be served by a ScotRail connection to Edinburgh.

- 2.14 Tactran’s response notes that direct rail connectivity to English cities such as Newcastle, York, and London from locations north of Edinburgh, such as Stirling, play a significant role in enhancing the economy of the city and the surrounding area. The proposal to remove the services outlined will increase the peripherality of Stirling to these important English cities. Tactran therefore opposes the proposed removal of the two LNER services at Stirling.
- 2.15 Tactran’s response to the consultation is included at Appendix A, which the Partnership is asked to approve.
- 2.16 At the time of writing Tactran officers are liaising with Stirling Council officers and other RTPs and Local Authorities officers affected by the proposed changes regarding considering an additional joint response to the consultation.

Transport Scotland’s consultation on Inclusive Design in Town Centres and Busy Street Areas

- 2.17 On 11 January 2024, Transport Scotland opened consultation on [Guidance on Inclusive Design for Town Centres and Busy Streets](#). The consultation closes on 29 March 2024.
- 2.18 The draft guidance was developed in response to [research](#) which identified that street design should consider the needs of everyone and should take into account all Protected Characteristics under the [Equality Act 2010](#). The research recommended that the principles which it identified should be embedded in guidance and applied practice.
- 2.19 There are two parts to the Guidance:
- Guidance on inclusive engagement for street design
 - Guidance on physical design measures for inclusive design
- 2.20 It is recommended that the Guidance be welcomed for the engagement and design principles it reinforces. It is also proposed that Tactran’s response notes that “given the emphasis on inclusive engagement in Part 1 of the Guidance, it is a shame that in Part 2, there is no emphasis to ensuring that post scheme monitoring includes seeking the views of the groups involved/consulted in the design process.”

3 CONSULTATIONS

- 3.1 Elements of the report have been the subject of consultation with partner Councils, other RTPs, Transport Scotland and other partners/stakeholders, as appropriate.

4 RESOURCE IMPLICATIONS

- 4.1 This report has no direct or additional financial or other resource implications.

5 EQUALITIES IMPLICATIONS

5.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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Director

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NOTE

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 this Report:

Report to Partnership RTP/23/32, 2023/24 Budget and Monitoring, 12 December 2023

Tayside and Central Scotland Regional Transport Strategy 2024-2034

Headlines from the three stages of engagement on a new Tayside and Central Scotland Regional Transport Strategy

Background

This document summarises the key messages from public and organisational stakeholders that helped inform the proposed Tayside and Central Scotland Regional Transport Strategy 2024-2034 (RTS).

Process

The process for developing the RTS followed the principles set out in Transport Scotland's Scottish Transport Appraisal Guidance and Development Planning and Management Transport Appraisal Guidance, namely following an objective led process to help ensure the Strategy's proposals address the problems identified. i.e.

- Identify problems, opportunities, issues and constraints
- These inform the desired objectives and outcomes of the strategy
- Options which can help address these outcomes are identified and assessed against the objectives and other (STAG) criteria

Engagement process

Whilst the process of developing the strategy with Angus, Dundee, Perth & Kinross and Stirling Councils was continuous, there were three major public and stakeholder engagement exercises informing the main stages of strategy development, i.e.

Stage 1: Identification of main issues: 1 Jun 2021 to 11 Aug 2021

Stage 2: Options engagement 'A conversation about how we travel': 1 Sep 2022 to 4 Nov 2022

Stage 3: Consultation on the draft strategy: 7 Aug 2023 to 27 Oct 2023

The engagement was not just on the RTS itself, but also on the strategic environmental and integrated impact assessments that ran in parallel to inform the RTS.

At each stage:

- on-line story maps were developed as a core resource for all participants
- meetings were held with local, regional and national partners. This included the two National Park Authorities (LLTNPA / CNPA); the two Health Boards (Forth Valley and Tayside); community planning partnerships; interest groups; planning and economic colleagues across the councils; neighbouring RTPs; transport network providers including bus and community transport operators, Scotrail and Network Rail, freight operators; Sustrans, Cycling Scotland, Paths for All and Living Streets¹.
- awareness of the exercise was promoted via (i) the Councils' community planning networks to local organisations, community and stakeholder groups (ii) social media (iii) press releases and press articles.

This resulted in

- 100 public and stakeholder questionnaire responses
- 268 social media conversations
- 47 meetings with 57 public and third sector partners
- 2 workshops organised by members of the Scottish Youth Parliament

Recognising the reach and the qualitative nature of the above input, **two representative public opinion surveys** were also commissioned at the options and draft strategy stage to understand a representative view of the public on the issues presented. These surveys each involved over 1000 participants and are similar in size to the level of responses to the Scottish Household Survey transport questions in the respective Council areas.

¹ The Partnership recognise that the changes proposed in the RTS mean an ongoing conversation about how we travel needs to be maintained, hence whilst there has been a good response to date, we will continue to engage with both those that were and were not able to engage in the process

Stage 1: Identification of main issues

Identification of main issues

The consultation presented the main issues identified namely:

- highlighting the **nature of the region** in terms of the urban / rural split, the aging population; existing (and potential) national and regional travel demands
- the **social, economic, environmental priorities** as identified in local, regional and national strategies
- strengths and weaknesses of our transport networks **as they related to the national transport strategy's priorities**

TABLE 1: MOST REFERENCED ISSUES

What the public told us

- the importance of prioritising **climate change**
- the **lack of public transport** and its cost hindering access to services, including healthcare.

What stakeholders told us

- implications of cross boundary **travel into and through the region**, including:
 - importance of **reliable and efficient strategic connections** both for the region and those who travel through the region
 - **implications of through traffic** on our transport networks
- urgency and importance of addressing **climate change**
- the implications of service provision (including centralisation of services) on the **ability to reducing the need to travel and provide 20 minute neighbourhoods**

TABLE 2: OTHER ISSUES

AVAILABILITY AND COST OF TRAVEL

What the public told us

- the requirements of:
 - an **aging population**
 - people with **hidden mobility difficulties**
- **impact of lack of transport on social inclusion**

TABLE 2: OTHER ISSUES

What stakeholders told us

- greater emphasis on:
 - the implications of an **aging population**
 - the issues faced by **those without access to a car or van**
 - **ability for young and at-risk groups to access to jobs, training and services**
- problems of **integrating modes** and the ability of people to travel the **'last mile'**
- **sustainability of our bus networks**, and the consequences for school transport provision etc
- access for **tourism workers**

IMPACT OF TRAFFIC

What the public told us

- problems arising from an **increase in leisure trips**, including
 - the traffic impact of **cultural and sporting events**
 - **pressure on rural roads from tourism**

What stakeholders told us

- need to promote **sustainable and equitable access into and around the Loch Lomond and the Trossachs National Park**
- **significant growth in pallet network** as result of increase in home deliveries
- the **impact of trunk road traffic** on communities
- **increase in tourism creating issues** at popular destinations

CROSS BOUNDARY TRAVEL INTO AND THROUGH THE REGION

What stakeholders told us

- the importance of **efficient and reliable journey times to and through the region**
- dualling of the **A9 could be a generator of trips**
- the need for rest and **welfare facilities for hauliers**

UNCERTAINTIES OF FUTURE DEMANDS

What stakeholders told us

- how fit are our transport networks for **autonomous and low emission vehicles?**

TABLE 2: OTHER ISSUES

- there is a **need to align transport aspirations with digital and energy strategies**

OTHER COMMENTS

What the public told us

- the requirements of people with **hidden mobility difficulties**

What stakeholders told us

- that **HGVs are required at some stage of the journey** which limits the attractiveness of modal transfer
- the **role of the RTS to support and inform land use planning**
- **placemaking** enhances the assets that are our towns

Following consideration of the responses, the Tactran Board considered how all the issues and opportunities informed the priorities for the strategy and approved

- **Four strategic objectives** (which reflect the four priorities shaping the [National Transport Strategy](#))
- **23 outcomes** which highlighted the priorities for delivering the 4 strategic objectives in the regions

Stage 2: Options engagement ‘A conversation about how we travel’

The options engagement recognised the scale of the challenge if national aspirations were to be achieved; and that steps changes would be required by everyone if those national aspirations are to be achieved. Recognising limited resources and urgency to deliver - especially against climate change targets - proposed the need to identify and focus on priority groups and locations

Options engagement ‘A conversation about how we travel’

The engagement exercise sought views on the direction of the RTS, namely:

- the **strategic objectives and outcomes**
- **the scale of change required if national aspirations are to be met** (for individuals, business, organisations and the transport agencies and regional partners)
- effectiveness and potential implications of **potential measures**

Table 3: Views on the **strategic objectives and outcomes**

What stakeholders told us

- generally **supportive of the objectives and outcomes**.
- whilst **most accept the need to focus on where action is most required**, some community groups felt that the focus on specific areas might mean their communities are ignored

What the public told us

- whilst some respondents opposed the **climate change** objective, most highlighted it as being the most important challenge
- many of those that responded via the questionnaire or via social media tended to disagree with the objectives and outcomes, which is in contrast to the opinions expressed via the representative public opinion survey

Representative public opinion survey

- **most people agreed with the objectives** to take climate action (77%); improve health and wellbeing (82%) or reduce inequalities (80%) and help deliver inclusive and sustainable economic growth (77%)

Table 4: Views on the scale of change required

<p>Significant change in travel habits for individuals and businesses</p>	<p><u>Stakeholder views</u></p> <ul style="list-style-type: none"> ▪ Those that we are asking to change the most for climate change reasons are those that drive the most i.e. the wealthiest in society ▪ Many people lead complicated lives built around the flexibility the car provides. The change required is not simply changing modes, but about changing daily routines ▪ there was an assumption that 20% car km reduction target can only apply to urban areas because there are few alternatives to the car in rural areas. Across the region approximately 75% of car km is generated to/from/between our rural areas ▪ the strategy needs to 'speak' to both urban and rural areas ▪ changing habits requires confidence in the alternatives ▪ communicating why change is required and how people could change requires consistent and co-ordinated messaging amongst partner organisations <p><u>Public views</u></p> <ul style="list-style-type: none"> • difficulties faced by those living in rural areas to reduce their car travel • modern lives have become increasingly complex • lack of confidence in public transport • providing realistic alternatives both within the urban and rural areas is key to addressing issues
<p>Commercial public transport services alone may not be sufficient to support modal shift and social inclusion</p>	<p><u>Stakeholder views</u></p> <ul style="list-style-type: none"> ▪ public and shared transport solutions are at the heart of addressing climate change and social inclusion ▪ operators are facing significant challenges ▪ public have lost confidence in public transport
<p>Additional finances (public and private) must be found to improve alternatives to the car</p>	<p><u>Stakeholder views</u></p> <ul style="list-style-type: none"> ▪ must not only ask <i>“What is the cost of undertaking action, but what is also the cost of not taking action”</i> ▪ charging car use can provide an income stream ▪ finances should be directed both to where they are most required; and directed via agencies and to activities

Table 4: Views on the scale of change required

	which maximise the amount spent on improving our transport networks
Unlikely that carrots alone will encourage a sufficient modal shift, and demand management measures that reflect people's realistic choices, will be required. This is likely to require discouraging car use by those who have alternative travel options	<p><u>Stakeholder views</u></p> <ul style="list-style-type: none"> ▪ we must give people alternatives before asking them to change behaviour. ▪ it is very unlikely that all desired alternatives will be in place before we will need to introduce restrictive measures to make significant progress towards the climate change targets ▪ to provide an alternative to the car, facilities need to exist for the whole journey ▪ given inability to provide alternatives for the whole region by 2030, should we co-ordinate programmes on corridors and in settlements where change is most required? ▪ there must be a geographic link between charging for car use and provision of alternatives <p><u>Public views</u></p> <ul style="list-style-type: none"> • it is important to provide alternatives before enforcing change • some recognised the urgency behind the measures and suggested that <i>“there is a need to lead public attitudes on this rather than follow the most vocal opinions. Some of the changes that are needed will be unpopular with some – there is a need to show why we need to act and how it will make life better for more people.”</i>
The location of services and new development must not be car dependent.	<p><u>Stakeholder views</u></p> <ul style="list-style-type: none"> ▪ locating land uses to reduce travel, whilst the right thing to do, will contribute little to reducing car travel by 2030 ▪ improving walking and cycling to local neighbourhoods is the right thing to do to promote active lifestyles and help reduce the number of car trips; but to either reduce distances travelled or improve access to facilities, more services are required locally
To maximise available resources, greater collaboration and maximising the co-ordination of partner activities is required	<p><u>Stakeholder views</u></p> <ul style="list-style-type: none"> ▪ limited resources, need to focus activity on where investment will have greatest impact across key outcomes

Table 4: Views on the scale of change required

- need to focus and co-ordinate investment and activity between partners to ensure that the 'whole journey' is provided for. Deliver integrated solutions

Table 5: Views on potential measures

What the public told us

- **public responses to the questionnaire largely supported the delivery themes and measures.**
- respondents identified **the delivery themes to address climate change as being the most important.** This was followed by the delivery themes to reduce inequalities. Improved public transport was considered key in addressing both climate change and social inclusion.
- respondents felt that measures being implemented to restrict car travel could be perceived as punitive

What stakeholders told us

- Stakeholders **supported the delivery themes and measures**

Representative public opinion survey

- **all but one of the types of measures received net support**
 - four of the delivery themes garnered almost universal support (90%+). These are: Promote Fair Fares; Improving public transport; Improved accessibility & security for all across public transport; and Improved accessibility & security of the street environment.
 - while **18% object to wider parking controls** and **14% object to road space re-allocation and traffic management** (e.g. lane closures, bus lanes, cycle lanes) these measures still received a net positive support
 - **the only measure which did not receive net positive support was additional charges for car drivers** (such as congestion charges, toll roads or road user charging) which only 29% of people supported (48% objected, 17% neither support or object; and 6% were unsure)
- **the most affluent SIMD groupings were most supportive of all measures except for new charging mechanisms**
- there was **little difference between urban and rural residents**

Stage 3: Consultation on the draft strategy

Taking account of the work undertaken, including the first two rounds of public engagement, a draft strategy was developed which promoted:

- targets reflecting national targets and aspirations
- prioritisation and co-ordination of activity to deliver integrated solutions in rural areas, urban areas and along strategic corridors
- parameters for considering restraint measures to achieve car km reduction
- investigating a step change in bus provision

Consultation on the draft strategy

The consultation sought views on a draft strategy, in particular:

- **targets and the level of aspiration**
- **how we deliver the strategy** in terms of
 - **Step changes for everyone**
 - **Integrated solutions**
 - The guiding principles for how the Partners would investigate charges to car users to support the Government's target of **reducing car km driven**
 - **Actions** and their applicability to rural areas, urban areas and strategic corridors
- **how we will measure success** in terms of the monitoring framework

Table 6: The challenge and level of ambition

What the public told us

Overall, **respondents agreed that the challenges have been correctly identified and agreed with the objectives, outcomes and targets.**

In addition, the following suggestions were made:

- **more of an emphasis on tourism issues**, especially in relation to the National Parks
- **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

Table 6: The challenge and level of ambition

What stakeholders told us

Challenges were generally well supported.

Nonetheless, some responses suggested that the strategy does not sufficiently reflect:

- causes and consequences of **car dependency in rural areas**
- **tourism** issues
- **road safety** issues
- **community and climate resilience**
- and the long-term consequences of the **aging population** on travel
- the accessibility gap for **people with disabilities**
- the scale of the **climate change** problem
- issues relating to **carers**
- safety and security for **young people**
- **whether rail networks had the capacity** to enable a modal shift?
- **importance of connectivity to Edinburgh and Glasgow** by rail
- do the targets sufficiently **drive progress towards reducing inequalities?**
- whether there be **additional targets** in relation to freight modal transfer and resilience?

Representative public opinion survey

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

Climate change

- 80% see climate change as an immediate and urgent problem

Table 7: The scale of change required

What the public told us

Overall, **respondents agreed with the overall approach** to pursue significant change. Including:

- **integrated solutions:** Respondents welcomed consideration of the whole journey to provide an alternative to the car
- **exploring new models of bus provision:** Respondents welcomed consideration of local authorities to run their own bus services
- **liveable / 20 minute neighbourhoods**

Nonetheless:

- **political will and the ability to deliver:** There was a lack of confidence that the Partners would be able to deliver the aspirations of the strategy
- **charging to discourage car use:** Respondents suggested that, for some, charges would make it difficult for some to continue to participate in society
- **electric vehicles:** Respondents suggested that the cost of EV ownership is too expensive for households in the lower income brackets
- **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
- **liveable / 20minute neighbourhoods:** A small minority were of the opinion that the concept involved the restriction of free movement.

What stakeholders told us

There was **support for the strategic policy direction** established in the document.

Comments:

- **rural areas:** some felt 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 (*e.g. most km in rural areas / most air quality and health problems in urban areas*)
- **co-ordination and responsibilities**
 - support for **integrated solutions**
 - 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 of **ensuring all relevant agencies work together**
 - the need to **co-ordinate new charges for motorists**

Table 7: The scale of change required

- the strategy requires **long term commitment** 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 in terms of public acceptability. No organisational stakeholders 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.
- useful to emphasise the **relationship between improving public transport and charging for car use**
- 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.

Representative public opinion survey

Willingness to change

- **85% believe “I personally have a duty to help combat climate change”** whilst at the same time 74% believe addressing climate change “is primarily the government’s responsibility”
- **53% are willing to change how they travel**
 - however, less are willing to change *when* (41%) or *where* (39%) they travel
 - more willing to change for air quality than climate change
- **The main reason people travel by the mode they are most reliant on is convenience.** The least important reason is environmental benefit.

Ability to change

- if safe, affordable and convenient options available, instead of using the car
 - **71% would travel to facilities closer to home**
 - **62% would walk**
 - **59% would catch the bus**
 - **53% the train**
 - **26% would cycle**
- 68% don’t believe they could get to work by public transport

Table 7: The scale of change required

It is the more affluent that we need to encourage to change behaviour to support climate change while it is the least affluent that we need to help to get to facilities and services

The more affluent SIMD quintiles:

- are generally more reliant on the car and, subsequently, drive more (*79% of the upper quintile are reliant on the car, compared to 58% of the lower quintile*)
- feel more able and empowered and are more willing to make changes to support climate change. However, they feel more strongly than that transport provision is not sufficient to help them change (*35% of most affluent vs 51% of least affluent*)

Those in the least affluent SIMD quintiles:

- make less discretionary trips. Those in the lower quintiles make approximately the same number of work and education trips as those in the more affluent quintiles, but they make less trips for all other purposes.
- are more willing to change to improve air quality than to address climate change². It is also useful to note that those in the least affluent areas are more likely to agree that “there is not a lot that people like me can do to reduce the effects of climate change”.

Table 8: The actions

What the public told us

Public transport and buses:

- **reliable public transport** connections, particular buses, across the region is key for social inclusion and modal shift. Including:
 - **integrated service timetabling**
 - **improved information required**
 - **more welcoming interchange facilities**
- the **affordability of public transport** was highlighted as a key barrier that needs to be addressed

Behaviour change: public respondents suggest people will respond to supportive and voluntary policies while restrictive measures, such as road user charging, will fail

Demand management: Doubts were raised in relation to actions which restricted car use

² Most of our least affluent areas are within the urban centres where air quality is an immediate health issue

Table 8: The actions

What stakeholders told us

- **affordability of public transport** is not addressed in the draft strategy
- **minimum levels of public transport provision** desired
- **greater role for community transport:** 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
- **mixed response to the 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
- **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
- **national networks can have a negative impact on local communities** in terms of air quality, noise, severance etc
- **promoting air travel is questioned** as it is contrary to some objectives
- noted **park and ride is currently limited** in some areas across the region

Representative public opinion survey

Use of resources: People agreed that resources should be directed to:

- **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)

Table 8: The actions**Charging mechanisms to discourage car use and the use of any income**

- 96% agree that measures should recognise that some people need to travel, specifically in rural areas
- 95% agree that measures should not increase the cost of travel (specifically for those who can least afford it)
- 93% agree money should be directed at alternatives (e.g. buses and trains).
- 88% agree there should be co-ordination across regions and/or country to ensure consistency in approach/measures

Electric cars and car clubs

- 34% in least affluent areas 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

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

Further information

Full engagement results are available at

Stage 1: Main issues engagement:

[Consultation Summary Note, January 2022](#)

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

Appendix A '[Main Issues: Consultation Report](#)'

Stage 2: Options identification 'A conversation about changing how we travel'

[Consultation Summary Note: 'A conversation about changing how we travel'](#)
February 2023

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

[Quantitative public opinion research](#)

Stage 3: Draft strategy consultation

Report to Partnership [RTP/23/36](#) 'A New Regional Transport Strategy' 12 December 2023

[Representative public opinion survey](#)

Contact

For further information, please

Visit the RTS page on the Tactran website <https://tactran.gov.uk/>

or

Contact: Info@tactran.gov.uk or 01738 475775

Organisations that have taken part in the RTS engagement exercises

Stage 1: Identification of main issues

Transport Authorities: Transport Scotland; Network Rail; SPT; SEStran; Nestrans; HITRANS; Angus, Dundee, Perth and Kinross and Stirling Councils' transport officers; Fife Council; Angus Road Safety Member Officer Working Group; Perth and Kinross Mobility Board

Public Bodies: Loch Lomond and the Trossachs National Park Authority; Perth and Kinross Council Corporate Management Group; Tay Cities Heads of Economic Development; Stirling Economic Development; TayPlan Officers; Tay Cities Innovative and International Board; NHS Tayside; Forth Valley College; Scottish Enterprise; Abertay University; NatureScot; Dundee Health and Social Care Partnership; Angus Transport Network

Community Planning: Stirling CPP; Angus CPP; Angus Transport Network; Stirling Area Access Panel; Forth Valley Multicultural partnership; St Andrews University

Other transport bodies: Sustrans; Cycling Scotland; Living Streets; CoMo; Scottish Timber Transfer; Road Haulage Association; Scotrail

Third Sector: Royal Voluntary Service; Enable Scotland; Stirling Area Access Panel; Forth Valley Multicultural partnership

Public groups

- Balquhidder and Strathyre Community Council

Stage 2: Options engagement 'A conversation about how we travel'

Transport Authorities: Network Rail; SEStran; Nestrans; Angus, Dundee, Perth and Kinross and Stirling Councils' transport officers; Fife Council; Perth and Kinross Mobility Board

Public Bodies: Tay Cities City Region Deal Management Group; Tay Cities Heads of Economic Development; NHS Tayside; NHS Forth Valley; NatureScot; Loch Lomond and the Trossachs National Park Authority

Community Planning: Angus CPP; Perth and Kinross CPP; Stirling CPP; Angus Transport Network; Dundee Transport Forum; Stirling Child Poverty Working Group (*CPP meetings included Police; Fire; HSCPs; Scottish Enterprise; DWP; Skills Development Scotland*)

Other transport bodies: Sustrans; Cycling Scotland; Living Streets

Third Sector: Royal Voluntary Service

Public groups

Stage 2: Options engagement 'A conversation about how we travel'

- Blackford Community Council; Strathallan Community Rail Partnership
- Members of the Scottish Youth Parliament; Youth Voices Stirling

Stage 3: Consultation on the draft strategy

Transport Authorities Network Rail; SPT; SEStrans, Nestrans; HITRANS; Transport Scotland

Public Bodies: Loch Lomond and the Trossachs National Park Authority; Tay Cities Tourism Officers; TayCitiesDeal Management Group & Heads of Economic Development; Cairngorms NPA; Fife Council; NHS Forth Valley

Community Planning: Dundee Plan Management Group; Angus CPP; Stirling CPP; Angus Community Resilience Forum

Other transport bodies: Scotrail; Active Travel Partners

Third Sector: Community Transport Association; Strathallan CRP

Public groups

- Members of the Scottish Youth Parliament;
- Dundee Transport Forum
- Monifieth Community Council
- Stirling Community Councils
- Fossoway and District Community Council
- Dunblane Community Council
- Muthill and Tullibardine Community Council
- Cycle Stirling
- Buchlyvie Community Council
- Climate Action Strathearn
- Transforming Audience Travel Through Art

A New Tayside and Central Scotland Regional Transport Strategy 2024 – 2034

Summary of consultation on the Draft Regional Transport Strategy

20 February 2024

Responses to the consultation on the Draft Regional Transport Strategy 2024 - 2034

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

In 2022, we sought views on the draft objectives and outcomes and the scale of change required, and what this will mean for individuals and businesses across the region.

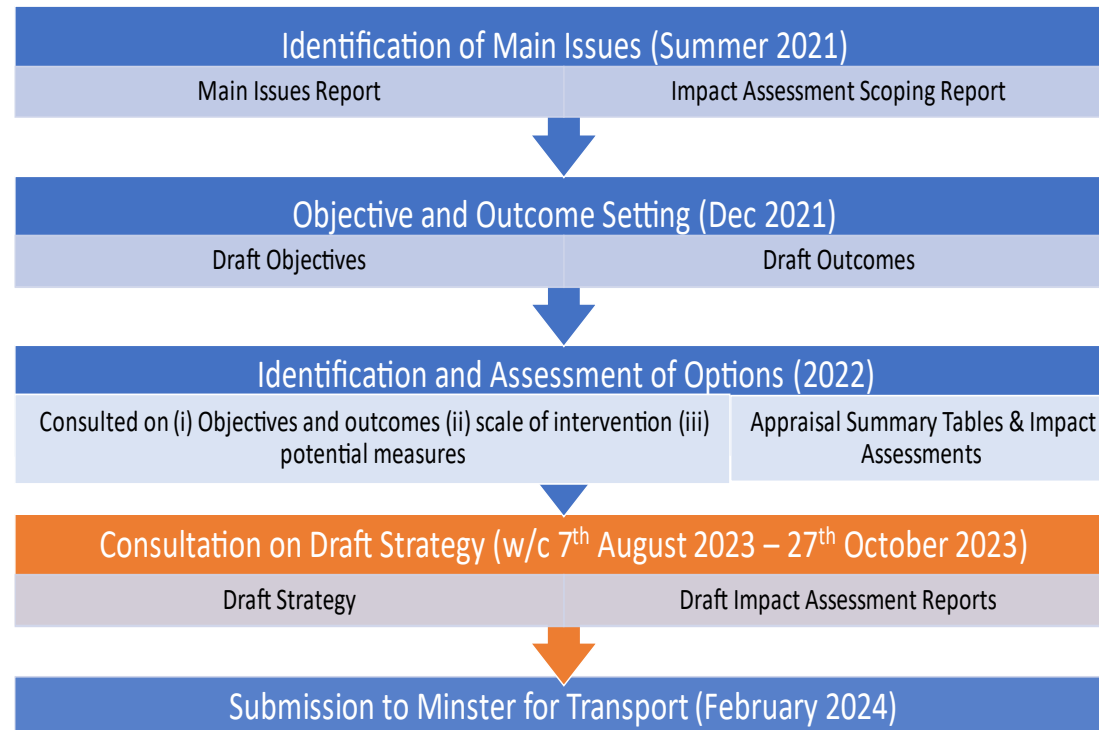
We also asked your opinion to the extent to which individual measures can help deliver the objectives and outcomes, and address the issues identified.

From 7th August to 27th October 2023, we sought views on the Draft Regional Transport Strategy and complementary Impact Assessments. Although discussion with, and responses from, organisations continued to be submitted up to 16th November 2023.

Responses were gained from:

- 13 officer groups (representing over 30 organisations); 20+ questionnaire and written responses
- 1069 individuals involved in a Quantitative Public Opinion Research
- 21 questionnaire responses / 19 people via social media / 17 responses to Courier article. The Blairgowrie Advertiser also published details of the consultation.

Stakeholder organisations participating included:



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) / Nestrans / SEstrans / PKC transport and Planning Officers Group / Community Transport Association / NHS Forth Valley / TayCities Bus Alliance.

A. The challenge and the level of ambition

Following both the main issues and option consultation in summer 2021 and autumn 2022 respectively, the Partnership approved on 13 June 2023 a draft Regional Transport Strategy and complementary Impact Assessments for consultation.

Stakeholder organisations were well supportive of the challenges as presented while raising the below questions:

- The strategy does not sufficiently reflect#:
- 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
- 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 Quantitative Public Opinion Research sought views from a representative sample of the population and indicated that 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.

Public questionnaire responses: Respondents to the public online questionnaire tended to agree that the challenges have been correctly identified and agreed with the objectives, outcomes and targets.

Nonetheless, the following suggestions were made:

- **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

Social Media: Comments received via social media echoed the public responses to the questionnaire.

B. The scale of change required

A focus of the engagement was to understand the potential implications on individuals, businesses, and stakeholder organisations of the scale of the change required. Overall, the public agreed with the overall approach to pursue significant change, including:

- **Integrated solutions:** Respondents welcomed how consideration of the whole journey will reduce car dependency
- **Exploring new models of bus provision:** Respondents welcomed considerations of local authorities to run their own bus services
- **Liveable / 20minute neighbourhoods:** The concept of local living was welcomed by most respondents.

However, the following concerns were raised:

- Political will and weight of the regional transport strategy. Respondents asked if it will “actually happen”. Respondents observed that “action depends on political will. If this is not present, then delivery is unlikely.” They asked whether “Tactran have any authority to insist on the changes required” and whether “the Council[s] have any funds to ensure the required changes are made?” Respondents remained sceptical as to whether there is “really any prospect of partnership working between the various councils?” and asked how Tactran will “ensure the necessary political will is put behind the aims and objectives listed in the document” and “how will [Tactran] ensure that the necessary investments are made and the unnecessary investments discouraged?”
- Charging mechanisms to discourage car use: respondents highlighted that, for some, charges would make it difficult for some to continue to participate in society.
- Electric Vehicles Respondents also pointed out that current models for EV ownership are not working for households in the lowest income brackets.
- Liveable / 20minute neighbourhoods: A small minority were of the opinion that the concept involved the restriction of free movement.
- 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

Social media: The above points were echoed by the comments on social media.

There was support for the strategic policy direction established in the document by **stakeholder organisations** who commented on the below matters:

- 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 (e.g. most km in rural areas / most air quality and health problems in urban areas)
- Co-ordination and responsibilities: 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 was mentioned. AS was 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. Responses reflected on the inability of Tactran to enforce any of the strategy and recommended to strengthen ability to ensure delivery. There were 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.
- Useful to emphasise the relationship between (the resources for) improving public transport and charging for car use

A. The actions

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

In principle, **stakeholder organisations** supported the actions. Comments included:

- Affordability of public transport not covered
- Minimum levels of public transport provision desired
- Greater role for community transport
 - 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 that Park and Ride is currently limited in some areas across the region
- 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

Many responding stakeholders desired further detail on the actions they commented on.

Public questionnaire responses: largely supported the potential measures. Comments included:

- 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:
 - The affordability of public transport was highlighted as a key barrier that needs to be addressed
 - Integrated service timetabling
 - Information
 - More welcoming interchange facilities
- Behaviour change: It was suggested that people will respond to supportive and voluntary policies while restrictive measures, such as road user charging, will fail.
- Demand management: Doubts were raised in relation to actions which restricted car use

Social Media: Comments received via social media echoed the public responses to the questionnaire.

The **public opinion survey** further elaborated on the attitudes of the public towards climate change and the willingness to change travel and the adequacy of transport provision and travel alternatives. If there were safe, affordable and convenient alternatives, to combat climate change, instead of using the car people are 'much more' / 'more' likely to:

- Travel to facilities closer to home (29%)
- Get the bus (20%)
- Get the train (20%)
- Walk more (18%)
- Cycle (10%)

It should be noted that 74% said that irrespective of safe and convenient facilities, they would not be encouraged to cycle instead of using the car. People agreed, however, that resources should be directed to:

- those locations / trips where the most car km is driven 72% (5% disagreed)

- assist the more vulnerable / most in need in society to access jobs / training and services 88% (0% disagreed).

Considering the charging mechanisms to discourage car use and the use of any respective income

- 96% of respondents 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% of respondents agree (with 72% strongly agreeing) that measures should not increase the cost of travel (specifically for those who can least afford it).
- 93% of respondents agree money should be directed at alternatives (e.g. buses and trains). There was stronger support that income used to address air quality (90%) rather than reducing car km (77%).
- 88% of respondents agree there should be co-ordination across regions and/or country to ensure consistency in approach / measures.

Considering electric vehicles, 34% of the least affluent do not know where they would charge an electric car (average 21%)

88% of respondents say electric car clubs would not change the number of cars in the household.

Next steps

This note summarised the public and stakeholder responses to the third phase of engagement to help inform a new Tayside and Central Scotland Regional Transport Strategy. Further details of this engagement can be found in the meetings page (12 December 2023) of the Tactran website [A New Regional Transport Strategy](#)

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

The summary of the responses to the second phase of engagement, on the conversation about changing how we travel, can be found on the Regional Transport Strategy page of the Tactran website [Summary of the Second Phase of Engagement 'A conversation about changing how we travel Update Note: February 2023'](#).

All responses have been considered by the Partnership to prepare a final draft RTS 2024 – 2034.

The Tactran Board approved to submit the Final Draft of the RTS 2024 - 2034 to the Minister for Transport for their approval.

It is intended to publish the approved strategy in Spring 2024.

LNER's Consultation to remove direct Glasgow and Stirling Services

Proposed removal of the LNER 05:34 Stirling Southbound service and LNER 20:12 Stirling Northbound service

I am writing on behalf of Tactran, the Tayside and Central Scotland Regional Transport Partnership (RTP) regarding the proposal to remove the 05:34 Stirling Southbound service and 20:12 Stirling Northbound service.

Tactran is one of 7 RTPS covering the whole of Scotland. Tactran is a partnership of Angus, Dundee City, Perth & Kinross and Stirling Councils.

Good connectivity is essential for the economy of a city and region and needed to ensure that businesses can access markets, customers and suppliers more easily and cost-effectively and that it is attractive to investors and tourists alike. The East Coast Mainline provides a vital link between Scottish cities and major cities in England, such as Newcastle, York and London. Indeed, the East Coast Mainline Authorities 'Invest East Coast Rail Prospectus' describes how the route connects an economy that is collectively worth over £800bn to the UK.

It is important to note that good transport links between Scotland and England on the East Coast Mainline does not only mean good links between Edinburgh and England. There are 5 other cities north of Edinburgh that, by comparison, have significantly poorer links to English cities and therefore their relevant peripherality is exacerbated. Three of these cities are within the Tactran region, Dundee, Perth and Stirling. The relative peripherality is demonstrated by the fact that there is half hourly frequency of LNER services between Edinburgh and London, but only two direct services per day in each direction between Stirling and London. This proposal would increase that relative peripherality by reducing the direct services between Stirling and London (and other English cities on route) to one per day in each direction.

Currently there are two LNER services per day to/from Stirling as follows:

Stirling to London	London to Stirling
05:34 - 10:53	12:00 - 17:15
10:34 - 15:49	15:00 - 20:12

It is proposed that the service departing Stirling at 05:34 and the service arriving at Stirling at 20:12 are removed, with these services beginning or ending at Edinburgh instead. The consultation notes that there are ScotRail connections to Edinburgh without specifying which services and the interchange time involved. From inspection of the current rail timetable, it is noted that there is no ScotRail service departing from Stirling that could connect to proposed departure from Edinburgh. The earliest connecting service would be to connect to the 07:00 LNER departure from Edinburgh, resulting in an arrival of 11:38. This would mean that the earliest arrival in London from Stirling is 45 minutes later than at present, require an interchange and increase the journey time by 40 minutes.

Research undertaken by Transport Focus identifies that the need to interchange between services can be a significant deterrent to rail use. This is exacerbated when

people will be carrying luggage on long distance journeys such as these. The result of the proposed timetable changes is that if travelling from Stirling to London, and you wish a direct service, it is not possible to arrive in London in the morning with the earliest arrival being almost 4pm.

At a time that we should be promoting rail as a Climate friendly mode of travel, with these services being directly rivalled by air services from Edinburgh, reducing the amount of direct rail services to locations north of Edinburgh is a backward step.

Given all of the above, Tactran would like to express its opposition to the proposed removal of the two LNER services at Stirling.

Finally, we would also wish to make a comment on the consultation process itself as it has been unsatisfactory. The launch of the consultation on 22nd January 2024 was, as we can gather, by social media, with no direct notification to any of the RTPS or Local Authorities affected by these changes. The consultation document itself provides little information other than 'these trains have not been well utilised, particularly southbound' and noting that Stirling will still be served by a ScotRail connection to Edinburgh. This lack of engagement and information has hindered Tactran in providing an informed response to the consultation.