

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

15 MARCH 2022

## A NEW REGIONAL TRANSPORT STRATEGY: SOME BIG QUESTIONS

## REPORT BY SENIOR STRATEGY OFFICER

This report updates the Partnership on the development of a new Regional Transport Strategy. Recent workshops with the Partnership Board have highlighted some 'big' questions which it would be helpful for Members to consider prior to undertaking proposed consultation on options during Summer 2022.

**1 RECOMMENDATIONS**

- 1.1 That the Partnership notes proposed discussion sessions for the Partnership Board members to shape the context within which we present the RTS options consultation.

**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 Partnership meeting of 15 September 2020 approved the preparation of a new Regional Transport Strategy (RTS) (report RTP/20/32 refers).

**3 DISCUSSION**Update: Process and indicative timescales

- 3.1 The Partnership meeting of 14 December 2021 (report RTP/21/32 refers) approved amended indicative timescales for developing the RTS as summarised in Table 1 below.

Table 1: RTS Amended Indicative Timescales		
Stage	Tasks	When
<b>Identify Main Issues</b>		Completed
<b>Set draft Objectives and Outcomes</b>		Completed
<b>Identify options and alternative</b>	Identify long list of options Identify alternative strategies	Winter 2021 / Spring 2022

<b>packages of options.</b>	Understand the scale of intervention required to achieve targets Assessment of options (STAG / People & Place / Modelling) Develop monitoring framework	
	Consult public and stakeholders on options	Summer 2022
<b>Draft Strategy</b>	Identify preferred strategy Consult on <ul style="list-style-type: none"> <li>• Draft RTS</li> <li>• Draft impact assessment reports</li> </ul>	Autumn 2022
<b>Final Strategy</b>	Prepare <ul style="list-style-type: none"> <li>• Final RTS</li> <li>• Final impact assessment reports</li> </ul>	Spring / Summer 2023

- 3.2 Members will be aware that during 2021 the Partnership identified the main issues that should shape a new RTS. Informed by these issues, the Partnership approved draft objectives and outcomes to focus attention on the priorities that it was considered most important to address.
- 3.3 In recent weeks the Partnership Board have built on work by Tactran and Council officers to identify the types of intervention which could deliver the RTS's objectives and outcomes.
- 3.4 Tactran officers will now follow the principles set out in Transport Scotland's Scottish Transport Appraisal Guidance and work with Council officers and partner organisations to provide a high-level assessment of these options in terms of:
- Deliverability (*feasibility / cost / responsibilities*)
  - Equality impacts
  - Extent to which the intervention could deliver the RTS objectives and Options
- 3.5 The RTS development process proposes undertaking consultation on the options during summer 2022 to understand the public acceptability of options, and also agency views on impact.

#### Some 'Big' Questions

- 3.6 The list of potential interventions are however only basic building blocks. What will be key to achieving the objectives and outcomes is the packaging, scale and timing of the interventions.
- 3.7 It is unlikely that 'business as usual' would achieve the targets relating to climate change, decarbonisation of transport or child poverty. Consequently, there are a handful of 'big questions' which it would be useful for the Partnership to consider to inform what we consult on and how we do it.

- 3.8 **A conversation about the scale of change:** Achieving the targets will require significant behavioural change for both individuals and businesses. Whatever the balance is between ‘carrots’ or ‘sticks’ to try and achieve the change, the scale of change is such that successful delivery is likely to require an informed conversation to help everyone understand the reasons why the scale of change is proposed. We need to find a way to take people and businesses with us as we attempt to deliver on the national targets.
- 3.9 This is likely to include:
- Getting the messaging right, including defining and presenting the options in a manner which enable, rather than shut down, any conversation
  - Presenting the key information (existing baseline data, potential consequences of alternative courses of action; recognising future uncertainties) as part of an ongoing engagement strategy
- 3.10 **How willing are we to promote change?** As noted, it is unlikely that ‘business as usual’ will achieve the desired outcomes, but how far do we need to go and how willing are we to promote change? As reported to the Partnership meeting in December, officers are commissioning work to inform the work required to address the 20% mileage reduction target. And as noted in paragraph 3.4 above, work will now also commence on understanding the potential implications of the individual options.
- 3.11 Public responses to the options consultation are likely to be considered within the context of how far the strategy is willing to go to achieve the objectives and outcomes. Presenting alternative strategy scenarios may help the Partnership, and the public, focus on the big choices to be made when deciding on the final strategy.
- 3.12 **Funding:** If achieving the changes requires delivery of more, and more affordable, transport choices, how are these measures going to be funded? Equally, does some change require demand management and pricing tools to discourage unnecessary travel by the car? These two questions pose plenty for the partnership to consider, including:
- Could the introduction of pricing mechanisms help fund the changes in infrastructure and service provision?
  - If so, what mechanisms and their application would
    - Recognise the rural nature of much of the region, and the reliance of many in these communities on their cars
    - Not further disadvantage the disadvantaged
    - Not act as perverse incentives encouraging people to travel further

- 3.13 The Partnership will be considering its response to a number of national consultations (i.e. 20% Reduction in Car Mileage Routemap, the Second Strategic Projects Review, the Fourth National Planning Framework) elsewhere on this agenda (see Item 11). Discussion on these consultations may inform views on some of the issues raised in this report.
- 3.14 Following consideration of the national consultations it is proposed that a couple of 'discussion' sessions are held with Board members to shape the context within which we present the options consultations, including:
- How we hold the conversation with the public around the scale of change required
  - The alternative strategies that will help the Partnership and stakeholders consider the options

## **4 CONSULTATIONS**

- 4.1 This report has been prepared in consultation with the Local Authority transport officers.

## **5 RESOURCE IMPLICATIONS**

- 5.1 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 the following impact assessments:
- Equality and Human Rights Impact Assessment
  - Fairer Scotland Duty Assessment
  - Children's Rights Impact Assessment
  - Health Inequalities 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:

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

Report to Partnership RTP/20/32, A New Regional Transport Strategy for the Tactran Region, 15 September 2020

Report to Partnership RTP/20/45, A New Regional Transport Strategy: Main Issues Report Update, 15 December 2020

Report to Partnership RTP/21/09, A New Regional Transport Strategy: Main Issues Report and Consultation Strategy, 16 March 2021

Report to Partnership RTP/21/15, A New Regional Transport Strategy: Update, 15 June 2021

Report to Partnership RTP/21/26, A New Regional Transport Strategy: Objective Setting, 14 September 2021

Report to Partnership RTP/21/32, A New Regional Transport Strategy: Option Identification 14 December 2021