

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**EXECUTIVE COMMITTEE****10 JULY 2024****PERTH AND KINROSS COUNCIL DRAFT MOBILITY STRATEGY AND ACTION PLAN CONSULTATION****REPORT BY STRATEGY OFFICER (STRATEGIC CONNECTIVITY)**

This report seeks approval of a proposed response to Perth and Kinross Council's Draft Mobility Strategy and Action Plan Consultation.

1 RECOMMENDATIONS

- 1.1 That the Executive Committee considers and approves the proposed response to Perth and Kinross Council's Draft Mobility Strategy and Action Plan consultation as detailed in Appendix A.

2 BACKGROUND

- 2.1 On 25 April 2024 Perth and Kinross Council published consultation on the Draft Perth and Kinross Mobility Strategy and Action Plan. The Mobility Strategy is the Council's local transport strategy which sets out Perth and Kinross Council's vision for managing and developing the transport and active travel network over the next 15 years.
- 2.2 The consultation period ends on 26 July 2024.
- 2.3 At its meeting on 11 June 2024, the Partnership delegated authority to the Executive Committee to consider and approve a response to Perth and Kinross Council's Draft Mobility Strategy and Action Plan (Item 12 refers).

3 DISCUSSION

- 3.1 Perth and Kinross Council sets out the Council's vision for managing and developing the transport network. It states that the Mobility Strategy will consider all modes of transport, for the movement of goods and people, across Perth and Kinross's rural and urban settings, to help achieve national targets and local objectives.
- 3.2 The Mobility Strategy will respond to the climate change agenda and changes in how people travel. It aligns well with the priorities of both Scotland's Second National Transport Strategy and the adopted Tayside and Central Scotland Regional Transport Strategy 2024 – 2034 (RTS).

- 3.3 The strategy will also consider emerging technologies, digital services, housing, inclusion, poverty, health, climate adaptation, economic growth, air quality and place making.
- 3.4 Members are reminded that the adopted Tayside and Central Scotland Regional Transport Strategy recognised that the scale of challenge means that there is need to focus activity and to prioritise those locations and populations where the most support is required to achieve the RTS's outcomes.
- 3.5 Members are also reminded that the RTS further recognised the need to provide integrated solutions to provide a realistic alternative to the car to enable access for those without a car and to encourage the required mode shift, recognising the different circumstances and opportunities as they relate to the rural and urban populations across the region.
- 3.6 Perth and Kinross Council's Mobility Strategy provides a framework for delivering the Regional Transport Strategy (RTS) at a local level. Both the Draft Mobility Strategy and Action Plan, however, remain vague in relation to the principles highlighted in paragraphs 3.4 and 3.5 above.
- 3.7 The presentation of the strategic and supporting actions make it difficult to understand the full scale of interventions and what they are to achieve at which location and for whom, especially with regards to improving alternatives in rural areas.
- 3.8 Tactran is supportive of the Draft Mobility Strategy and Action but would ask to further the strengthen both documents to fully reflect the key principles established within the Tayside and Central Scotland Regional Transport Strategy.
- 3.9 The Executive Committee is asked to consider and approve the proposed Tactran response by 22 July 2024 (as detailed in Appendix A) to allow submission by the deadline of 26 July 2024.

4 RESOURCE IMPLICATIONS

- 4.1 There are no resource implications arising directly from this report.

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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APPENDIX A

Perth and Kinross Council Draft Mobility Strategy and Action Plan

Proposed Tactran Response

Tactran welcomes the opportunity to respond to the consultation on Perth and Kinross Council's Draft Mobility Strategy and Action Plan. The Mobility Strategy provides a framework for delivering the Regional Transport Strategy (RTS) at a local level. The Tayside and Central Scotland RTS recognised that the scale of challenge means that there is need to focus activity and to prioritise those locations and populations where the most support is required to achieve the adopted outcomes.

The Tayside and Central Scotland RTS further established the need to provide integrated solutions to provide a realistic alternative to the car and encourage the required mode shift.

Another principle established within the RTS is the need to recognise the different circumstances and opportunities as they relate to the rural and urban populations across the region. Perth and Kinross is predominantly a rural Council, with 67.8% living in rural areas and 32.4% living in urban areas.

Both the Draft Mobility Strategy and Action Plan remain vague in relation to those established principles. The number of strategic actions (44) and supporting actions (120) make it difficult to understand what is going to be prioritised and where, especially with regards to improving alternatives in rural areas. The descriptions of the actions are quite vague and do not indicate their intended target location or audience. Neither do the illustrative maps that indicate actions under each of the eight delivery themes. The lack of clarity in the maps in terms of location of measures makes it difficult to understand what is to be delivered where?

The only map providing specific locations is the map of City Centre, visualising the aspirational transport network for Perth City. Tactran feels that there is a risk that this may give the impression that Perth and Kinross Council has a clear idea of the actions that will achieve the desired outcomes for the urban population while not being as clear about the set of interventions required to make a meaningful difference for the rural communities. A different approach to visualising the actions in line with the principle of integrated solutions along corridors and centres in the rural area may help to provide a clearer picture of the actions required in the respective locations across the entire Council area.

Tactran would further like to comment on the wording of the below two actions:

Action 49: Prioritise active and sustainable transport by ensuring that new developments are located near key services (shops, schools, parks) and easily accessible by sustainable modes of transport to reduce the need to travel and minimise the use of unsustainable modes.

- Tactran acknowledges that this will be achieved through the development management process. However, assume that this principle cannot apply to all forms of new development, and that it will only apply to development of a certain type and over a certain size. It is suggested that this reality is acknowledged in this wording of this action.

Action 185: Improve accessibility to park and ride services for non-car owners and car owners. Suggest the wording needs to be clarified. Is it “access to” or “accessibility of” the park and ride services that is intended?

Tactran are looking forward to continuing to work with Perth and Kinross on the Mobility Strategy and Action Plan.

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