

## TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

10 SEPTEMBER 2024

### REGIONAL TRANSPORT STRATEGY: DELIVERY PLAN

#### REPORT BY SENIOR STRATEGY OFFICER

##### Purpose

This report provides an update on the development of a Delivery Plan for the Tayside and Central Scotland Regional Transport Strategy (RTS) and recommends actions to assist delivery of the strategy.

##### Summary

While work is ongoing with partners to understand their delivery programmes, the report presents a working draft of the RTS Delivery Plan to help highlight the key messages emerging from the work. Given the scale and urgency of the national and regional aspirations contained in the RTS, the report recommends establishing a Senior Officer Group to shift RTS focus on to delivery and ensure that, as far as practicable, partner programmes are prioritised and aligned to support achievement of these aspirations.

## 1 RECOMMENDATIONS

### 1.1 That the Partnership:

- (i) notes progress on preparing a Delivery Plan for the Tayside and Central Scotland Regional Transport Strategy;
- (ii) endorses the formation of a RTS Delivery Senior Officer Group with representatives from the four Councils;
- (iii) endorses a RTS Delivery Board with representatives from all agencies with responsibility for delivery of identified RTS actions; and
- (iv) notes progress of design work to enable publication of the adopted RTS, an Executive Summary, and an easy read Executive Summary.

## 2 BACKGROUND

- 2.1 At its meeting on 11 June 2024 the Partnership adopted the Tayside and Central Scotland Regional Transport Strategy 2024-2034 and noted the next steps in relation to preparing the RTS Delivery Plan, including working with Councils and other partner agencies to populate the Delivery Plan and giving consideration to governance mechanisms to enable the delivery of the Regional Transport Strategy (Report RTP/24/12 refers).

## 3 DISCUSSION

- 3.1 The Regional Transport Strategy (RTS) Delivery Plan is built on two principles highlighted in the RTS:

- the scale of challenge required means we must **prioritise** those locations and populations where support is most required to achieve the adopted outcomes of the RTS.
- to provide a realistic alternative to the car – whether to encourage sustainable alternatives for those that have access to a car, or to provide access to services for those that do not – an integrated solutions approach is required to improve the whole journey through the **co-ordination** of programmes.

### Role of the RTS Delivery Plan

- 3.2 The role of the RTS delivery plan is therefore to provide a framework identifying where Tactran and partner agencies should **prioritise** and **co-ordinate** activity to support the adopted outcomes of the RTS. The Delivery Plan also considers deliverability issues to ensure risks and appropriate mitigating factors are considered and addressed.

### Delivery Plan Content

- 3.3 This Delivery Plan provides further detail to assist partners understand:

**What needs to be done:** (to deliver the RTS objectives and outcomes)

- Scale of actions required
- Where, and/or for who actions should be targeted

**What Partners are doing:**

- What actions have been identified by partners and progress in their delivery
- Supporting information including, relationships to objectives and indicators; issues identified in impact assessments; delivery issues, including delivery responsibility and any delivery risks
- Whether actions are being co-ordinated to help provide integrated solutions, and hence an alternative to the car

**Risks to achieving the RTS outcomes, including gaps in delivery programmes:**

- Gaps
- Risk register

### Emerging Issues

- 3.4 The delivery of the actions identified in the RTS and its Delivery Plan is the responsibility of a range of partners and will need to be progressed via those partners' relevant delivery programmes.
- 3.5 Officers are still gathering data from partners regarding their delivery programmes and discussing the findings. The draft Delivery Plan (available as Appendix A in the Members area of the Tactran [website](#)) should therefore be regarded as a working draft that will continue to be populated as partners consider governance arrangements to assist the delivery of the RTS's national

and regional aspirations. Nonetheless, there are emerging messages from work to date as summarised below:

- 3.6 **What partners are doing:** All partners are clearly making progress delivering a range of interventions. In considering the comments below, it is critical to note that all partners programmes are delivering against a range of objectives that may be broader than those of the Regional Transport Strategy, for example, addressing local traffic management issues or local network improvements.
- 3.7 Strong progress is being made in delivering in areas such as cycling, road safety and rail infrastructure. Although the outcome monitoring, to understand the impact of measures against objectives, need to be improved.
- 3.8 Progress against strategic actions (Perth-Edinburgh public transport connections; Kingsway Dundee; Grade separation of A9 and Inveralmond and Broxden roundabouts; strategic mobility hubs) remain slow.
- 3.9 There is little evidence that measures are:
- co-ordinated to provide (multi-modal) integrated solutions (i.e. the alternative to the car). Nonetheless, there are examples of co-ordination between partners within 'modal themes'. For example:
    - four active travel behaviour change clusters
    - two bus alliances
    - three sustainable travel corridors
  - targeted at those locations or populations identified as priorities in the RTS (as noted above, partners interventions may be trying to address objectives and populations broader than the RTS). This includes the work identified above where some level of co-ordination is delivered (the co-ordination being based on planned activity prior to adoption of the RTS)
- 3.10 **Risks to achieving the RTS targets, including gaps in delivery programmes:** The emerging picture from the work undertaken for the Delivery Plan includes the following potential gaps:
- Insufficient targeting of the least affluent communities by co-ordinated walking, wheeling and cycling infrastructure and behaviour change programmes
  - Rate of adoption of EVs and low emission vehicles
  - Sufficient ability to influence cost and availability of public and shared transport to:
    - Reduce car km on corridors where there is high mileage (including providing strategic interchange opportunities to support rail and coach use)

- Increase the range of jobs, education and services that those in the least affluent areas can access
- Sufficient understanding of the potential restraint measures to support car km reduction target
- Resilience
- Insufficient spread/penetration of behaviour change programmes (including MaaS) across target groups to:
  - Help the least affluent communities make multi-modal trips to access jobs, services and opportunities
  - Promote modal shift:
    - In those corridors which generate most car km
    - In air quality management areas

### 3.11 In summary:

- there is a significant gap between the level of interventions provided and the level of interventions assumed to be needed to achieve the RTS's aspirations
- the lack of evidence around 'integrated solutions' (prioritisation and co-ordination of activity in specific localities) makes it hard to understand whether a real alternative to the car is being provided

3.12 With both the above issues, the wider range of priorities of partners will spread delivery in any one location 'thinner'.

3.13 Other risks relate to the anticipated acceptability of change, to both agencies and public, such as:

- Acceptability of restraint measures to the public
- Understanding of the pros and cons of alternative restraint measures and their impact on people and places

3.14 The above comments relate to improving transport infrastructure or options (outputs). Whether or not there is any measurable improvements to the outcomes, would need to be confirmed within a RTS Monitoring Report (which would report on progress against the outcome indicators identified in the RTS).

### Next Steps

3.15 Work on understanding what is being delivered and discussing findings further with partners is continuing. However, given the urgency behind the national aspirations, work on improving delivery mechanisms needs to be commenced at the earliest opportunity.

3.16 It is recommended that in the first instance a **Senior Officer Group** (featuring senior officers from the constituent Councils) be convened to:

- agree how best to prioritise and co-ordinate programmes to support RTS outcomes; and
- identify which workstreams Tactran / Councils take a lead on and agree a way forward for each. This discussion will also need to consider how this is resourced

3.17 The above discussion will need to consider and draw on:

- proposals within the RTPs/CoSLA/Transport Scotland 'Develop to Deliver' report (Report RTP/24/13 refers)
- Tactran draft Bus Plan (as reported separately to this meeting)
- key challenges identified in the RTS:
  - improving the accessibility and affordability of public and shared transport solutions
  - understanding restraint measures required to support the 20% car km reduction target
  - the ongoing conversation with the public regarding behaviour change
  - EV and low emission vehicle adoption
- Tactran medium term financial plan (to be reported to future Tactran Board)
- existing partnership arrangements, including discussions led by the Loch Lomond and the Trossachs National Park Authority (LLTNPA) on the creation of a Mobility Partnership to cover the Park
- Transport Scotland's Governance Review

3.18 This discussion will inform the role of Tactran in supporting regional partners in delivering regional priorities.

3.19 It is also considered that the **Senior Officer Group** (Councils and Tactran) consider the establishment of an **RTS Delivery Board** incorporating all partners (e.g. Health Boards, National Park Authorities, other delivery agencies etc). Members will remember noting that ownership of the Strategy and its proposed actions will be essential if its objectives and outcomes are to be achieved. The RTS Delivery Board could, for example meet annually to:

- Identify how programmes have aligned to meet national and RTS priorities
- Identify how programmes will align to meet national and RTS priorities

3.20 Members may wish to consider whether political representation on an RTS Delivery Board would be useful.

- 3.21 The RTS identified that it would be unlikely that the regional partners within the existing parameters (resources/powers etc) would be able to achieve the national aspirations in the region. The RTS requests engagement with Transport Scotland and the Scottish Government is established to understand how the respective agencies can support each other to achieve the national aspirations.
- 3.22 It is therefore suggested that the following are considered as early outputs for the Senior Officer Group:
- RTS corridor and centre plans
  - Monitoring programme
    - Reporting format and frequency (frequency of reporting: performance against indicators; review programme delivery)
    - Partner monitoring programmes to support RTS monitoring framework (outcome), to ensure there is evidence that measures are having an impact against national/regional/local priorities
  - Role and membership of an RTS Delivery Board
  - Economic and equality impact assessment of restraint options to support 20% car km reduction target
  - Discussion of draft Tactran Bus Plan recommendations
  - Resources
  - Engagement with Transport Scotland
- 3.23 **User and stakeholder engagement:** Once the RTS Senior Officer Group are comfortable with a draft of the Delivery Plan, it is proposed that user and stakeholder engagement is undertaken to ensure that summaries of the respective programmes reflect key user information and to understand if other activity is ongoing.
- 3.24 A presentation will be provided at the Partnership meeting. As noted above a draft Delivery Plan is available as Appendix A to this report in the Members area of the Tactran [website](#).

#### Publication of Adopted RTS

- 3.25 At its meeting on 11th June 2024 the Partnership approved the appointment of graphic designers, The Malting House, to prepare a final version of the Regional Transport Strategy for publication (Report RTP/24/12 refers).
- 3.26 Officers have accordingly been working with the graphic designers on final versions of the full RTS, RTS Executive Summary and an Easy Read version of the Executive Summary.
- 3.27 This work is due to be completed and promoted and circulated by October/November 2024.

## **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.

**Jonathan Padmore**  
**Senior Strategy Officer**

Report prepared by Jonathan Padmore. For further information e-mail  
[jonathanpadmore@tactran.gov.uk](mailto:jonathanpadmore@tactran.gov.uk) (tel. 07919 880826) or  
[claudiastuerck@tactran.gov.uk](mailto:claudiastuerck@tactran.gov.uk) (tel. 07939 297124)

### **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:

Reports to Partnership RTP/24/12, Tayside and Central Scotland Regional Transport Strategy: Adoption and RTP/24/13, Develop to Deliver Refresh, 11 June 2024