

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****11 JUNE 2024****TAYSIDE AND CENTRAL SCOTLAND REGIONAL TRANSPORT STRATEGY:  
ADOPTION****REPORT BY SENIOR STRATEGY OFFICER****Purpose**

The purpose of this report is for the Partnership to:

- (i) consider the Tayside and Central Scotland Regional Transport Strategy 2024-34 for adoption; and
- (ii) note the next steps in terms of publishing the documents, and preparing the RTS Delivery Plan.

**Summary**

The Regional Transport Strategy (RTS) submitted to the Cabinet Secretary for Transport in February included references to the 2030 interim carbon dioxide reduction targets. In April the Scottish Government announced its intention to remove these interim targets. The Partnership are asked to consider amendments to the Strategy and adopt the Regional Transport Strategy 2024-34.

If adopted, the Partnership are then asked to consider how relevant activities by partners can be co-ordinated to assist the delivery of the Strategy and the achievement of its objectives and outcomes.

**1 RECOMMENDATIONS**

1.1 That the Partnership:

- (i) approves the proposed amendments to the RTS as included in Appendix B;
- (ii) adopts the Tayside and Central Scotland Regional Transport Strategy 2024-34 following approval by the Cabinet Secretary for Transport;
- (iii) notes the next steps in relation to preparing the RTS Delivery Plan, including giving consideration to governance mechanisms to enable the delivery of the Regional Transport Strategy's objectives and outcomes; and
- (iv) approves the appointment of graphic designers, The Malting House, to prepare a final version of the Regional Transport Strategy for publication.

**2 BACKGROUND**

2.1 At its meeting on 30 January 2024 the Partnership approved the Final Draft of the Tayside and Central Scotland Regional Transport Strategy 2024-2034 for submission to the Cabinet Secretary for Transport (Report RTP/24/01 refers).

### 3 DISCUSSION

#### Circulation of consultation summary

- 3.1 A summary of the 2023 consultation was prepared and will be circulated to all those who engaged with the consultation. Stakeholders were also made aware of the summary of all the consultation stages that were prepared to accompany the submission (see paragraph 3.2 below).

#### Consideration of the Strategy by the Cabinet Secretary for Transport

- 3.2 Following discussion with Transport Scotland officers a [combined summary of all three stages of the RTS consultation](#) was prepared to accompany the submission of the Regional Transport Strategy (RTS) RTS. The Draft RTS for consideration by the Cabinet Secretary for Transport was subsequently submitted to Transport Scotland on 21 February 2024.

- 3.3 The Cabinet Secretary for Transport approved the RTS on 30<sup>th</sup> April 2024 (letter attached as Appendix A).

- 3.4 A key element of the strategy was seeking to support the 2030 interim climate change targets as we work towards net zero carbon emissions in 2045. Members may be aware that the Scottish Government announced on the 18 April 2024 that the interim climate change target for reducing emissions by 2030 was no longer achievable (Scottish Government [‘Stepping up action to net zero’](#) 18 April 2024). This included the target to reduce transport carbon emissions by 56% by 2030 (compared to 1990). The announcement confirmed that the target to reduce car km by 2030 remained.

- 3.5 Accordingly, the next steps are:

- Consider whether the RTS should be amended to reflect the Government’s intention to remove the 2030 interim climate change targets;
- Formally adopt the Tayside and Central Scotland Regional Transport Strategy 2024-2034;
- Prepare a version of the RTS for publication;
- Prepare a RTS Delivery Plan and consider arrangements to ensure its delivery;
- Initiate discussions with Transport Scotland regarding how the respective agencies can support each other to help achieve the national aspirations.

- 3.6 **Amended text as a consequence of the Government removing the interim climate change targets:** The RTS always acknowledged that the 2030 targets were challenging – and that the Tactran partners could only do so much themselves and would require to work with the Scottish Government if those targets were to be achieved. The task of achieving the 2045 net zero commitment remains challenging and requires urgent and significant action. It

is therefore proposed that the removal of the 2030 interim CO<sub>2</sub> reduction targets does not change what the RTS seeks to achieve or how to achieve it.

3.7 In terms of the RTS continuing to align itself with the national position on climate action, there are three options:

- A. **Do not change text:** include footnote that the Scottish Government have announced intention to remove interim 2030 climate change targets;
- B. **Retain reference to 2030 targets, but only in the regional context:** they continue to reflect the level of aspiration which is required to achieve 2045 net zero ambition;
- C. **Amend text:** remove references to national 2030 interim target and rephrase sentences to focus on 2045 net zero target as proposed in Appendix B.

3.8 It is proposed that the RTS is amended in line with Option C given that:

- removal of the interim targets by the Government does not change the response required by the RTS;
- an RTS which contains 2030 targets that have already been accepted by the Government as unachievable - either with the intention to be reviewed or as targets – may increase questions over the Strategy’s deliverability;
- any amendments to the text - as shown in Appendix B – are suggested to be minimal and not change the scope or aspirations of the RTS;
- Transport Scotland have confirmed the nature and degree of amendment as proposed in Appendix B is acceptable and would not require re-submission to the Cabinet Secretary.

3.9 **Prepare a version of the RTS for publication:** Officers have undertaken an open procurement exercise via Public Contracts Scotland to identify graphic designers to prepare a final version of the RTS for publication on a quality/price basis. Three tenders were received, and the highest scoring tender was The Malting House at a cost of £9,120 and funding is available for this work in the 2024/25 RTS Revenue Programme. The Partnership is therefore asked to approve appointment of The Malting House to prepare a final version of the RTS. It is expected that the production of a final version for publication – including an easier read summary - will take two months to produce.

### **RTS Delivery Plan**

3.10 The RTS recognised that the scale of challenge (in relation to resources available and urgency behind targets) means we must prioritise those locations and populations where the most support is required to achieve the adopted outcomes of the RTS.

3.11 The RTS also noted that to provide a realistic alternative to the car – whether to discourage use by those that have access to a car, or to provide access to

those that do not – we need to provide an integrated solutions approach to improving the whole journey through the co-ordination of programmes.

3.12 The role of the RTS delivery plan is therefore to provide a framework to highlight where Tactran and partner agencies could **prioritise** and **co-ordinate** activity to support the adopted outcomes.

3.13 Accordingly, the proposed delivery plan will:

- Identify those groups and locations where action is most required to support the outcomes of the respective strategic objectives;
- Within the context of rural areas, urban areas and strategic corridors, sets out the interventions being pursued to improve the various stages of the journey and accordingly provide integrated solutions;
- Provide a delivery summary of each of the actions identified in the RTS, (e.g. Projects / How action supports objectives/outcomes / Where action needs to be focused / Timing / Responsibility / Deliverability / Issues identified in Impact Assessments / Outcome Indicators / Status);
- Include a risk register identifying risks to delivering (a) national and (b) regional aspirations.

3.14 Officers will work with Councils and other partner agencies to populate the above delivery plan template. A draft of the delivery plan is anticipated to be presented at the September meeting of the Partnership.

3.15 During the development of the RTS, the Partnership will remember noting that ownership of the Strategy and its proposed actions will be essential if its objectives and outcomes are to be achieved. It is therefore requested that the Partnership consider mechanisms and/or governance arrangements to assist prioritisation and co-ordination of activity between respective agencies to enable delivery of the Strategy and achievement of its objectives and outcomes.

3.16 **Initiate discussions with Transport Scotland:** The RTS recognised that working with Transport Scotland and the Scottish Government is required if the national aspirations are to be achieved in the region.

3.17 Work commissioned by officers highlighted the scale of the challenge ([Tactran RTS Targets Baseline and Options](#)). Upon completion of the RTS Delivery Plan's risk register, and supported by the [Tactran RTS Targets Baseline and Options](#), it is proposed that discussions with Transport Scotland be commenced.

## 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 and funding is in place for publication of the RTS in 2024/25.

## **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

Report to Partnership RTP/24/01, [A New Regional Transport Strategy: Draft for submission to the Minister for Transport](#), 30 January 2024

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30 April 2024

### **Regional Transport Strategy for Tayside and Central Scotland 2024-2034**

Thank you for submitting the Tayside and Central Scotland Regional Transport Strategy 2024-2034 for approval by Scottish Ministers in accordance with the Transport (Scotland) Act 2005.

The Tactran strategy fulfils the role required of a high-level document in that it describes your approach to working with your constituent councils to support the Scottish Government's key purpose and national outcomes, the National Transport Strategy and agreed regional and local transport priorities. Delivery of the Strategy and transport improvements in the Tayside and Central Scotland region is a matter for Tactran and its constituent Councils.

I am pleased to approve your Regional Transport Strategy and wish you every success in the efforts in achieving its priorities.

Yours sincerely,



**FIONA HYSLOP**

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot)

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## Amendments to the RTS to reflect the dropping of the interim 2030 Climate Change targets by the Scottish Government

Table B1: Proposed changes to text		
	Current	Proposed
Proposed Regional Target p6 / p26	Reduce emissions from transport in line with the national target of a reduction of 56% by 2030 (compared to 1990)	Reduce emissions from transport in line with the national target of a reduction of 100% by 2045 (compared to 1990)
Proposed Regional Target p6 / p26	Promote Ultra Low Emission Vehicle (ULEV) adoption to achieve 72.7% of the target of a 56% reduction in transport CO2 emissions by 2030	<ul style="list-style-type: none"> <li>• phasing out need for new petrol or diesel light commercial vehicles in public bodies by 2025</li> <li>• phasing out need for any new petrol or diesel vehicles in public sector fleets by 2030</li> <li>• phasing out need for new petrol or diesel cars or vans by 2030</li> <li>• removal of diesel passenger trains from the Scottish network by 2035</li> </ul>
1.4 Key Issues: Climate emergency p17	This has resulted in targets in the Government’s Climate Change Action Plan to reduce transport carbon emissions (compared to 1990) by 56% by 2030 and net zero by 2045 by:	This has resulted in targets in the Government’s Climate Change Action Plan to reduce transport carbon emissions to net zero by 2045 by:
3.1 Step changes in approach required p30	This is a step change in activity for partners, and there is an urgency if the 2030 targets are to be met or bettered. This level of change requires strong and declared political support.	This is a step change in activity for partners, and there is an urgency if the 2045 net zero targets are to be met or bettered. This level of change requires strong and declared political support.
3.1.2 How this will affect the regional partners? P33	<ul style="list-style-type: none"> <li>• Implementing the scale of alternatives to the car and demand management measures that discourage car use to hit the 2030 climate change targets will be challenging and require a step change in delivery: <ul style="list-style-type: none"> <li>o The resources to improve alternatives to the</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Implementing the scale of alternatives to the car and demand management measures that discourage car use to hit the 2045 net zero climate change targets will be challenging and require a step change in delivery: <ul style="list-style-type: none"> <li>o it is assumed that the ability to improve</li> </ul> </li> </ul>



Table B1: Proposed changes to text		
	Current	Proposed
	car everywhere by 2030 will not be available.	alternatives everywhere (not least due to resources) - at least in the short term – will remain challenging

Table B2: references in the RTS to 2030 targets which have not been dropped		
	Current	
Proposed Regional Target p6/p26	Reduce car kilometres driven in line with the national target of reducing car km driven by 20% by 2030 (compared to 2019 levels)	
Proposed Regional Target p7/p27	<p>For the least affluent SIMD data zones achieve Transport Scotland’s forecasts for average proportion of journeys walked and cycled by 2030</p> <ul style="list-style-type: none"> <li>☐ Large urban areas: 30% walk / 24% cycle</li> <li>☐ Other urban areas: 24% walk /19% cycle</li> <li>☐ Accessible small towns: 26% walk 13% cycle</li> </ul>	
1.4 Key Issues: Climate emergency p17	<p>Decarbonisation of transport, interim targets includes:</p> <ul style="list-style-type: none"> <li>• phasing out need for new petrol or diesel light commercial vehicles in public bodies by 2025</li> <li>• phasing out need for any new petrol or diesel vehicles in public sector fleets by 2030</li> <li>• phasing out need for new petrol or diesel cars or vans by 2030</li> <li>• removal of diesel passenger trains from the Scottish network by 2035</li> </ul>	
	Reducing car km by 20% by 2030 compared to a 2019 base	

Table B2: references in the RTS to 2030 targets which have not been dropped

	Current	
3.2 The role of the Scottish Government p35	Promote Ultra Low Emission Vehicle adoption to achieve 72.7% of the 56% reduction in CO2 by 2030	
	Reduce car kilometres driven in line with the national target of 20% by 2030 (compared to 2019 levels)	
	(For the least affluent SIMD data zones) achieve the Transport Scotland's forecasts for journeys walked and cycled by 2030	
3.4 Reducing car kilometres driven p37	The Scottish Government has set a target to reduce car km driven by 20% by 2030 compared to 2019 levels. Research commissioned by the Scottish Government suggest that this will deliver approximately 27% of the transport carbon emission reductions required by 2030 .	
3.5 Decarbonising transport p40	Supporting the uptake of electric vehicles is key to the Scottish Government's Climate Change Plan and is aligned with the outcome of phasing out the need for new petrol and diesel cars and vans by 2030. Research commissioned by the Scottish Government suggests 72.7% of the 2030 interim transport CO2 emissions target will be as a result of changing technologies which help decarbonise transport.	