

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**17 MARCH 2020****NATIONAL TRANSPORT STRATEGY AND STRATEGIC TRANSPORT
PROJECTS REVIEW****REPORT BY SENIOR PARTNERSHIP MANAGER AND SENIOR STRATEGY
OFFICER**

This report asks the Partnership to note the publication of the National Transport Strategy and to delegate authority to the Executive Committee to consider and approve responses to Transport Scotland on Strategic Transport Projects Review, Case for Change reports.

1 RECOMMENDATIONS

1.1 That the Partnership:-

- (i) notes the publication of the National Transport Strategy;
- (ii) delegates authority to the Executive Committee to consider and approve responses to Transport Scotland on the Strategic Transport Projects Review Case for Change National report and reports for Tay Cities Region and Forth Valley Region.

2 BACKGROUND

- 2.1 In September 2016, the Minister for Transport and the Islands confirmed a planned review of the National Transport Strategy (NTS) and Strategic Transport Projects Review (STPR2) in alignment with the National Planning Framework (NPF4) (Report RTP/16/33 refers).
- 2.2 Transport Scotland commenced a review of the National Transport Strategy (NTS) in 2017 and established a National Transport Strategy Review Board and various Reference/Working Groups of key stakeholders to inform and support the review, with the RTPs being represented on a number of these. This work resulted in a draft NTS being issued for consultation on 31 July 2019 and the Tactran Partnership approved a response to the consultation at its meeting on 17 September 2019 (Report RTP/19/34 refers). Transport Scotland published the finalised NTS on 5 February 2020.
- 2.3 Work commenced on the second Strategic Transport Projects Review (STPR2) in early 2019, with the Partnership thereafter receiving regular updates at its Partnership meetings through the Director's Report. A more detailed update was provided at the Partnership meeting on 17 December 2019 (Report RTP/19/47 refers).

- 2.4 This second Strategic Transport Projects Review (STPR2) will also inform the National Planning Framework (NPF4), work on which has commenced. Scottish Government advise that a draft of [NPF4](#) is expected to be issued for consultation in September 2020.

3 DISCUSSION

National Transport Strategy

- 3.1 Transport Scotland published the National Transport Strategy (NTS2) on 5 February 2020. The NTS2 sets out a vision for Scotland's transport system for the next 20 years.

- 3.2 The NTS2 has a foreword followed by 3 sections as outlined below:

1. Foreword
2. A vision for transport in Scotland
3. Current and emerging challenges
4. Meeting the challenges

A vision for transport in Scotland

- 3.3 Chapter 2, 'A vision for Transport in Scotland', provides a vision over the next 20 years which is: *We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.*
- 3.4 The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, each with three associated outcomes, as follows:

Reduces inequalities

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

Takes climate action

- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices

Helps deliver inclusive economic growth

- Will get people and goods where they want to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

- 3.5 It is noted that none of the Priorities are more important than the others. However, they reflect the increasing prominence of the need to address climate change and the agenda for progressive policies to reduce inequalities in Scotland.
- 3.6 The Vision, Priorities and Outcomes are at the heart of the NTS and will be the basis upon which decisions are taken and the success of Scotland's transport policies are evaluated going forward.

Current and emerging challenges

- 3.7 Chapter 3 identifies a number of challenges that must be successfully tackled if the NTS2 is to be a catalyst for change and deliver the Vision, Priorities and Outcomes. The NTS sets out the challenges for each Priority a set out below:

Reduces Inequalities

Poverty and child poverty
Social isolation
Gender inequalities
The changing transport needs of young people
Meeting the needs of an ageing population
The transport needs of disabled people

Takes climate action

Global climate emergency
Adapting to climate change
Air quality
Changing complex behaviour
Decline in bus use

Helps deliver inclusive economic growth

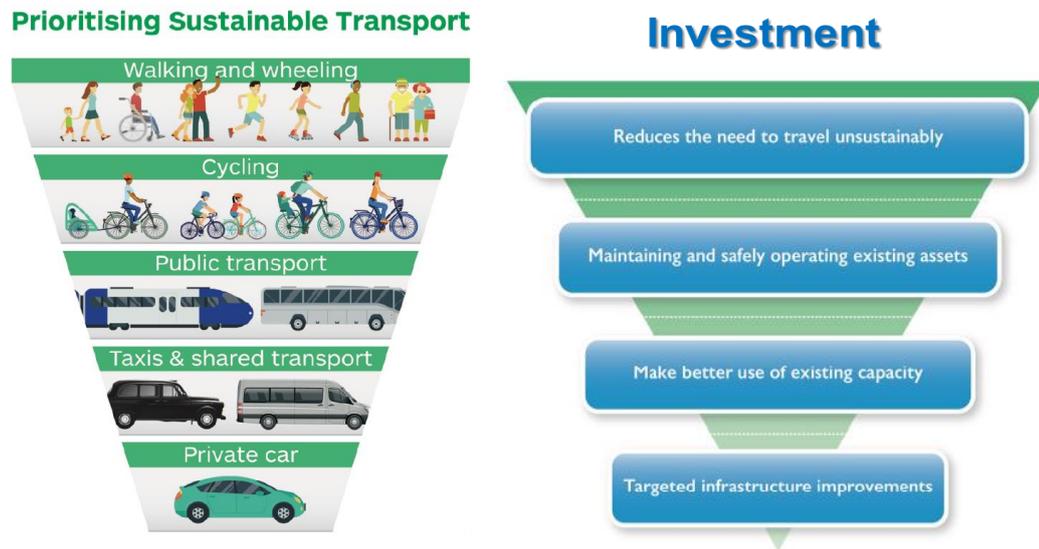
Productivity
Labour markets
Future skilled workforce
Trade and connectivity
Aviation
Freight
Tourism
Digital and energy
Reliability
Funding and resources

Improves our health and wellbeing

Spatial planning
Safety and security
Physical activity
Information and integration
Resilience

Meeting the challenges

- 3.8 Chapter 4 sets out an approach in order to deliver the Strategy of: Increasing Accountability; Strengthening Evidence and Managing Demand. Overarching this process is the Sustainable Transport Hierarchy and Sustainable Investment Hierarchy:



- 3.9 These will be used to promote sustainable transport in preference to single occupancy private car use and investment that promotes reducing need to travel, maintaining and making more of existing assets and capacity, together with targeted infrastructure improvements.
- 3.10 In order to meet the challenges a range of policies have been developed aimed at achieving the Vision, Priorities and Outcomes.

Reduces inequalities

- Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services
- Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework
- Remove barriers to public transport connectivity and accessibility within Scotland
- Improve sustainable access to healthcare facilities for staff, patients and visitors
- Ensure sustainable, public and active travel access to employment, education and training locations

Takes climate action

- Reduce emissions generated by the transport system to mitigate climate change
- Reduce emissions generated by the transport system to improve air quality
- Ensure the transport system adapts to the projected climate change impacts
- Support management of demand to encourage more sustainable transport choices
- Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods
- Improve the quality and availability of information to enable all to make more sustainable transport choices

Helps deliver inclusive economic growth

- Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility
- Increase the use of asset management across the transport system
- Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally
- Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland
- Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations
- Meet the changing employment and skills demands of the transport industry and upskill workers
- Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits

Improves our health and wellbeing

- Increase safety of the transport system and meet casualty reduction targets
- Implement measures that will improve perceived and actual security of Scotland's transport system
- Ensure that transport assets and services adopt the Place Principle
- Reduce the negative impacts which transport has on the safety, health and wellbeing of people
- Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands
- Embed the implications for transport in spatial planning and land use decision making

Notable changes from Draft NTS2

- 3.11 There have been a number of notable changes since the draft NTS2 consultation document:
- The Vision has been updated to include safe, in addition to a sustainable, inclusive and accessible transport system;
 - The Priorities and Outcomes set out in Chapter 2 have largely remained unchanged, with the economic priority updated to ensure inclusive growth and the first outcome for inclusive growth changed to encompass both people and goods, taking on-board Tactran comments regarding need to include freight within the outcomes;
 - Chapter 3 setting out current and emerging challenges remains largely the same as the draft, but these are now set out under each of the Priorities and ensures there is a direct connection between both;
 - Chapter 4 sets out the policies that will be pursued to meet the Priorities and Outcomes. These have been reduced to 24 policies set out under each Priority. This takes account of Tactran comments that the draft which had 14 policies and 38 enablers was too many and some were repeated;
 - The chapter within the draft NTS regarding Transport Governance has largely been removed, with the final NTS containing the statement that *'Transport governance and collaboration will also be improved as we continue the work initiated through the Roles and Responsibilities Group which undertook a review of transport governance.'* It is understood from Transport Scotland that this group, which has RTP representation, will be reconvened imminently.
- 3.12 Overall it is considered that the NTS2 now clearly sets out the Priorities and Outcomes for Scotland's transport system over the next 20 years and there are clear linkages between these and the challenges that need to be met and the policies that will be pursued to the achieve the Vision. However, there is concern that the review of Transport Governance will not be implemented at the pace required to deliver on the strategy.

Next Steps

- 3.13 Transport Scotland will now work with the partners involved in developing the Strategy to publish a Delivery Plan that will set out how the Strategy will be delivered. It is understood that the aim is to have the Delivery Plan published in Summer 2020.
- 3.14 In addition, the second Strategic Transport Projects Review (STPR2) will inform transport investment in Scotland and will help to deliver the vision, priorities and outcomes for transport set out in the NTS2.

Strategic Transport Projects Review – Case for Change

- 3.15 The second Strategic Transport Projects Review (STPR2) forms an important part in the delivery of the National Transport Strategy, with the development of STPR2 following the Strategic Transport Appraisal Guidance (STAG) process developing a Case for Change, undertaking an initial appraisal and a final detailed appraisal.

Regional Transport Working Groups

- 3.16 A number of Regional Transport Working Groups covering the whole of Scotland have been set up to oversee the development of STPR2 and Transport Scotland is progressing STPR2 through engaging with local stakeholders at this regional level and also with national stakeholders at a national level. Tactran is actively involved with two Regional Transport Working Groups:
- Tay Cities Region (Angus, Dundee, Perth & Kinross and North East Fife)
 - Forth Valley Region (Clackmannanshire, Falkirk and Stirling)
- 3.17 In both cases the ‘regions’ reflect economic and planning geographies and cover the predominant travel to work areas for those populations.
- 3.18 In addition, national groups have provided input into the consideration of issues, opportunities, problems and constraints relating to national transport networks.
- 3.19 Work has been ongoing through these Regional and National Groups to develop Case for Change reports and these were published for consultation on the Transport Scotland website on 27 February 2020 with a deadline of 8 April 2020.
- 3.20 Each of the Case for Change reports set out evidence and context for case for change; provide a description of the problems and opportunities; state the Transport Planning Objectives and sets out the approach that will be taken to option generation and sifting. Tactran officers have been involved in the development of both the Tay Cities and Forth Valley Case for Change reports, through the respective working groups.
- 3.21 Given the timescale involved the Partnership is asked to delegate authority to the Executive Committee to consider and approve responses to Transport Scotland on the Strategic Transport Projects Review Case for Change National report and reports for Tay Cities Region and Forth Valley Region.

Next Steps

- 3.22 Following the Case for Change reports, a long list of interventions will be identified and sifted against the National and Regional objectives, before undertaking detailed appraisal. This will include consideration of interventions identified at the Members workshops held on 17 January 2020 (Tay Cities) and 29 January 2020 (Forth Valley). The intention is to have the full appraisal completed and interventions identified for reporting by early 2021.

3.23 As national transport and planning policy and delivery (including the next round of Regional Spatial Strategies) becomes clearer, consideration will now be given as to when to commence a thorough review and update of the Tactran Regional Transport Strategy and Delivery Plan.

4 CONSULTATIONS

4.1 This report has been prepared in consultation with the local authority officers.

5 RESOURCE IMPLICATIONS

5.1 There are no resource implications arising directly from this report.

6 EQUALITIES IMPLICATIONS

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

Niall Gardiner
Senior Partnership Manager

Jonathan Padmore
Senior Strategy Officer

Report prepared by Niall Gardiner and Jonathan Padmore. For further information e-mail niallgardiner@tactran.gov.uk (tel: 01738 475764) or jonathanpadmore@tactran.gov.uk (tel. 01738 475774).

NOTE

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

Report to Partnership, RTP/16/33, Director's Report, 13 September 2016

Report to Partnership, RTP/19/34, National Transport Strategy, 17 September 2019

Report to Partnership, RTP/19/47, Director's Report, 17 December 2019