

The SEStran Regional Transport Strategy

1. Introduction

- 1.1** During our Regional Strategy Refresh process it was appreciated that any further “refresh” would have to involve a total re-write of the strategy starting from first principles, to reflect the changed circumstances that the new strategy will have to address especially in light of the changed financial and policy context since the first Regional Transport Strategy in 2008.
- 1.2** In the previous A7 Projects Report it was noted that we are now involved in the REGIO-MOB project para 5.4. Our involvement in the project gives us a great opportunity to work with others to develop the basis of a new strategy, building upon some of the emerging proposals from the Planning Review as detailed in A10 report and the Inclusive Growth aspects of the forthcoming Programme for Government 16-17 as outlined in A9 report.

2. Discussion

- 2.1** The Board will be aware that in the SEStran Delivery Plan published on 1st January 2016 we gave a commitment, if funding was available, to completely review the RTS over the timescale of 2016-2018 if funding was available. The successful bid to INTERREG IVC programme for the REGIO-MOB project gives a significant resource contribution to undertake a review and the paper asks members to endorse the action to begin the formal process.
- 2.2** Section 5 of the Transport (Scotland) Act 2005 outlines the formulation and content of Regional Transport Strategies and the matters and organisations that should influence its development and the outcomes it should deliver for the region.
- 2.3** The REGIO-MOB project is a four year project the start of which can play a key and participative role, via the required SWOT analysis and needs analysis element, in the development of a Main Issues Report (MIR), which will identify the issues to be focused on in our proposed new RTS. Although the detailed timetable for the project has not been established it is proposed that this element needs to be completed within the first year.
- 2.4** In our refresh of the RTS we successfully argued that we did not require an SEA. This time, however, we need to be aware that a full SEA will be required. This requirement will have to be considered right from the initial development of the strategy through to identification of projects alongside other formal assessments which are required or considered best practice.
- 2.5** It is intended that through the REGIO-MOB process we will identify the

methodology and best practice to be used as a basis of a new strategy, using the results of our initial work and learning from our project partners. As the project progresses the Board will be updated on progress but the initial timescale would seek to have a Main Issues Report ready for Board consideration and approval by December 2016.

3. Recommendation

- 3.1** The Board approves the development of a new Regional Transport Strategy for the SEStran area.
- 3.2** Agrees that SEStran officers should start the process of scoping of the potential impacts of the new Regional Transport Strategy across a number of assessment regimes.
- 3.3** Notes that the development of the REGIO-MOB project will provide clear synergies with the development of the new RTS.
- 3.4** Agrees that a further report outlining a detailed programme plan for the renewal of the RTS will be brought to the September Board meeting alongside any initial views of scoping of significant effects e.g. environmental, equality, socio-economic, from discussions with statutory and non-statutory partners.

Alastair Short

Strategy Manager

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Policy Implications	Policy Development
Financial Implications	Potentially
Race Equalities Implications	Potentially
Gender Equalities Implications	Potentially
Disability Equalities Implications	Potentially
Climate Change Implications	Potentially