TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

15 SEPTEMBER 2020

A NEW REGIONAL TRANSPORT STRATEGY FOR THE TACTRAN REGION

REPORT BY SENIOR STRATEGY OFFICER

This report asks the Partnership to approve work on producing a new Regional Transport Strategy for the Tactran region and consider the potential issues to be included in the review.

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1   RECOMMENDATIONS

1.1   That the Partnership:

(i)   approves work on commencing work on a new Regional Transport Strategy;

(ii)   considers the scope of the issues to be explored in developing the strategy.

2   BACKGROUND

2.1   Regional Transport Strategies have statutory status, as provided for in the Transport (Scotland) Act 2005 (The Act). The Act places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy. The Act requires that Regional Transport Partnerships (RTPs) keep their strategies under review.

2.2   The Tactran Regional Transport Strategy (RTS) was first adopted in 2008. A refresh of the Strategy was approved in July 2015 to cover the period 2015-2036.

2.3   The Partnership have previously agreed to delay a review of the strategy until following the review of the National Transport Strategy. The second National Transport Strategy (NTS2) was adopted in February 2020.

3   DISCUSSION

Why Review Now?

3.1   The world has moved on significantly since the 2015 RTS Refresh. We now need to:

- Align the RTS to other strategic strategies including: City Region Deals; the emerging National Planning Framework (NPF4) and Regional Spatial Strategies (RSS); adopted NTS2 & emerging Strategic Transport Projects Review (STPR2)
- Consider the impacts on the region of Climate Change Emergency and Fairer Scotland Duties
- Consider opportunities provided by and implications of the Transport (Scotland) Act 2019 and the Planning (Scotland) Act 2019
- Consider the impact of Covid 19 on travel patterns / behaviour and the work by all agencies on a fair and sustainable recovery

3.2   In addition, NTS2 initiated a conversation re roles and responsibilities. An RTS review provides the opportunity for the partners to shape the discussion within the region.

Shaping a Regional Transport Strategy for the needs of the partners

3.3   The RTS is a partnership plan. To ensure that it performs its role in delivering the necessary transport interventions to support the economic, environmental and social objectives of its partners it is essential that ownership is achieved by maximising key partners involvement in shaping the plan.

3.4   The indicative process for reviewing the strategy is set out in the table below. The process follows the principles of the Scottish Transport Appraisal Guidance (STAG), namely scoping challenges and opportunities;

- setting objectives;
- option identification and
- appraisal (in line with Transport Scotland's 'Guidance on Regional Transport Strategies' in 2006).

Timescales remain indicative due to the desire to align the process with other ongoing strategic work if/when required such as the review of the TAYplan and Forth Valley Regional Spatial Strategies (RSSs) and STPR2.

Stage	Indicative Steps
SCOPE CHALLENGES AND OPPORTUNITIES	Board (Sept 2020): seek approval to commence work and start scoping challenges and opportunities
	Sept – Nov 2020: Discuss challenges and opportunities with core partners
	Board (Dec 2020): Seek approval of main issues report and impact appraisal scoping (e.g. SEA, EqIA etc) for consultation
SET OBJECTIVES AND VISION	Board (Mar, 2021): Consider main issue responses, objectives
OPTION IDENTIFICATION AND APPRAISAL	
• *What transport interventions are required?* o *Appraisal process / modelling*	Partner workshops: April 2021
• *How are these interventions best delivered by partners: Who?*	Partners workshops: May 2021
	Board June 2021: Summary of content (issues/options) for Draft RTS
	Finalise appraisals / compile draft RTS / design
CONSULTATION ON DRAFT PLAN	Board, Sept 2021: seek approval of Draft Plan for Consultation
	Sept – Nov: consult
	Board Dec 2021: report on consultation
ADOPTION	Board, Mar 2022: Final report for adoption
	Design / publish

3.5   It is important to note that any timescales included in Table 1 are indicative. It will remain important to align the RTS with relevant process such as the Regional Spatial Strategies and the second Strategic Transport Projects Review.

3.6   We want to ensure that the Tactran RTS sits within the family of transport strategies covering the region (local, national); identifying and supporting those interventions it is best placed to and hence ensuring the most efficient and effective use of public resources to deliver the transport measures required across the region.

Key issues for the review

3.7   The first stage of the exercise is scoping the issues that the RTS will need to address with core partners. Once the issues have been scoped, they will then be considered in detail with the core partners to inform a Main Issues Report which will be brought back to the Partnership meeting in December, and subject to approval, published for formal consultation in the new year.

3.8   The key issues to be discussed within the review fall into two categories:

- What are the economic, environmental and social priorities for the region; and what transport issues need to be addressed to support these priorities?
- Who is best placed to lead on which interventions?

3.9   To help scope the issues in relation to these two categories, members are asked to consider:

- What are the economic, environmental and social strategies that the RTS needs to support?
- What are the significant transport problems, opportunities, issues and constraints of supporting these strategies in the region?
- Are there significant issues that are not covered by these strategies? **(Appendix A)**
- What are the strengths, opportunities, weaknesses and threats of the strategies which seek to identify and bring forward the transport actions to support the economic, environmental and social objectives? **(Appendix B)**

4   CONSULTATIONS

4.1   This report has been prepared in consultation with the local authority transport officers and RSS contacts; Sestran and Transport Scotland.

5   RESOURCE IMPLICATIONS

5.1   Tactran does not have significant resource to direct towards developing a new RTS. The production of a new Regional Transport Strategy will be met within existing staff resources, and we will draw on parallel exercises, not least the Tay Cities Regional Transport Model and the STPR2 process.

5.2   Tactran will look to bring in additional resources where possible and it will be important to have assistance from Local Authority officers at critical times throughout the process.

6   EQUALITIES IMPLICATIONS

6.1   This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified. The process of developing a RTS will include a number of impact assessments, including:

- Equality Impact Assessment
- Fairer Scotland Duty Assessment
- Children's Rights Impact Assessment

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NOTE

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

Scottish Executive 'Guidance on Regional Transport Strategies' March 2006

Transport Scotland 'National Transport Strategy' February 2020

Report to Partnership RTP/15/19, Refresh of Regional Transport Strategy, 16 June 2015

What are the economic, environmental and social objectives a RTS needs to support?

To inform discussion of the priorities for the RTS, the table below starts to highlight the overarching economic, environmental and social strategies that the RTS may need to support. Members are asked to consider whether there are other relevant strategies and plans that should be considered, and what are the significant transport problems, opportunities, issues and constraints of supporting these strategies in the region?

| Issues | What are the significant implications for transport in the Region | | | |
	Problem	Opportunity	Issue[1]	Constraint[2]
Environment				
Climate Change Emergency / Act / Climate Change Adaptation Programme	Requirement to decarbonise transport to meet net zero 2045 - Lack of Low emission 'charging' infrastructure - Take up of low emission vehicles - Network resilience	- Clear focus for sustainable transport and behaviour which supports wider agendas - potential for funding streams	- Technical and technological limitations - Purchase/hire programmes to enable the public to access LEVs - Amount of travel	- Rurality and geography of region - Technical and technological limitations - Purchase/hire programmes to enable the public to access LEVs
Air quality: LEZ / AQMA	To reduce impact on public health, requirement to reduce transport emissions in: - Dundee LEZ - Perth City and Crieff AQMAs Impact of restrictions on disadvantaged groups	Clear focus for sustainable transport and behaviour which supports wider agendas	- Vehicle technology - programmes to enable users to access LEVs	Dundee, Perth and Crieff have large rural hinterlands
Transportation Noise Action Plan	Candidate noise areas across region			
Stirling Sustainable Development Strategy	Impacts of climate change	Targeted and co-ordinated partnership working	Partner resources and priorities	Scope of activities

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[1] 'Issues' are uncertainties that the study may not be in a position to resolve
[2] 'Constraints' are the bounds within which a study is being undertaken.

Issues	What are the significant implications for transport in the Region			
	Problem	Opportunity	Issue[1]	Constraint[2]
Inequalities / health and wellbeing				
LOIPs / Child poverty Action Plans	Significant % of households across all council areas at economic, social and health disadvantage. Including: • access to employment, training, education and local services • poor health	Community Planning Partnerships provide the opportunity to undertake co-ordinated action with relevant partners	Agreed LOIP / CPAP activities often struggle to get prioritised within partners work programmes	Resource constraints of partners
Tayside and Forth Valley Public health Strategies / National Public Health Strategy	Poor health outcomes as a consequence of: • Inactive lifestyles • Access to opportunities	• Co-ordinated partnership working	• Co-ordination of activities	
Emerging NHS Tayside Transport and Access Strategy	Access to hospitals particularly for those remote from hospitals and without access to a car • Angus • West PKC • North Stirling	• Co-ordinated partnership working	• Centralisation of healthcare services	• Large rural hinterland
Fairer Scotland Duty & Equality Act	• Ensure that all modes are accessible for people with disabilities and those with protected characteristics • Those reliant on PT in rural areas • Inclusiveness of opportunity	• Better, fairer plans and activities; To improve access/facilities to all users	• Limited options for certain modes	• Reasonable practicability of mitigates and measures.
Inclusive growth				
Covid Fair and Sustainable Recovery / Transition Plans	• Changed behaviour & reduced travel demand.	• Promote mode shift/active travel.	• Covid accelerating trends in work	• Unknown, but limited, timescales

| Issues | What are the significant implications for transport in the Region | | | |
	Problem	Opportunity	Issue[1]	Constraint[2]
	Access to new types of employment. Reduced PT use impacting on network viability Impacts of economic downtown will be felt most by the disadvantaged.	• Dedicated funding streams and focus from key agencies	patterns / shift work	
TayCities and Stirling/Clacks City Region Deals	Programmes to enhance economic performance • create additional travel demands • ensure transport infrastructure supports / is not a barrier to economic growth	• Funding ○ Broxden / Perth Station / Stirling active Travel • Build in sustainable transport solutions • Co-ordinated planning of strategic economic and transport infrastructure	• Could focus on job creation conflict with sustainable development priorities	• Limited to specific projects at economic growth points: - Dundee - Montrose - Perth - Stirling
Scottish Cities Alliance *(STPR/Infrastructure Commission/NPF4)*	Scotland's economy requires good connectivity between its cities. Intercity pinch points at: - Kingsway, Dundee - Broxden and Inveralmond, Perth - Kier and Craigforth/A84, Stirling - Perth-Edinburgh rail	Highlight importance of strategic infrastructure to Scotland's economic performance		Identified intercity connections as a priority, but ability to deliver intercity improvements rests largely with Transport Scotland
Cairngorms and Loch Lomond & The	• Managing sustainable	• Co-ordinated partnership working		• Cairngorms: limited settlements in

Issues	What are the significant implications for transport in the Region			
	Problem	Opportunity	Issue[1]	Constraint[2]
Trossachs NPAs Partnership Plans	visitor demands • Access to jobs, services and education for rural residents			tactran region, but also geographically separated from other areas of the park • LLTNPA: significant area of Stirling largely separated from other areas of Park
Tayside Tourism Strategy	For visitors and workers - Promotes travel to rural, and urban, locations - Highlights localities with poor transport links	Opportunity to - promote sustainable travel for visitors - address access to work issues for employees		Urban and rural locations in Tayside area
Economic Strategies	Programmes to enhance economic performance - create additional travel demands - ensure transport infrastructure supports / is not a barrier to economic growth	Opportunity to prioritise and co-ordinate transport interventions to support economic priorities across the councils		
New travel demands				
Local Development Plans / Regional Spatial Strategies TAYplan Angus Dundee PKC Stirling	Housing and business land allocations create travel demands which impact on existing transport networks	Opportunity to identify and co-ordinate activity to ensure: - transport infrastructure supports rather than hinders	Ability for RTS to inform development plans will depend on their respective review timescales	New development focused on - West Perth - Durieshill, Stirling - Western Gateway, Dundee - North-east Dundee

Issues	What are the significant implications for transport in the Region			
	Problem	Opportunity	Issue[1]	Constraint[2]
		growth aspirations - travel demands are met in as a sustainable manner as possible		(NB within existing settlements in Angus)
NPF4	Identifies: - nationally important infrastructure - Scottish planning policy	RTS can inform responses to and respond to NPF4		NPF4 timescales

What are the strengths, weaknesses, opportunities and threats to the transport strategies which seek to support the economic, environmental and social objectives

To inform discussion of the opportunities for and role of the RTS, the table below starts to highlight the other plans and strategies which help bring forward the transport interventions to support the overarching economic, environmental and social objectives. Members are asked to consider whether there are other relevant plans and strategies that should be considered, and what are the strengths, opportunities, weaknesses and threats of the respective strategies and plans which seek to identify and bring forward the transport actions.

Transport Response	Strengths	Opportunities	Weaknesses	Threats
Planning (Scotland) Act 2019		• Retention of RSSs provides opportunity to align regional land use and transport planning	• Strategic Development Authorities removed	
Infrastructure Commission for Scotland	• Identifies key infrastructure requirements	• Helps informs considerations of Scottish National Investment Bank		
Programmes for Government	• Priorities focus of Scottish Government activity	• Identifies resources for Gvt priorities	• Resources of partners to respond	
National Transport Strategy 2020	• Sets framework and high level priorities	• Delivery Plan identifying workstreams to progress priorities • Roles and responsibilities review	• Little ability to require aspirations to be reflected in local actions	
Transport (Scotland) Act 2019	• Provides additional delivery opportunities	• Bus Service Improvement Partnerships and alternative ways of operating	• Guidance and regulations still being developed	

Transport Response	Strengths	Opportunities	Weaknesses	Threats
		local bus services • Parking / Smart Ticketing / Workplace Parking Levy • Pavement Parking		
STPR2	• Highlights strategic priorities	• Provides opportunity to pursue workstreams related to priorities		• If priorities that are considered necessary by local partners are not included, may undermine ability to take those projects forward
Sestrans RTS		Partnership working on interventions • TayCities travel to work area • Forth Valley travel to work area		
Nestrans / Hitrans RTS		Partnership working on interventions • Inverness/Aberdeen to Central Belt • Oban/Tyndrum/Crianlarich • Montrose/Brechin/Stonehaven		
SPT RTS		Partnership working on interventions • Stirling/FV/NLanarkshire/Glasgow • West Stirling (Drymen/Killearn) - Glasgow		

Transport Response	Strengths	Opportunities	Weaknesses	Threats
Angus LTS		• RTS could inform future review	• Adopted 2000 • Resources to deliver	• Age restricts ability to use as case for developer contributions / funding bids
Dundee LTS		• RTS could inform future review	• Adopted 2000 • Resources to deliver	• Age restricts ability to use as case for developer contributions / funding bids
Perth & Kinross LTS	• Supports dev contributions process • Modelling evidence base	• RTS could inform future review	• Perth Transport Future adopted 2010 • Resources to deliver • Only covers Perth City	
Stirling LTS	• Supports dev contributions process • DPMTAG evidence base	• LTS review proposed. Could align RTS & LTS reviews (data gathering)	• Adopted 2017 • Resources to deliver	
Scotland Route(Utilisation)Strategy *(Rail)*	• Identifies rail infrastructure priorities	• Workstreams to progress identified infrastructure	• Timescales involved in delivering rail infrastrcurue	• Cost of rail projects • Priorities for region may not rank highly at a national level
Strategic road safety plan	Accident hotspots • A9 Auchterarder • A9 Perth to Inverness • A9 Keir Behaviours • A93 (M'bikes)	Coordinated approach to road safety across the region	Only covers to 2020; 2030 targets from Scottish Government awaited	Governance and approvals in different LA
Tactran RTS	• Opportunity to consider and progress strategic infrastructure		• Resources to deliver	