NEW REGIONAL TRANSPORT STRATEGY

1. **INTRODUCTION**

   1.1. The requirement to prepare and publish a Regional Transport Strategy (RTS) for the South East of Scotland is contained within the Transport (Scotland) Act 2005. The RTS was first published in 2008 and was refreshed in 2015.

   1.2. Given the pace of change in terms of legislation and ongoing development of policies at both a national and a local level it is considered appropriate that a full review of the RTS should be undertaken.

2. **Regional Transport Strategy 2015-2025 Refresh**

   2.1. The Regional Transport Strategy 2015-2025 refresh was approved by Scottish Government in July 2015. At the time of its preparation it was considered that a refresh of the original 2008 RTS was appropriate and therefore the work undertaken was an update of the original RTS.

   2.2. The current RTS considers objectives, policies and targets under three specific headings:

   - Region-Wide Measures – those interventions affecting the whole of the SEStran area;
   - Initiatives for Specific Areas and Groups – mainly aimed at providing improved accessibility for various population groups in various location; and
   - Network-Based Measures – promoting comprehensive projects and initiatives to improve travel and reduce modal reliance on the car, along strategic travel corridors.

   2.3. Added to a rapidly rising regional economy, there are several significant areas of policy, strategy and initiatives which have been or are currently under review which are driving the need for of a complete rewrite of the RTS.

   - National Transport Strategy
   - STPR 2
   - Planning Bill
   - Transport Bill
   - Climate Change (Emissions Reduction Targets) (Scotland) Bill
   - Air quality, low emission zones and ULEVs Climate Change and electric vehicles

3. Policy and Legislative Developments

3.1. National Transport Strategy

3.2. The NTS was first published in 2006 and although it was reviewed and refreshed in 2016 Scottish Government considered that a fuller, collaborative review of the NTS was required. This fuller review is underway with a call for evidence and an Early Engagement Consultation Survey undertaken in April 2017. The findings of this survey supported the development of a stakeholder engagement programme for the review which included public meetings, workshops and social media campaigns.

3.3. The workshops, public meetings and campaigns have taken place, and Transport Scotland are finalising the draft NTS before initiating a formal public consultation on the draft successor National Transport Strategy (NTS2) later in the year. Following this consultation, it is anticipated that the finalised NTS2 will be adopted before the end of 2019.

3.4. Planning Bill

3.5. The Planning Bill was introduced in December 2017 and has now reached Stage 3 of its progress through the parliament. Amendments for consideration at Stage 3 of the Bill are being lodged and one key amendment would be the removal of the need for the preparation of a Strategic Development Plan. A proposed amendment to the Bill would be the introduction of Regional Spatial Strategies to be developed by either one planning authority, or two or more such authorities acting jointly.

3.6. It is the RTP's view that this linking of planning and transportation is fundamental to the delivery of integrated transport solutions for ongoing development and there is a key link between the RTS and any proposed Regional Spatial Strategies should they be included in the Planning Bill.

3.7. Transport Bill

3.8. The Transport Bill was introduced in June 2018 and has now reached Stage 2 of its progress through the parliament. Amendments for consideration at Stage 2 of the Bill are being lodged.

3.9. There are three parts of the Bill that will be highlighted here since they will be especially relevant to the development of the RTS. Part 1 – Low emission zones: makes provision in relation to the creation and enforcement of low emission zones in Scotland. Part 2 – Bus services: ensures that local transport authorities have viable and flexible options to improve bus services in their areas. Part 3 – Ticketing arrangements and schemes ("smart ticketing"): makes provision enabling the Scottish Ministers to specify a national technological standard for the implementation and operation of smart ticketing arrangements and providing local transport authorities with additional powers to develop and deliver effective smart ticketing arrangements and schemes.

3.10.   **Strategic Transport Projects Review 2**

3.11.   A contract to support the second Strategic Transports Projects Review (STPR2) has been awarded to a combined consultancy team of Jacobs and Aecom. Engagement is already underway through Regional Transport Working Groups (RTWG) being identified based on the existing and emerging Regional Economic Partnerships (REPs) which are taking shape largely around City and Regional Growth Deals.

3.12.   The main SEStran RTWG is associated with the Edinburgh City Region deal. This RTWG is based around the City Region Transport Appraisal Board involving those partners leading on the development of the Regional Economic Partnership and implementation of the city region deal. Further specific stakeholder engagement will also take place and is due to take place in June 2019.

4. New Regional Transport Strategy – Key Stages

4.1. There are a number of stages be followed to deliver an RTS and these are listed below. The expected steps for the creation of a regional transport strategy are listed below.

Stage 1
- Scoping – challenges and opportunities,
- Agreeing the vision;
- Setting the objectives; and
- Equalities Impact Assessment (EQIA), Strategic Environmental Assessment (SEA).

Stage 2
- Generating the options and initial appraisal/sifting

Stage 3
- Appraising the options
- Decision on options and prioritisation
- Produce Draft Strategy

Stage 4
- Consultation
- Final RTP sign-off and submission to Ministers for approval
- Publication

4.2. The consideration of EQIA and SEA is an ongoing requirement throughout the processes as the emerging strategy responds to and takes account of the views of the stakeholders during the consultation and the option appraisal.

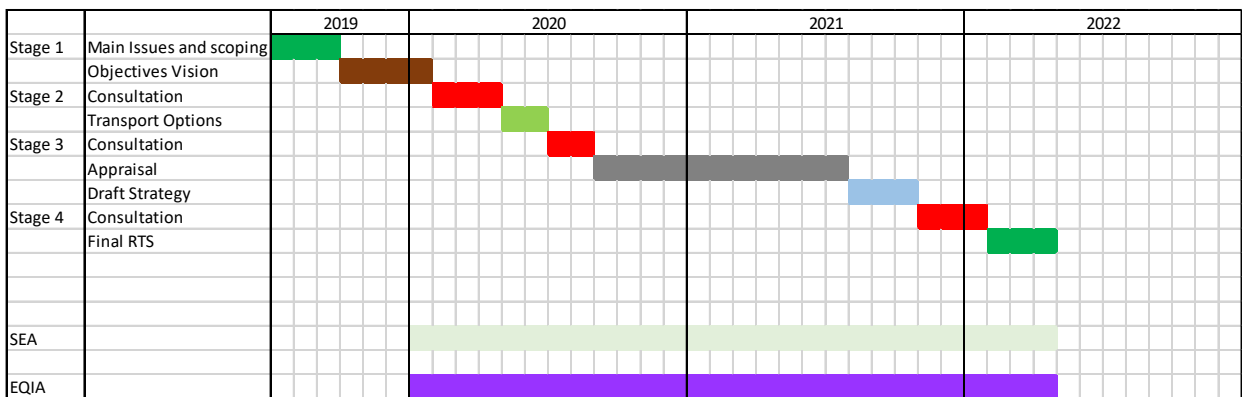## 5. Governance and Partnership Working

5.1. Appendix one to this report shows a suggested structure to manage project delivery and ensure that the appropriate consultation, consideration and scrutiny of the strategy takes place during its development.

5.2. This approach is consistent with approaches undertaken by other Regional Transport Partnerships who are currently undertaking similar RTS rewrite exercise.

6. Timeline

6.1. Part of Stage 1 of the rewrite of the RTS is the requirement to develop a comprehensive and robust evidence base of the transport problems, issues, constraints and opportunities for the SEStran area and key cross-boundary links, including both real and perceived problems. This work will involve the procurement of consultancy services to support this first stage of the process.

6.2. The drafting of the brief and consultancy services required is underway and an anticipated timeline for RTS delivery is shown below.

		2019	2020	2021	2022
Stage 1	Main Issues and scoping				
	Objectives Vision				
Stage 2	Consultation				
	Transport Options				
Stage 3	Consultation				
	Appraisal				
	Draft Strategy				
Stage 4	Consultation				
	Final RTS				
SEA					
EQIA					

7. RECOMMENDATION

7.1. It is recommended that the Board discusses and notes the content of this report; and

7.2. agrees the process and establishment of the Steering Group, identified in Appendix 1, and appoints members of the group.

Jim Stewart
Strategy and Projects Officer
21 June 2019

Appendix 1: Delivery Group Structure.

Policy Implications	A new RTS will impact on future strategy development.
Financial Implications	Funding is identified within the 2019/2020 budget to resource external consultancy work to develop a main issues report.
Equalities Implications	The new RTS will be subject to an Equalities Impact Assessment (EQIA).
Climate Change Implications	The new RTS will be subject to a Strategic Environmental Assessment (SEA).

South East of Scotland Transport Partnership

Delivery of a new Regional Transport Strategy

Proposed Structure of Working Groups

Background

The requirement to prepare and publish a Regional Transport Strategy (RTS) for the South East of Scotland is contained within the Transport (Scotland) Act 2005. The RTS was first published in 2008 and was refreshed in 2015.

Given the pace of change in terms of legislation and ongoing development of policies at both a national and a local level it is considered appropriate that a full review of the RTS should be undertaken.

Delivery of a New Regional Transport Strategy

The development of a new RTS is a significant undertaking which includes a number of statutory stages and requirements to be fulfilled prior to the final publication of the RTS. The final approval of the RTS rests with Scottish Ministers and to ensure that a robust process is in place to deliver the RTS it is proposed to have several working groups to inform and contribute to the development of the RTS.
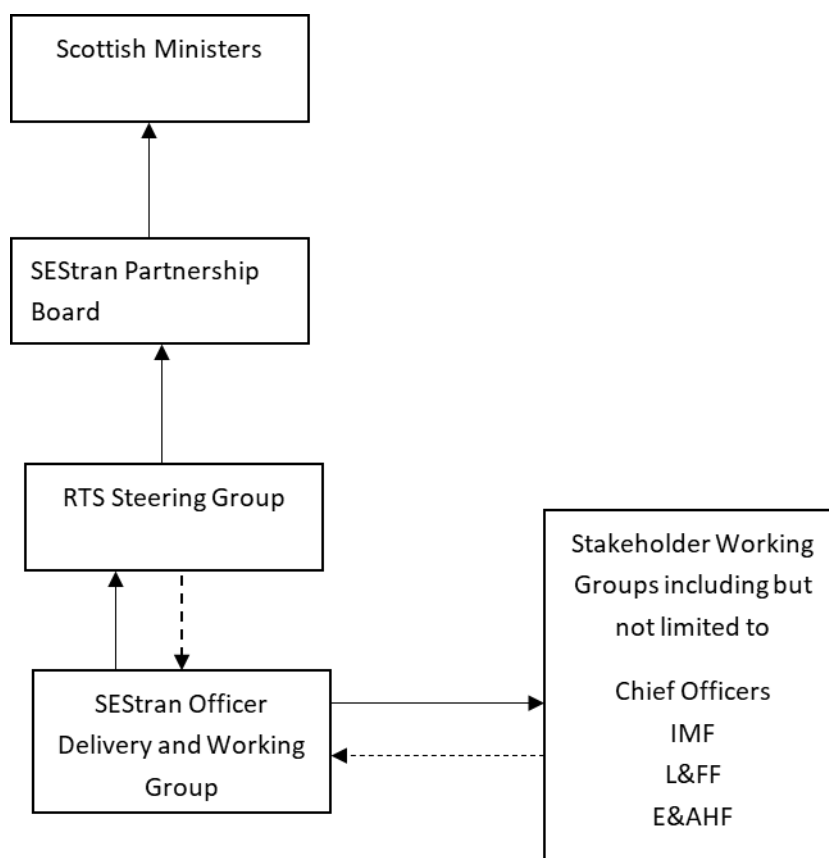

Figure 1.1 Proposed Projects Groups

Figure 1.1 shows the relationship between different groups in the delivery of the RTS and their specific roles will be discussed in the next section.

Roles and Responsibilities of Project Groups

SEStran Partnership Board

- Suggested membership – Partnership Director, Strategy and Projects Officer and 3 Board members.
- Democratic oversight of the Strategy;
- Guides and challenges key recommendations;
- Approves content of draft strategy prior to statutory consultation: and
- Approves final strategy prior to submission to Scottish Ministers.

RTS Steering Group

- Provide an oversight and support the development of a strategy that will have a strong evidence base, vision, strong objectives and clear priorities;
- Will make decisions on the content of the draft Strategy based on the evidence supplied through supporting appraisal work; and
- Approval of final strategy and delivery plan prior to submission to the partnership board for approval.
- Suggested membership – Partnership Director, Strategy Officer, plus three Board members.

SEStran Officer Delivery and Working Group

- Delivery of all tasks associated with the project;
- Management of contracts and consultants;
- Signing off key deliverables;
- Update Partnership Director on all contract, budget and risks associated with the project; and
- Provide communications for all working groups.

Roles and Responsibilities of Project Groups

The SEStran Officer Delivery and Working Group will be the responsibility of the Strategy and Projects Officer who will be supported by other members of the SEStran team. The lead officer will be supported by external consultants following the completion of a competitive tendering procedure for the services required to deliver the project.

The RTS Steering Group will be managed by the Partnership Director supported by the Strategy and Projects Officer. This group would have an approved number of members from the main partnership board.

The role and composition of the Partnership Board is already defined.

Stakeholder Working Groups

Engagement with Stakeholder working groups is a key area in developing the objectives and vision of the RTS. The existing groups below can be utilised for this purpose.

- Chief Officers
- IMF
- L&FF
- E&AHF

However, specific workshops could be developed to engage with other groups.

ESESCR Deal Transport Appraisal Board
Neighbouring RTPs
Transport Scotland
SESPlan

A brief summary of key tasks is contained in the table below.

KEY WORK AREAS

STAGE	STAGE	Key Actions
1	Review Stage Main Issues Transport Planning Objectives	Review the following existing RTS areas: • Objectives • Policies • Monitoring • Delivery • Current Strategy objectives • Vision Engage and discuss with local authority chief officers/transport officers. Analysis of multiple datasets. Develop Transport Planning Objectives. Summarise findings and develop report for consultation stage.
2	Consultation Transport Options	Consultation on findings of the main issues report. Detailed development of transport options, following a sifting and preliminary assessment based on the evidence gathered and reviewed as part of Stage 1 review and consultations.
3	Consultation Appraisal Draft Strategy	Stakeholder consultation on transport options report. Detailed appraisal of options and development of transport options and policies. Development of implementation, monitoring and evaluation plan. Prepare and write draft strategy seek board approval for formal final consultation
4	Consultation Final RTS	Analysis of consultation feedback and responses, prior to final strategy approval and then publication. Completion of EQIA and SEA work.