

Stakeholder Review: Draft Local Transport Strategy (LTS) Guidance

SEStran Response

Questionnaire

There is no requirement to answer all questions - please provide responses to as many of the questions as you would like to respond on.

1. Do you consider that the approach / structure of the draft guidance is appropriate and helpful?

Yes, it is appropriate as a guidance document, however at the same time limited, there is insufficient focus to regional partnership working amongst local authorities facilitated for example by RTPs.

2. Do you feel that the LTS guidance achieves the right level of detail?

Yes, there is sufficient detail and would be viewed as appropriate and helpful but limited in ambition. It would be advisable to reference the development of regional transport strategies in the development of LTS as a guide. The section on RTS (page 9) lacks enough weight and detail on this, given the statutory status of an RTS and that a similar process (outlined in pages 11 to 14) is followed it would be appropriate to reference the development process and data gathering that will have taken place, especially as local authorities will have been part of the RTS development.

Local governance plays a role in shaping transportation policies that directly impact communities and local freight movement. Limited resources at the local level can pose challenges in addressing complex transportation issues effectively. In an environment where local governments need to prioritise and allocate resources wisely to develop and maintain transportation infrastructure, improve connectivity, there is perhaps an opportunity to identify how information and resource sharing can help at the local level address gaps or provide costs savings (procurement, shared services etc.).

3. Is there any further information that the guidance could signpost to help local authorities make best use of existing resources as they prepare their LTS? Please provide details of the suggested resources.

Regional cooperation provides opportunities for developing joint policies, sharing best practices, and pooling resources to address common transportation challenges. Collaboration between neighbouring regions can lead to the development of integrated transportation networks, harmonised regulations, and the sharing of infrastructure assets, benefiting public transport and freight movement and transportation efficiency.

When developing their Regional Transport Strategies (RTS), RTPs follow a comparable process to that outlined for Local Transport Strategies (LTS) in the draft guidance. This involves preparing main issues reports, defining objectives and desired outcomes, and identifying potential options. To facilitate this process, Strategic Environmental Assessments and Integrated Impact Assessments are conducted, along with engaging in public and stakeholder consultations. A substantial portion of the information and data collected during

ITEM B1.3 DRAFT LTS GUIDANCE

this process can be disaggregated for each constituent Council area. As a result, it serves as a valuable resource for Local Authorities when formulating their LTS.

4. Do you have any comments on how the draft guidance could be strengthened to support NTS priorities?
- Reduces inequalities
 - Takes climate action
 - Helps deliver inclusive economic growth
 - Improves our health and wellbeing

Include reference to wider partnership working and opportunities within City Regional Deals and freight strategies at the UK and Scottish Government level.

5. Other than what the draft guidance sets out on the Regional Transport Strategy (RTS), Local Development Plan (LDP), and Regional Spatial Strategy (RSS), what other local and regional strategies do you think that local authorities should ensure the LTS is aligned with?

See answer to question 4

6. Do you have any other comments you wish to share on the draft guidance?

Governance dynamics at the national, regional, and local levels have a significant impact on transportation policy development. Issues such as representation, political polarisation, bureaucratic inefficiency, and resource allocation need to be addressed to ensure effective policy formulation. Opportunities for expertise, policy coherence, collaboration, and tailored approaches can enhance the development of comprehensive and sustainable transportation policies should be encouraged and facilitated.

SEStran would echo the comments and the suggested change in the response from Tactran as below:

It is considered that the purpose of Regional Transport Strategies given on page 9 of the guidance document is not an accurate description. It is suggested that the current text:

'Regional Transport Strategies and Delivery Plans provide the regional priorities, projects, actions and services, aligned with the NTS priorities. While these provide a framework for travel and transport in the region, the RTS generally has a particular focus on regional travel covering several Local Authority boundaries, i.e. travel between local authorities rather than travel wholly within local authority areas, while the LTS will consider transport within its local area.'

Is replaced by the following text:

'Regional Transport Partnerships bring together local authorities and other key regional stakeholders to take a strategic approach to transport in each region of Scotland. Their Regional Transport Strategies provides a framework for the transport activities of constituent councils,

ITEM B1.3 DRAFT LTS GUIDANCE

health boards and others but do not necessarily go into detail on those delivery issues that remain outwith their direct responsibility. Whilst the RTS acts as a framework, the LTS of the constituent councils will also contribute to the RTS.

When taken together, the national, regional and local strategies will represent a hierarchy of interventions in transport services, infrastructure and travel behaviour and a comprehensive framework for the improvement of transport across the whole of Scotland.'