TACTRAN- Consultation on New Regional Transport Strategy 2023-2033: Stage 2

Cycling Scotland submission
October 2022

Question 1: Do you agree with the objectives and outcomes? How strongly do you agree with all the objectives (see Fig 2)

- Strongly Agree

Do the outcomes help support the issues identified?

- Yes

Which of the objectives and/or outcomes do you feel are the most important to deliver?

1.1 Reduced Greenhouse gas emissions

1.2 Modal shift to more sustainable modes of travel

1.3 Reduced car km

2.1 Reduced fatalities and injuries

2.4 Improved ability for the most vulnerable to access social activities

2.5 Increased levels of physical activity

Do you think that there are any important transport related issues that the objectives or outcomes do not address? If so, please tell us.

Active travel connectivity and integration. We need to see places to store bikes on trains and buses so that choosing to ride your bike becomes seamless and safe. We also cannot do this without secure and weatherproof cycle parking at train and bus stations. There should be a strong focus on cycling infrastructure as the top priority. Our most recent attitudes and behaviours survey found that 61% of respondents cited the lack of cycle lanes or traffic-free routes prevented them from cycling. This has also been highlighted in the 2018 report by Wheels of Wellbeing as inaccessible infrastructure was a key barrier to disabled people cycling making this the most urgent area in need of investment.

There is also an opportunity within the areas to use active travel to cover transport needs between smaller settlements (e.g., Stanley to Luncarty infrastructure project which has the new non-motorised user route under development, connecting the villages of Bankfoot, Stanley and Luncarty for the first time, to encourage active travel in the area).

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Any other comments?

TACTRAN includes both cities and villages so there needs to be a duality in the approach needed for different areas. Electric vehicles are only part of the solution to reducing CO2 emissions.

The focus should be on moving away from cars, reducing miles travelled and increasing active travel, in line with Scottish Government priorities. As the recent [route map to reduce car kilometres has shown](#), pollution from tyre and brake wear also occurs from electric vehicles, so transitioning to electric vehicles is only a small part of what we need to do. The focus should be on the sustainable travel hierarchy with multi-year funding to deliver active travel projects.

Question 2: Do you support the general approach outlined in 3.1.3 to hit or better the interim climate change and child poverty targets by 2030?

- Partially

If you object to the approach, why?

Disincentivising private car use in urban centres across the region should be a strong focus of the strategy and is only likely to succeed when it is backed by accessible and safe alternatives in active travel and public transport.

To meet interim climate change targets additional finances to develop active travel infrastructure (prioritising the development of separated infrastructure to increase actual and perceived safety for vulnerable road users), along with the development of integration measures. We agree that "carrots" on their own will not achieve a significant modal shift and that measures such as congestion road charging, workplace parking levy and low emissions zones should be under consideration.

Is there anything else that we should consider when finalising our approach?

Reducing transport poverty should be key in developing the RTP strategy, this links in with child poverty reduction targets and the free bike pilots already underway. Transport provides critical infrastructure for households when living on a low income and must work effectively for household circumstances to help alleviate poverty. As mentioned in the document transport should also be there to support older people who may not have access to a car. The [2021 Poverty Alliance research looked into child poverty](#) and recognised disproportionate barriers that people on low-income face when it comes to transport and highlighted that people on low incomes often do not have access to private vehicles. Places without adequate public and active travel opportunities can be a significant barrier to opportunity for those who need it most.

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What are your views on the potential measures?

Improving safety

Reduce speeds	(i)	**Reducing speeds in settlements**
		• Expansion of 20mph limits and zones
		• Review speed limits in residential and neighbourhood environments focusing on areas with road safety concerns
		• Other localised safety schemes such as traffic calming measures and road / junctions realignments and redesigns
	(ii)	**Addressing network blackspots**
		• Review speed limits
		• Road / junction realignments and redesigns
	(iii)	**Road safety enforcement,** including enforcement of speed restrictions via camera technology
Provide road safety education		**Education measures, which include training and publicity,** aiming to provide road users with the knowledge and skills needed to use the roads safely. Focused on:
		(i) Road safety education pre-school, primary and secondary schools
		(ii) Road safety education for adults, such as drivers
		(iii) Road safety education for 17-25yr olds
Improving rest and welfare facilities for hauliers		**Increase the range of rest facilities within the region available to drivers**
		Freight is still predominantly road-based with most drivers regularly traveling long distances. Without sufficient rest, drivers can experience fatigue which can be dangerous for themselves and other road users.

Question 3. How strongly do you agree with the need to improve safety?

- Very strongly

Do you agree with all the potential measures to improve safety?

- Yes, although within road safety education we think that the emphasis should be on section two (i) – road safety education at a school level to ensure that skills are built early. We also think that all road safety education should be evidence-based.

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Any comments? Which measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included?

We think that the measures below are the key ones needed to improve road safety and these should be prioritised:

- Build a network of cycling infrastructure, separate from traffic with measures to tackle traffic speed and volume
- Expanding the number of children undertaking Bikeability training. Bikeability training gives the opportunity for children to learn about cycling on the road and high rates of children going through Bikeability will help more children feel knowledgeable and confident when cycling on the road. Currently, while some councils have high rates of training within TACTRAN such as Dundee, others such as Stirling are below the national average for training.
- Increasing the number of people doing Adult Cycle training and Practical Cycle Awareness Training.
- Lowering the speed limit in built-up areas to 20 mph, as this can help reduce speeds, as shown by the research on reductions by Edinburgh council. They can also help reduce harm when collisions do happen as a pedestrian has a 1 in 5 chance of being killed when hit by a car at 30mph.

Influencing travel choices and behaviour

Promoting Smarter Choices	**(i) Campaigns to promote active and sustainable travel in Travel to Work Areas**
	(ii) Develop and deliver Travel Plans and School Travel Plans
	(iii) Promoting LiftShare / Ride Sharing schemes
Parking controls, road space re-allocation and traffic management	The attractiveness of car use compared to public transport and active travel modes can be influenced by:
	(i) Workplace Parking Levy / Congestion Zone Charging
	(ii) Public parking charges
	(iii) Reallocation / Reduction of the numbers of both on-street and off-street parking spaces within town centres
	(iv) Reallocation of carriageway, giving more space to active and sustainable modes
	(v) Re-routing motorised traffic on longer and/or less direct routes for the benefit of the wider network
Road User Charging	**Road users could be charged either for the length of trip made or for entering a specific area, such as a city centre, to encourage the use of sustainable modes to make the trip**

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Question 4. How strongly do you feel we should be influencing travel choices and behaviour?

- Very Strongly

Do you agree with all the potential measures to influence travel choices and behaviour?

- Yes

Any comments? Which measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included

We think that measures such as parking controls, road space re-allocation and traffic management will be more effective than campaigns alone. Road space re-allocation happened successfully during the pandemic with additional learning on how to implement these changes. Sustrans reporting on their Spaces for People programme found that partners planned to keep more than 61% of interventions beyond the COVID-19 period, including 97% of cycle parking measures, 69% of crossing upgrades and 67% of 20mph speed limits. The survey also found that 66% of survey respondents supported measures remaining, either unchanged or with adjustments.

Additionally, we believe that Workplace Parking Levy has the potential for income raising for active travel projects within TACTRAN area, as well as additional parking charges and the expansion of LEZ.

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Improving access to public transport

Improved public transport interchange	**(i)** **Strategic Park and Ride** sites to transfer to coach or rail those long-distance car trips heading to Scotland's cities outwith the region **(ii)** **Local Park and Choose** sites to provide interchange facilities at railway stations, bus stations and on public transport corridors serving towns to enable transfer to train, bus or bike into our larger towns and cities **(iii)** **Mobility Hubs** link a number of transport services within a community to improve access via different modes to enable your onward journey. This usually means improving the ability to access bus services by, e.g. car and bicycle parking; bike hire; walking and cycling links; demand responsive bus services. But they could also help accessing car club & car sharing facilities. **(iv)** **Passenger facilities along strategic bus corridors:** ensuring accessible waiting facilities with information along strategic bus corridors
New and improved rail and bus stations	**(i) New and improved bus stations** **(ii) New and improved rail stations on existing lines**
Easier planning and booking of journeys	**(i) Journey planning tools** to help people be aware of all the choices they have to make a journey **(ii) Smart and integrated ticketing** whereby tickets are stored electronically, usually on a smart card or other forms of smart media, enabling a person to use a single 'ticket' on different modes of transportation, such as bus and rail, or across different operators. **MaaS products** can provide both improved journey planning and provide smart, integrated ticketing

Question 5. How strongly do you feel we should be improving access to public transport?

- Very strongly

Do you agree with all the potential measures to improve access to public transport?
- Partly

Any comments? Which measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included

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- We agree with most of these, especially park and choose and integrated ticketing. The ability to integrate tickets and connect with cycling across different modes can help us achieve the needed modal shift. Expanded cycle hire schemes can help this as well as looking at other examples internationally such as Paris who's EcoPass scheme allows for smoother integration between bikes and public transport. In the Netherlands 39% of all trips to the station in 2016 were by bike and 14% of bus passengers used the bicycle for access.

Improving sustainable travel opportunities

Improving active travel opportunities	(i) **Connected neighbourhoods**, enabling people to access local facilities by walking and cycling
	(ii) **Active freeways**, cycle priority routes into our town and city centres
	(iii) **Strategic active travel network**, providing village-town active travel connections; connecting towns by active travel; and supporting the long-distance active travel network
	(iv) **Ensuring secure cycle parking** at homes, workplaces, schools, interchanges and other destinations
	(v) **Cycle hire schemes**, increasing the number of conventional and electric cycle hire scheme
Promoting active and sustainable access to schools	(i) **safer routes to schools -** improving walking and cycling routes to schools, including reducing traffic speeds around schools
	(ii) **school exclusion zones -** limiting traffic around schools at peak times to improve safety and air quality for children
	(iii) **cycle parking; cycle training and improving access to bikes**
Improving public transport	(i) **Strategic Bus Priority Corridors,** improving journey time and reliability through bus priority measures, traffic management etc.
	(ii) **Increasing Bus Services,** improving the frequency and coverage of public transport through fixed routes and feeder services (including DRT and Community Transport)
	(iii) **Improved rail services**
Demand Responsive, Community and shared transport Services	(i) **Demand Responsive Transport (DRT**): on demand (rather than timetabled services) to link to existing traditional fixed route bus services, and to cover areas where fixed route services are not viable
	(ii) **Community Transport Services**: Support for community and volunteer transport services
	(iii) **Car Clubs**: to provide access to a car without the need to own one

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Promote Fair Fares	Fare structures are typically set in a way to make travel during peak times more expensive, with off-peak travel fares offered at lower rates.
	Encourage & support public transport providers to review fares to:
	(a) enhance social inclusion by providing a realistic alternative to a wider range of people, including disadvantaged communities
	(b) help balance demand for public transport throughout the day and reduce pressure on services at peak times

Question 6. How strongly do you feel we should be improving sustainable travel opportunities?

- Very strongly

Do you agree with all the potential measures to improve sustainable travel opportunities?

- Yes

Any comments? Which measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included

This is an area where separated cycle lanes should be emphasised as they are key in connecting neighbourhoods, promoting sustainable travel and reducing the need to travel by car. It is also important to increase access to bikes, including adaptive cycles – this is particularly important as the RTP councils include some areas that have limited access to cars or bikes. Even in areas that have high access rate to bikes, such as 47% of households in Perth and Kinross as shown in the Annual Cycling Monitor Report through these measures even more people could be cycling for everyday journeys.

Within these proposals we also welcome the focus on safer routes to schools. From our most recent attitudes and behaviours survey, we can see that there is a clear concern about children cycling on the roads with 70% rated the safety of roads for children cycling with a score of 5 or less with 10 10 being extremely safe and 1 extremely unsafe. Respondents in the lower socio-economic groups were more likely to consider the roads in their local area as unsafe compared to the higher groups. This highlights that access to active travel options is also an equality issue and requires all these measures to make a difference.

We also would like to highlight the Residential Cycle Storage report that identified areas such as Dundee lacking access to secure cycle storage due to a high proportion of flats.

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Decarbonising transport and a just transition

Promoting and enabling electric and low emission vehicles for individuals, public sector, business and bus fleets	**(i) Supporting electric vehicle uptake** through adoption of Ultra Low Emission Vehicles (ULEV) in public sector, business and bus fleets; and supporting a just transition through the availability of electric vehicles through car clubs and parking and charging tariffs **(ii) Developing charging infrastructure** through deployment and maintenance of public infrastructure; home charging and fleet charging **(iii) Promoting electric mobility**, communicating the benefits of low emission vehicles
Rail Decarbonisation	Support the decarbonisation of the rail network by 2035 through **(i) Electrification of Dunblane to Perth / Dundee / Aberdeen** **(ii) Battery Electric Trains from Edinburgh to Perth / Dundee (short term)** **(iii) Electrification from Edinburgh to Perth / Dundee (long term)** **(iv) Electrification from Perth to Inverness (cp. STPR2)** **(v) Battery Electric Trains on the West Highland Line**
Behaviour change and modal shift for freight	Freight transfer and consolidation hubs within the region to reduce road freight and also allow freight to be moved by rail and water **(i) Freight hubs** **(ii) Timber transfer facilities** **(iii) Consolidation centres** **(iv) First and last mile distribution services, such as vans, drones, cargo bikes etc.**

Question 7. How strongly do you feel we should be decarbonising transport?

- Strongly

Do you agree with all the potential measures to decarbonise transport?

- Partially

Any comments? Which measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included

We welcome on decarbonisation of transport and the focus on behaviour change and modal shift for freight. Cargo bikes could help us in reaching our climate targets and reduce car kilometres in line with the 2030 route map.

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Within this section, it should be acknowledged that whilst electric vehicles have a role to play in helping to decarbonise transport, they should not be relied upon too heavily to achieve desired policy outcomes, as the pace of change and rate of uptake cannot be guaranteed. Even if all the vehicles transitioned to electric there would still be too much traffic on our roads and danger for people cycling which may discourage more people from cycling. The focus should be on reducing the number of private cars on the road and the amount of private vehicle kilometres, promoting delivery of the sustainable transport hierarchy, and prioritising active travel.

Improving the accessibility & security of our transport networks

Improved accessibility & security of the street environment	This option seeks to make our settlements places where everyone, especially people with mobility difficulties, can confidently and easily walk, cycle or wheel around (i) **Step free routes** and appropriate crossing facilities, informed by accessibility audits around the 20min neighbourhoods (ii) **Seating** (iii) **Lighting and reviewing the design of the public realm** to improve security (iv) **Signage and wayfinding** (v) Number and location of **disabled car parking spaces** (vi) **Reducing severance & improving active travel on trunk roads** through communities (vii) **Promoting changes** to our transport networks to people with learning difficulties
Improved accessibility & security for all across public transport	Improving access for all public transport users and particularly for those who are mobility impaired, including: (i) **Improvements at interchanges**, step free access, improved seating, improved lighting, security improvements (ii) **Improved accessibility of buses and trains** (iii) **Improved information provision** for people with mobility issues/passes (iv) **Assistance to public transport users**

Question 8. How strongly do you feel we should be improving the accessibility & security of our transport networks?
- Very Strongly

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Do you agree with all the potential measures to improve the accessibility & security of our transport networks?

- Yes

Any comments? Which measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included

We welcome all of the suggested actions especially reducing severance and improving active travel on trunk roads, signage and facilities to improve safety and comfort. We also recognise the suggestions to make facilities more accessible to encourage people of all abilities to cycle.

We support the suggestions in point two (i) on improvements at interchanges such as step free access, improved seating, improved lighting, security improvements could also apply to cycling infrastructure and facilities near interchanges. Adequate lighting and signage can be key in ensuring that active travel journeys are comfortable and safe. This is a significant gap, as in Bike Life 2018 77% of people thought that cycling safety in their city needed improving. Cycling by Design guidelines should be followed when implementing these changes.

Reducing the need to travel by car through the location of development and services

Reduce car dependency of new developments	Reduce car dependency of new developments by
	(i) development plans promoting **land use patterns that reduce the need to travel, and enable travel by sustainable modes**
	(ii) the development management process **ensuring that new development is realistically accessible by a range of modes**
Locate new and existing services within communities	locate new and existing services within communities - all public services to work together to improve the range of local services that can be available at a neighbourhood level to support the 20min / liveable neighbourhood principle
Measures in neighbouring authorities that reduce car use	The ease and ability to make many trips will be influenced by the sticks and carrots being applied in neighbouring areas. Where applicable we could work with neighbouring authorities on measures that can reduce the number of vehicular trips

Question 9: How strongly do you feel we should be reducing the need to travel by car through the location of development and services?

- Very Strongly

Do you agree with all the potential measures to reduce the need to travel by car through the location of development and services?

- Yes

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Any comments? Which measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included

- We agree with these measures and note that there has been significant progress in measures that are specifically created to reduce car use from the earlier consultation. We welcome the reference to 20 minute neighbourhoods and would like to reiterate that cycling can often be the fastest way of connecting people to work and local facilities within a 20 minute neighbourhood.
- Land-use planning has a key role to play in facilitating the necessary shift away from cars. Developments which give precedence to cycling and active travel, and connections to public transport, are essential, and should be prioritised. Separated dedicated cycle lanes which separate people cycling from traffic are key to people feeling safer.
- Where new developments are being planned, primary consideration should be given to making connections to cycling and public transport infrastructure. Where linkages to infrastructure do not exist or are not able to be delivered, the decision to permit development in a particular area should be reconsidered accordingly.
- Finally, we support the mention of sticks and carrots when applied to travel in neighbouring areas and think that this could be stronger – for example a commitment to building partnership with neighbouring authorities on measures that can reduce the number of vehicular trips as well as ensuring that any new measures and developments meet climate targets.

Improving strategic connectivity

Address pinch points on strategic roads	Measures focused on road improvements on the key strategic network within the region, focussed on improving journey time reliability and road safety. **(i) Kingsway Dundee A90/A972** **(ii) Broxden and Inveralmond, A9 Perth** **(iii) Craigforth, M9 Stirling** **(iii) Grade separation of the A9 between Kier and Inverness (Kier, Auchterader)** **(iv) Dualling of the A9 north of Perth** **(v) A82 Inverannan – Tarbert**
Improve rail connectivity	**(i) Physical and operational improvements to reduce journey times and improve resilience of routes from and through the region to/from Edinburgh; Glasgow; Aberdeen; Inverness; including**

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	• *Highland Mainline rail corridor enhancements* • *Perth-Dundee-Aberdeen rail corridor enhancements* • *Edinburgh/Glasgow – Perth/Dundee rail corridor enhancements* **(ii) Improved frequency and capacity of services to Edinburgh and Glasgow**, including consideration of intermediate stations **(iii) improve resilience of West Highland line**
Improve connectivity to freight destinations	**(i) Improving journey time reliability** to major freight destinations **(ii) Improving freight capacity on the rail network**
Improve access to airports	**Promoting sustainable access between the region and Scotland's airports**

Question 10: How strongly do you feel we should be improving strategic connectivity?

Do you agree with all the potential measures to improve strategic connectivity?

- Partially

Any comments? Which measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included

The long list of projects requires prioritisation, based on moving to a net zero economy as well reducing casualties amongst all road users. The roads projects in particular represent several billion pounds of public funding, unlikely to be affordable at a time of budget cuts It is important to highlight that these measures should not contradict environmental targets and measures earlier in the document for connectivity alone. When looking at reducing journey times this should always be done in the most sustainable way as the greenest mile is a mile not travelled. This section of the document should also take into account the impact of the pandemic and look at sustainable improvements which are part of wellbeing and circular economies rather than focusing on economic growth alone.

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Improving network resilience

Improving Network Resilience	To maintain a transport network within the region which is resilient to disruptive events resulting from the increased risk of extreme weather and flooding, maintaining access for people and resources
	(i) **Winter maintenance**
	(ii) **Diversion routes**
	(iii) **Protection of vulnerable sites to flooding / landslips**
	(iv) **Meet environmental standards in construction and maintenance**
	(v) **Blue-Green Infrastructure**
	(vi) **Strategic road renewal for reliability, resilience and safety**

Question 10: How strongly do you feel we should be improving network resilience?

- Strongly

Do you agree with all the potential measures to improve network resilience?

- Yes

If you don't agree with all the potential measures, please outline which ones you don't agree with and why?

- We would like this part of the strategy to explicitly mention cycling and maintenance of cycling infrastructure as well as giving cycling infrastructure parity to maintenance that is currently provided for roads.
- We agree that resilience is an important part of the future of transport as the affects of climate change start to become more persistent. We welcome the focus on safety, flooding and winter maintenance in particular as these are likely to present significant problems over the next few years and would support increase in funding within this area to help communities adapt to potential damage and disruption. This applies both to winter maintenance of cycle tracks, as mentioned in Cycling by Design, but also to floods, heatwaves and adverse weather conditions.

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If you are responding on behalf of an organisation

Name and/or organisation	Cycling Scotland
First half of your postcode	G2
Could you please outline if your organisation has any responsibility for representing aspects of the environment or groups of people	The organisation is an active travel partner, working in partnership on a range of programmes to help anyone, anywhere get cycling and to enjoy all the benefits it has to offer.

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