

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

30 JANUARY 2024

A NEW REGIONAL TRANSPORT STRATEGY: DRAFT FOR SUBMISSION TO
THE MINISTER FOR TRANSPORTREPORT BY SENIOR STRATEGY OFFICER AND STRATEGY OFFICER
(STRATEGIC CONNECTIVITY)Purpose

The report seeks (i) approval of the Integrated Impact Assessment and Strategic Environmental Appraisal reports that have informed the development of the Final Draft of a Tayside and Central Scotland Regional Transport Strategy 2024-2034 (RTS); (ii) approval to submit the Final Draft of the RTS to the Minister for Transport for approval; (iii) to note the next steps as they relate to preparing a RTS Delivery Plan and a consultation summary for circulation to public and stakeholders.

Summary

Members and officers have worked on a new RTS since 2020. A final draft has been prepared. As a statutory document, the strategy requires submission to the Minister for Transport for approval.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) approves the Integrated Impact Assessment report undertaken to inform a Tayside and Central Scotland Regional Transport Strategy 2024-2034, available in the Members area of the Tactran website;
- (ii) approves the Strategic Environmental Appraisal report undertaken to inform a Tayside and Central Scotland Regional Transport Strategy 2024-2034, available in the Members area of the Tactran website;
- (iii) approves the Final Draft of the Tayside and Central Scotland Regional Transport Strategy 2024-2034 for submission to the Minister for Transport as included at Appendix D; and
- (iv) notes the next steps in relation to preparing the RTS Delivery Plan and a summary of consultation to circulate to those that participated in the engagement on the draft Strategy in 2023.

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 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 Development of the strategy followed the principles of appraisal and strategy development as set out in Transport Scotland's Scottish Transport Appraisal Guidance (STAG) and Development Planning and Management Transport Appraisal Guidance (DPMTAG), namely following the process of:
- Identifying problems, opportunities, issues and constraints
 - Setting objectives
 - Identifying and sifting of options
 - Appraising options

Supporting work

- 2.4 To inform the strategy the following supporting pieces of work were undertaken:
- A Strategic Environmental Assessment
 - An Integrated Impact Assessment
 - Work to understand how the Region could support the Government's climate change target of reducing car km (Jacobs 'Achieving a 20% reduction in car km: Options for the Tactran Region' January 2023)
 - Work to understand the likely achievement of proposed targets based on current delivery trends (Jacobs 'Tactran RTS Targets: baseline and options' September 2023)
 - Two Representative Public Opinion Surveys (Taylor McKenzie Research 'Tactran Quantitative Research' Reports November 2022 and October 2023)
 - A main issues report
 - An options consultation report
 - A draft monitoring Framework
- 2.5 The supporting documents are available on the in the Regional Transport Strategy section of the [Members area](#) of the website.

Engagement

- 2.6 Between June and August 2021 public and stakeholder engagement was undertaken to help identify the issues to be considered when developing the strategy. This informed the draft objectives and outcomes approved by the Partnership Meeting of 14 September 2021 (report [RTP/21/26](#) refers).
- 2.7 Between July 2022 and November 2022 public and stakeholder engagement was undertaken, seeking views on the draft objectives and outcomes; the scale

of change required to hit national targets; and the measures which could help deliver the identified outcomes (report [RTP/22/32](#) refers)

- 2.8 Between July 2024 and November 2023, public and stakeholder engagement was undertaken, seeking views on a draft strategy. The results of this engagement were considered by the Partnership Meeting of 12th December 2023. That meeting agreed which issues warranted amendments and agreed the nature of those amendments (report [RTP/23/36](#) refers).

3 DISCUSSION

Main themes in the RTS

- 3.1 In undertaking the work, the Partnership Board have noted:

- The scale of the challenge required to hit local and national aspirations, especially those in relation to Climate Change. Members have also noted there is limited time and resources to achieve the 2030 interim Climate Change targets.
- That hitting these targets means a step change in behaviour for individuals and businesses, and also the delivery agencies, including the Councils and other Regional partners. Maintaining the status quo in how we deliver improvements to our transport networks is unlikely to enable these targets to be met.
- When asking individuals and business to change their behaviour, the ask must be fair, timely and proportionate. The degree of behaviour change desired, requires an ongoing conversation with all stakeholders

- 3.2 As the strategy has developed, the following have become key elements of the strategy:

- The strategy must recognise the different circumstances and opportunities as they relate to the **rural and urban populations** across the region
- Given that the achievement of a number of national targets are unlikely to be achieved with existing resources, delivery arrangements and timescales, the Partners need to
 - **focus activity on those locations and groups in society where support to access facilities or encourage behaviour change is most required**
 - Recognise that the alternative to the car (whether for people with cars, or those without) requires **integrated solutions**. This **requires agreeing priorities and co-ordinating programmes within and across partner organisations**
 - Investigate a **step change in public transport provision**
 - Investigate **mechanisms to reduce car km** to support the national climate change target
 - understand the potential gaps between ‘the best that we can do’ and the achievement of the national targets, and to **encourage the**

Government to continue to work with Partners to understand how these targets can be achieved.

Public and stakeholder views

- 3.3 The representative public opinion surveys indicate that the public are:
- Supportive of the strategic objectives
 - Supportive of almost all measures proposed (the introduction of new charges for motorists being the exception)
- 3.4 Likewise, organisational stakeholders have been supportive of the strategy.
- 3.5 However, perhaps the most significant issue generated by the public responses to the consultation is a lack of confidence in the Partners ability to deliver the aspirations of the strategy.

Amendments following consultation on the draft Strategy

- 3.6 The results of the consultation on the Draft RTS and the Impact Assessment Reports were presented to the Partnership Board of 12th December 2024. That meeting agreed which issues warranted amendments and agreed the nature of those amendments.

Assessment Reports

- 3.7 Appendix A identifies the proposed changes to the Integrated Impact Assessment Report, Appendix B identifies the proposed changes to the SEA Report.
- 3.8 The Final Drafts of the Strategic Environmental Appraisal report and the Integrated Impact Assessment report are included in the Partnership Board & Executive Committee section of the [Members area](#) of the Tactran website, which the Partnership is asked to approve.
- 3.9 The most significant amendments to the assessment reports are:
- Integrated Impact Assessment
 - Inclusion of the findings from the consultation with the children and young people in Angus and Dundee.
 - Inclusion of reference to bike ownership and use and the subsequent equality implications.
 - Added reference to newly published regional research into the impacts of poor air quality on children and young people in Tayside by the University of Dundee's Medical School.
 - Clarification that only high-level assessments have been undertaken as the majority of actions in the RTS are not spatially exclusive. It is therefore anticipated that respective delivery schemes and programmes will be subject to individual Health Inequality Impact Assessments.

- Strategic Environmental Impact Assessment
 - Explicit assessment of strategy objectives and delivery themes
 - Introduction of the mitigation hierarchy, i.e. the hierarchy follows avoidance, reduction, restoration and offsets. Schemes will be delivered through the appropriate consenting process. As such, detailed mitigation and enhancement opportunities will only be able to be developed as part of the consenting process at scheme level in line with the mitigation hierarchy.
 - Summary detailing how the Strategic Environmental Assessment has informed the RTS.

3.10 All proposed changes are highlighted in the documents.

Regional Transport Strategy

3.11 Appendix C identifies the proposed changes to the RTS. The most significant amendments to the RTS text are:

- Inclusion of a foreword
- Inclusion of ‘What you have told us’ page in Section 1
- To increase confidence in delivery
 - additional detail on where improvements will be focused has been included
 - reference to “The regional Partners will accordingly identify partnership arrangements that ensure programmes are prioritised and co-ordinated to deliver integrated solutions.”
 - Introduction of relative priorities within the rural, urban and strategic corridor integrated solutions
- Inclusion of a short section on the approach to promoting electric and low emission vehicles
- The introduction of the principle that, whilst partners will explore ‘*the best they can do*’ to deliver national targets, further work with the Scottish Government will be required to understand how both parties can best support each other to deliver the targets. This is under the heading of ‘The role of the Scottish Government’

3.12 The Final Draft of the RTS including amendments is included as Appendix D, which the Partnership is asked to approve.

3.13 All proposed changes are highlighted in the documents.

Next steps

3.14 The following actions are proposed to continue to progress the RTS and its delivery.

- 3.15 **Consultation summary to participants:** A summary of the consultation will be prepared for circulation to organisations and individuals who have asked to be kept updated on progress of the RTS.
- 3.16 **Delivery Plan: Delivering the integrated solutions:** it is proposed that work commences on preparing the RTS delivery plan.
- 3.17 **Undertake preparatory work for final versions of the strategy:** for example, commencing work on on-line and easy read versions for these to be able to be promoted as soon as possible after any Minister approval.

4 CONSULTATIONS

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

5 RESOURCE IMPLICATIONS

- 5.1 Work undertaken on the RTS in 2023/24 has been funded through the RTS and Delivery Plan revenue budget allocation of £54,000.

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 (EqIA)
 - Children’s Rights and Wellbeing Impact Assessment (CRWIA)
 - Health Inequalities Impact Assessment (HIIA)
- 6.2 The requirements of the Fairer Scotland Duty have been met through the EqIA, CRWIA and HIIA processes included within the Integrated 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/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

Report to Partnership RTP/22/24, [A New Regional Transport Strategy: Progress Report](#), 20 September 2022

Report to Partnership RTP/22/32, [A New Regional Transport Strategy: A Conversation about changing how we travel Consultation Summary](#), 13 December 2022

Report to Partnership RTP/23/08, [A New Regional Transport Strategy](#), 14 March 2023

Report to Partnership RTP/23/11, [A New Regional Transport Strategy](#), 13 June 2023

Report to Partnership RTP/23/36, [A New Regional Transport Strategy](#), 12 December 2023