

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**20 SEPTEMBER 2022****A NEW REGIONAL TRANSPORT STRATEGY: UPDATE****REPORT BY SENIOR STRATEGY OFFICER**

This report provides the Partnership with updates on writing a new Regional Transport Strategy, namely the tasks involved in identifying and assessing potential options, and introducing members to a monitoring framework

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes the ongoing work in writing a new regional transport strategy
- (ii) agrees to member briefing session on the work considering how the national target of a 20% reduction in car km could be met in the Region

2 BACKGROUND

- 2.1 Regional Transport Strategies have statutory status, as provided for in the Transport (Scotland) Act 2005. 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).
- 2.3 Between June and August 2021 public and stakeholder engagement was undertaken to identify the issues that need to be considered when developing the strategy. This work informed the draft Objectives and Outcomes approved by the Partnership Meeting of 14 September 2021 (report RTP/21/26 refers).
- 2.4 The indicative timescale approved by the Partnership at its meeting on 14 December 2021 proposed consultation on the options in the summer of 2022 (report RTP/21/32 refers).
- 2.5 At its meeting on 2 August 2022 the Partnership approved the second stage of public and stakeholder engagement and commissioning of market research to support the engagement exercise (Report RTP/22/19 refers).

3 DISCUSSION

3.1 Following the identification of the main issues and proposing draft objectives and outcomes, the 'identification and assessment of options' stage of RTS development work includes:

- Identifying the complete range of potential measures
- Undertaking a high-level assessment of the options against the draft RTS objectives
- Understanding the public and stakeholder views on the range of options
- Identifying and assessing a preferred package(s) of measures

3.2 Having undertaken the first two steps, this report updates Members on the stakeholder engagement and other work to develop the strategy.

Stakeholder Engagement: A conversation about changing how we travel

3.3 The engagement is targeted at two external groups:

- Stakeholders
- Public

3.4 A website and questionnaire to aid stakeholders and the public to respond to the consultation has been developed. A pdf version of the material included on the website, which has been presented to the June and August Board meetings, will be available in short and long formats. The pdfs and the 'Conversation About Changing How We Travel' website will all be available via the Tactran website.

3.5 To enable those in the community who wish to participate in the consultation, the engagement exercise will be promoted via press releases and via the community engagement officers in the respective councils. The consultation will commence w/c 29 August and close on 4 November 2022.

3.6 To gather a representative view of public opinion, a market research company is being contracted to identify and understand the views of a representative group of the population.

3.7 Members will note that the implication of the scale of change on the partner organisations, including the Councils are also sought.

3.8 **Understanding deliverability of potential measures:** Throughout the work undertaken to date, an emphasis has been placed on targeting activity on where it will have the greatest impact against the objectives. In considering the scale of the challenge, members have noted the need to focus on what is deliverable.

- 3.9 **Identifying where action is most likely required:** Members will note that the process to date has identified outcomes which locate where improvements are most likely to be required. These outcomes were informed by the discussions held during the Main Issues identification stage of the work and are informed by the data sets available.
- 3.10 **Understanding how progress will be measured:** The identified outcomes are the basis on which performance indicators will be based. Considering the data sets that exist in relation to these indicators will help inform where there are gaps in monitoring. Key output (e.g. how many cycle lanes) indicators will be considered with Council officers to monitor delivery of programmes.
- 3.11 The emerging monitoring framework informs both where action is most likely required and also how progress will be measured. Appendix A summarises the outcomes identified to date, the data sources available, and whether additional performance indicators are likely to be required to be developed. Members will note that most of the draft outcomes adopted by the Partnership meeting in December 2021 readily translate into indicators for which data is available. However, there are some outcomes where no monitoring data is currently available. Further discussions on the monitoring framework will be held with the Partnership.
- 3.12 **Identifying the measures most likely to be effective:** For each of the potential measures we have undertaken a high-level qualitative assessment against the RTS objectives and deliverability to help inform the ongoing consultation. Work on understanding the measures most likely to achieve the national 20% reduction in car km climate change target is ongoing. A workshop will be held with Members shortly to outline the findings of this work.
- 3.13 It is also intended to undertake some transport modelling work to provide further information on the effectiveness of the potential measures most likely to achieve national 20% km reduction target. As reported in the 2022/23 Budget and Monitoring report to this meeting it is proposed to vire funding from the RTS contingency to accommodate this work.
- 3.14 These assessments will inform discussion on preferred options. However, the deliverability of measures will also require discussion amongst partners as to what can be delivered and how. These discussions will then be able to inform discussions regarding targets.
- 3.15 **Impact of measures on people and place:** In addition to the public and stakeholder engagement work; the work on the Equality and Human Rights Impact Assessment; Fairer Scotland Duty Assessment; Children's Rights Impact Assessment; Health Inequalities Impact Assessment; and the Strategic Environmental Appraisal remain ongoing to help inform the understanding of the potential measures on people and place.
- 3.16 The above work will all inform the package of measures to be discussed with Members for inclusion in the draft RTS for consultation in spring / summer 2023.

- 3.17 **Alignment with Local Transport Strategies and Plans:** Work on transport plans and strategies in each of the constituent Councils is at different stages. Tactran officers remain engaged with the Council officers progressing local strategies to ensure that the local and regional processes inform and complement each other.

4 CONSULTATIONS

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

5 RESOURCE IMPLICATIONS

- 5.1 The proposal to undertake transport modelling to inform consideration of potential options requires funding to be vired from the RTS Contingency budget to increase the budget allocation for Development of RTS and Delivery Plan from £61,000 to £89,000, as outlined in the 2022/23 Budget and Monitoring Report to this meeting.

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

Jonathan Padmore
Senior Strategy Officer

Report prepared by Jonathan Padmore. For further information e-mail jonathanpadmore@tactran.gov.uk (tel. 07919 880826).

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/20/32, A New Regional Transport Strategy for the Tactran Region, 15 September 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

Report to Partnership RTP/22/09, A New Regional Transport Strategy: Some Big Questions, 15 March 2022

Report to Partnership RTP/22/17, A New Regional Transport Strategy: Update, 14 June 2022

Report to Partnership RTP/22/19, A New Regional Transport Strategy: A Conversation About How We Travel, 2 August 2022

Appendix A

Outcomes / Data sources and key indicators

Outcome	Draft Indicators	Source	Background Data Sources
1.1.1 Increase the share of EV and low emission vehicle use	ULEV Share of registrations	Vehicle licensing statistics data tables (2022)	
1.1.2 Reduce estimated CO2 emissions from transport in the region	Transport kt CO ₂ emissions	UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019 (2021)	
1.2.2 Personal travel: Increase the share of trips made by sustainable modes such as walking, cycling and public transport	Mode share of travel to work	Transport and travel in Scotland 2019 (2020)	Census: travel to work 2011
	Main mode of travel	Transport and travel in Scotland 2019 (2020)	Tactran Mode share cordon counts
1.2.3 Reducing freight mileage by road	% of the regions road vehicle milage total made by freight vehicles	Road traffic statistics (2021)	Origin/Destination of freight carried by road Scottish Transport Statistics 2020
1.3.1 Reducing the number and/or length of trips by car	Car miles travelled on roads	Road traffic statistics (2021)	% of trips by distance Transport and Travel Scotland 2019 (2020)
1.4.1 Ensure strategic and lifeline routes (& services) are resilient to climate change and emergencies	Number of road and rail closures/restrictions due to flooding or other climate change impacts	(i) Councils (ii) Network Rail	

Outcome	Draft Indicators	Source	Background Data Sources
2.1.1 Improve road safety for vulnerable users (pedestrians, cyclists, children and elderly)	Casualties (by age / mode) Accident Rates	Road Traffic Statistics (2020) Reported Road Casualties Scotland (2020)	
2.2.1 Reduce transport emissions in declared air quality management areas	Transport emissions in declared air quality management areas	Annual Air Quality Monitoring Reports	
2.2.2 Reduce the impact of traffic on communities on strategic routes	<i>Currently no specific data available</i>	Whilst data on traffic volumes and speeds are available, understanding impact of these factors is likely to require public perception information. Work with Community Engagement teams	Communities on: A811; A84; A82; A85; A827; A9; A822; A93; A94; A92; A932 / A933 Candidate Noise Management Areas 2014
2.3.1 improve the ability of elderly population to access healthcare	% of elderly population able to access healthcare services by public transport	Transport Scotland National Public Transport Accessibility Tool (NaPTAT)	Tactran Accessibility Modelling 2018
	Cost of travel from selected origins to key destinations	(i) To be gathered (ii) GoNHSTayside Journey Planner	
See 3.1.2b Ability of all in the lowest SIMD datazones (health domain) targeted by the respective Council to access healthcare	% of population in targeted datazones able to access healthcare services by public transport	Transport Scotland National Public Transport Accessibility Tool (NaPTAT)	Tactran Accessibility Modelling 2018

Outcome	Draft Indicators	Source	Background Data Sources
See 3.1.4b Ability of rural communities to access healthcare	Cost of travel from selected origins to key destinations	(i) To be gathered (ii) GoNHSTayside Journey Planner	
2.4.1 Ability of older people, rural communities and those in lowest SIMD datazones (health domain) targeted by the respective Council to access social activities	% of population able to access centres by public transport	Transport Scotland National Public Transport Accessibility Tool (NaPTAT)	How often people have felt lonely within the last week by SIMD /urban/rural classification 2018 (2019) Tactran Accessibility Modelling 2018
	Cost of travel from selected origins to key destinations	(i) To be gathered	
2.5.1 Levels of walking and cycling in the lowest SIMD datazones (health domain) targeted by the respective Council	Modal share to school for schools in lowest SIMD datazones	Sustrans Hands Up Data	Census 2011 travel to work and education for datazones
	<i>Currently no specific data available</i>	Councils	Trends in walking by SIMD Tactran modal share cordon counts
2.5.2 Improved ability to access active leisure facilities and green space lowest SIMD datazones	<i>Currently no specific data available</i>		Population within walking distance of green space SHS (2020)
3.1.1 Improve ability of 16-24 year olds to access jobs and further education	% of population able to access jobs, education and services by public transport	Transport Scotland National Public Transport Accessibility Tool (NaPTAT)	Tactran Accessibility Modelling 2018
3.1.2 Improve ability of all in the lowest SIMD datazones (all domains) targeted by the			Annual Participation Measure for 16-19 yr olds (2021)

Outcome	Draft Indicators	Source	Background Data Sources
respective Council to access jobs, education and services	Cost of travel from selected origins to key destinations	To be gathered	16-24yr olds not in employment, education or training Census 2011
3.1.3 Improve ability of families targeted in local child poverty action plans to access jobs, education and services			
3.1.4 Improve ability of rural communities to access jobs, education and services			
3.1.5 Ability of people with disabilities to access jobs, education and services	<i>Currently no specific data available</i>	To be gathered	Census 2011
3.1.6 The safety and security of vulnerable and protected characteristic groups walking / on public transport	% of all users who feel safe and secure on bus / rail	Transport and Travel in Scotland 2020	
	Perceptions of safety when walking alone in their neighbourhood after dark by experience of discrimination and harassment	Scottish Household Survey	
4.1.1 Improve journey times and journey time reliability on strategic road and rail routes for public transport to key destinations (e.g. major centres and economic locations)	Average vehicle journey time and journey time range on selected bus routes at peak / off peak periods compared to bus timetable	Traveline Scotland Google maps	
	Rail journey times and reliability	Rail timetables Rail reliability	

Outcome	Draft Indicators	Source	Background Data Sources
4.1.2 Improve journey time reliability for freight to key destinations (e.g. major centres and economic locations / air and sea ports)	Average journey time and journey time range by road between selected destinations at peak / off peak periods	Google maps	Dundee and Stirling Journey Time Monitoring TMfS and TayCities Regional Transport Model Google maps