Regional Transport Strategy, Refresh

Report by Ricky Moffat, Head of Commercial Operations

1   Purpose of Report

SEStran's (the South East Scotland Transport Partnership) Regional Transport Strategy was approved by the Scottish Government in 2008.

SEStran considers that a refresh of the Regional Transport Strategy is now appropriate.

SEStran requires each constituent local authority to approve the Regional Transport Strategy.

2   Background

2.1   Since the establishment of regional transport partnerships, their role has moved away from direct funding and implementation of transport measures to a more strategic and co-ordinating function.

The establishment of community planning partnerships for local authorities and associated single outcome agreements has also affected the regional transport partnership role. SEStran is a community planning partner in each of the constituent local authority areas although the nature and structure of involvement varies in each.

A number of significant policy documents have been produced by the Scottish Government since the preparation of the 2008 Regional Transport Strategy. While these do not change the direction of policy, they need to be taken account of in the regional transport strategy framework.

As a result of these changes, the completion of a number of the projects included in the 2008 Regional Transport Strategy and the changed economic climate, SEStran considers that a refresh of the Regional Transport Strategy is now appropriate. This document, therefore is an updating of the 2008 Regional Transport Strategy rather than a new strategy. The vision, objectives and policy framework of the strategy remain unchanged, and the various chapters have been revised only where necessary to take account of the most recent data and information and the more detailed strategy development that SEStran has undertaken since 2008. The substance of the strategy and suggested interventions have not changed.

2.2   Content of the Refreshed Regional Transport Strategy

The refreshed Regional Transport Strategy is divided into 10 Chapters closely corresponding to those in the Regional Transport Strategy 2008. Chapter 2 sets out the overall context for the regional transport strategy; Chapters 3 and 4 set out the vision, objectives and policies of the Regional Transport Strategy

and indicators and targets to monitor progress; Chapter 5 summarises the major connectivity requirements and issues for the SEStran area; Chapters 6, 7 and 8 provide detail of the topics, initiatives and interventions required within the SEStran area to achieve the Regional Transport Strategy objectives and Chapter 9 lists the detailed strategies and initiatives that have been developed following the 2008 Regional Transport Strategy. Chapter 10 discusses delivery and funding issues. The table below summarises these and identifies the key changes that have been made.

Table 1.1 Changes to Regional Transport Strategy

Chapter	Changes in this Regional Transport Strategy Refresh
2: Key Trends and Issues	Base information updated to reflect the impacts of the recession and some results from the 2011 Census. Marked divergence in travel choice trends between Edinburgh and the rest of the SEStran area identified.
3: Objectives and Policies	Greater tie in with National Objectives and more emphasis on international connectivity.
4: Targets and Monitoring	Targets and indicators remain the same except for road accidents, adjusted to reflect new national targets. Monitoring results for the first 5 year period set out reflecting the monitoring carried out on an annual basis.
5: External Connectivity (formerly "National and other Transport Schemes")	Expanded to include national and international connectivity by all modes and to update the status of national projects.
6: Region Wide Measures	Topics remain unchanged but SEStran's role in implementation re-evaluated.
7: Initiatives for Specific Areas and Groups	Initiatives unchanged but text reflects progress to date.
8: Regional Transport Corridors	Chapter refocused on the potential implications of the SESplan Strategic Development Plan.

Interventions (previously identified in the existing RTS) are focused on specific travel corridors which have been identified with potential future travel problems. |
| 9: Strategy Development | New Chapter setting out the strategies and initiatives developed by SEStran since the publication of the RTS2008 |
| 10: Delivery and Funding | Replaces Chapter 9 Delivery and 10 Funding in the RTS 2008. Very much simplified reflecting SEStran's current role in facilitation and co-ordination rather than direct implementation. |

2.3 The proposed refreshed Regional Transport Strategy can be viewed at P:\Other\Winter Policy\SEStran RTS

3 Report Implications

3.1 Resource

There are no direct resources related to this strategy. It will inform future Midlothian strategies and plans.

3.2 Risk

There are no significant risks in approving this strategy.

3.3 Single Midlothian Plan and Business Transformation

Themes addressed in this report:

- ☒ Community safety
- ☒ Adult health, care and housing
- ☒ Getting it right for every Midlothian child
- ☒ Improving opportunities in Midlothian
- ☒ Sustainable growth
- ☐ Business transformation and Best Value
- ☐ None of the above

3.4 Impact on Performance and Outcomes

The strategy links to our own local transport strategy where performance and outcomes are measured at a detailed level.

3.5 Adopting a Preventative Approach

The majority of aims and objectives in both regional and local transport strategies are preventative for example reducing the likelihood of traffic accidents and increasing active travel (reducing health issues, air quality issues etc).

3.6 Involving Communities and Other Stakeholders

The refresh was carried out in consultation and with involvement of local authority representatives. The first stage of public consultation has been carried out for the next Midlothian Local Transport Strategy.

3.7 Ensuring Equalities

There are no equalities issues associated with this report

3.8 Supporting Sustainable Development

Increasing walking cycling and public transport use are key aims of the Regional Transport Strategy

3.9 IT Issues

There are no IT issues associated with this report.

4   Recommendations

Council is asked to :-

a) Approve the proposed Regional Transport Strategy for the SEStran area.

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