



South of Scotland Regional Economic Partnership Strategic Action Group on Transport (SAGT) - Overview Guide - November 2023



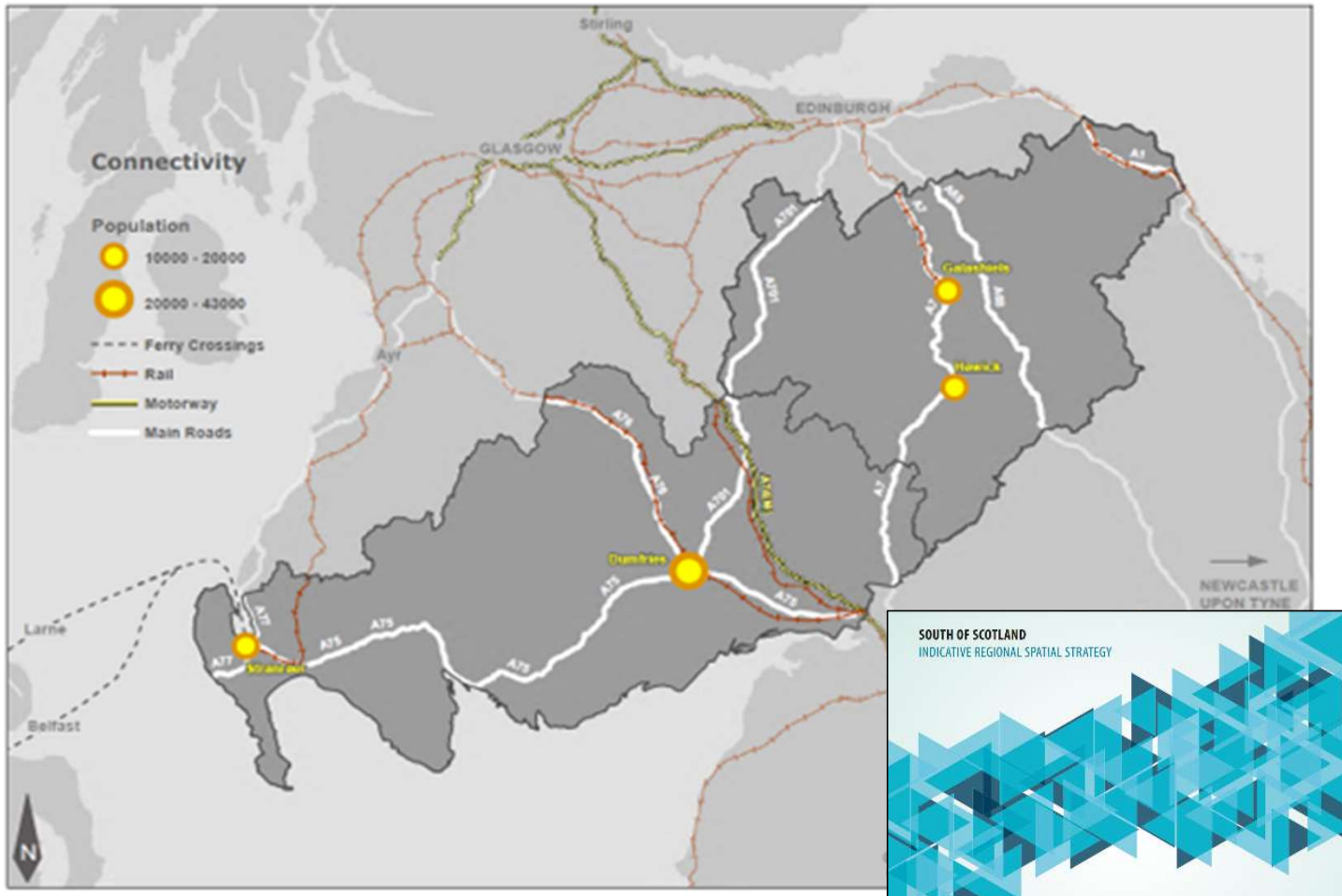
Strategic Landscape

- Gives an overview of the national, regional and local ambitions for transport over the next 20 years – the challenges, goals and opportunities;
- Illustrates that collective vision requires understanding layers of overlapping policy and identification of alignment across objectives;
- Identifies some of the key players involved in national policy and investment decision making.
- Key question – given complex landscape, how do we ensure our strategic objectives are clear?



OFFICIAL

The transport challenge



- Map shows current infrastructure and connectivity in the SOS
- Visual demonstration of North/South transport corridors and lack of East/West connectivity
- Means that SOS is perceived as a region to travel through to somewhere else – and that regional travel is difficult

Key Transport Legislation



- **The Transport (Scotland) Act 2005** established Regional Transport Partnerships (RTPs) and placed a statutory duty on the seven RTPs in Scotland to produce a Regional Transport Strategy (RTS) for their area. RTPs were established to strengthen the planning and delivery of regional transport so that it better serves the needs of people and businesses. The RTS influences all of the future plans and activities of the organisation and informs future national and local transport strategies.
- **The Transport (Scotland) Act 2019** allows local transport authorities to run their own bus services; franchise bus services in their areas; or enter into a Bus Service Improvement Partnerships (BSIPs) with bus operators within their areas. The Act also introduces new regulations covering the way in which bus operators must provide information to local authorities when they plan to reduce or withdraw the services they provide.
- **Climate Change (Emissions Reduction Targets) (Scotland) Act 2019** passed by the Scottish Parliament includes an increased ambition to reduce greenhouse gas emissions to 75% of 1990 levels by 2030, 90% by 2040 (i.e. the period covered by this Strategy) and net-zero emissions by 2045.



OFFICIAL

Policy linkages

NATIONAL POLICY



REGIONAL POLICY



LOCAL POLICY



OFFICIAL

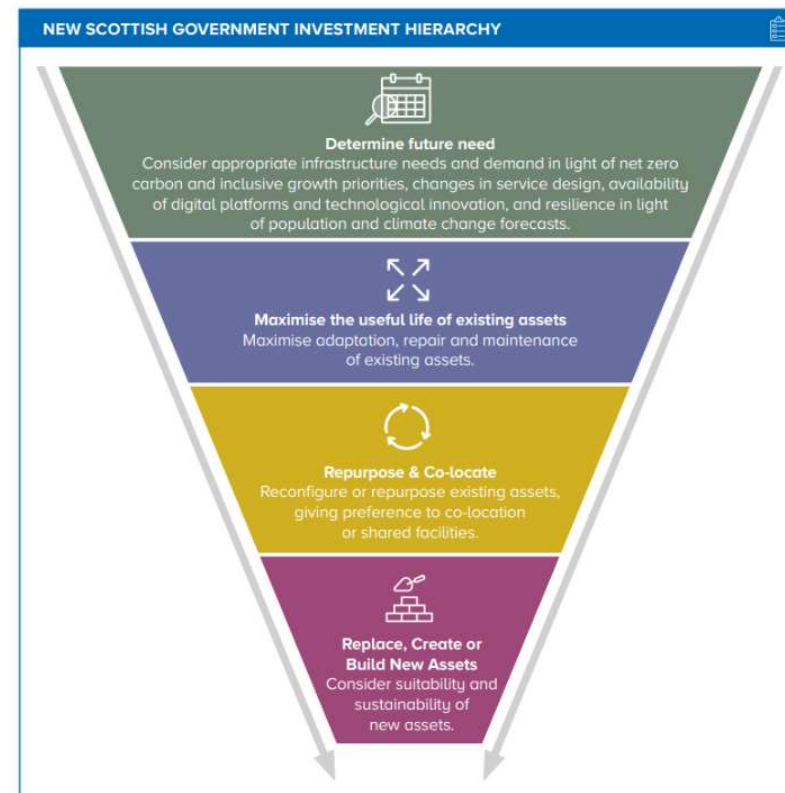
National Policy – Infrastructure Investment Plan for Scotland

- National Infrastructure Mission: Prioritise capital investment to reach net zero and to maintain high quality public infrastructure and services across Scotland.
- Infrastructure Vision: Our infrastructure supports Scotland’s resilience and enables inclusive, net zero and sustainable growth.

Strategic themes:

1. Enabling the transition to net zero emissions and environmental sustainability
2. Driving inclusive economic growth
3. Building resilient and sustainable places

- IBB and ICC set agenda for capital infrastructure priorities, assessment methods and guidance (i.e STAG)



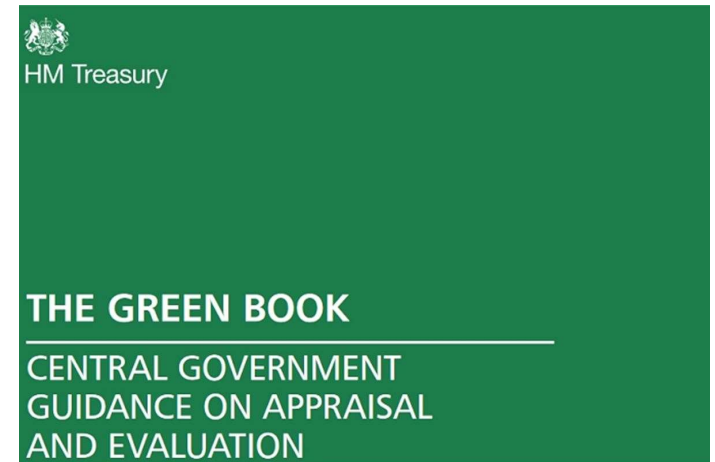
Key players:

- Cabinet Secretary for Transport, Infrastructure and Connectivity
- Infrastructure Investment Commission (IIC)
- Infrastructure Investment Board (IIB)
- Scottish Futures Trust

OFFICIAL

National Policy – Green Book Business Case

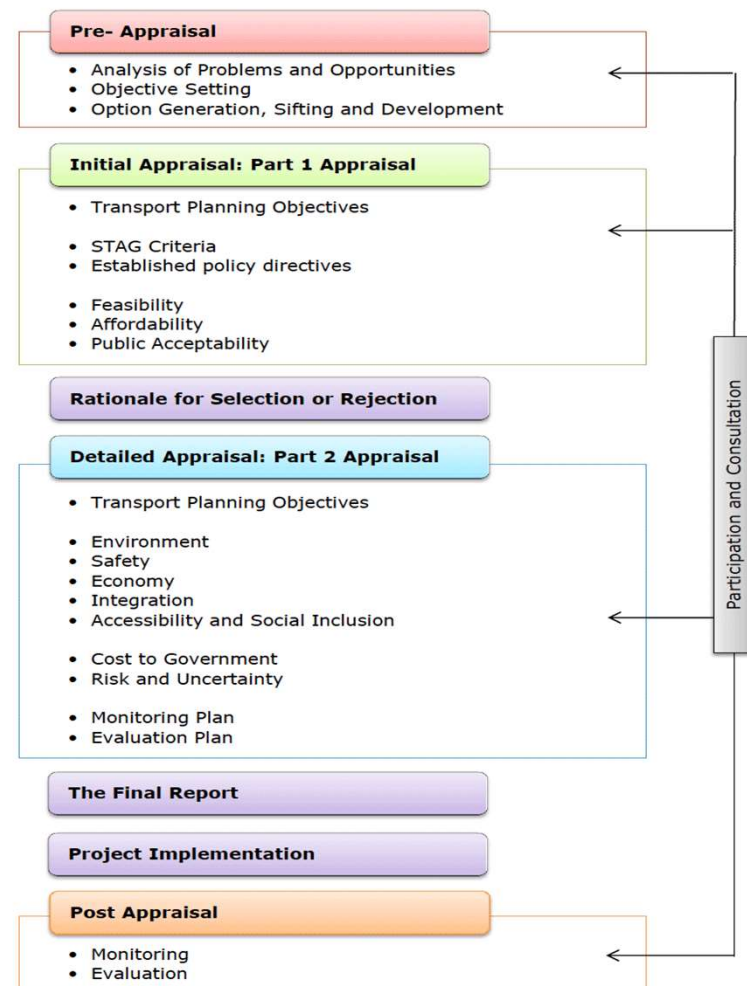
- The HM Treasury Green Book is the main document that sets out government guidance on the appraisal of public investments, it reviews how to appraise policies, programs and other projects. HM Treasury Green Book gives guidance to ensure that policies, programs and projects adopted are the best ways to achieve policy objectives and make the best use of public resources.



National Policy – Scottish Transport Appraisal Guidance (STAG)

- The Scottish Transport Appraisal Guidance (STAG) supports delivery of NTS2 by providing a framework to identify and appraise transport interventions.
- Provide investment decision-makers with the information they need in a clear, structured format.
- An appraisal using STAG will generate the Strategic Case and the Socio-Economic Case included in the 5-case model typically used in business case development.
- Structure and methodology is consistent with the UK Government's Green Book.

OFFICIAL



National Policy – NTS2



Our Vision

We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.



Promotes equality

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all



Takes climate action

- Will adapt to the effects of climate change
- Will help deliver our net-zero target
- Will promote greener, cleaner choices



Helps our economy prosper

- Will get us where we need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation



Improves our health and wellbeing

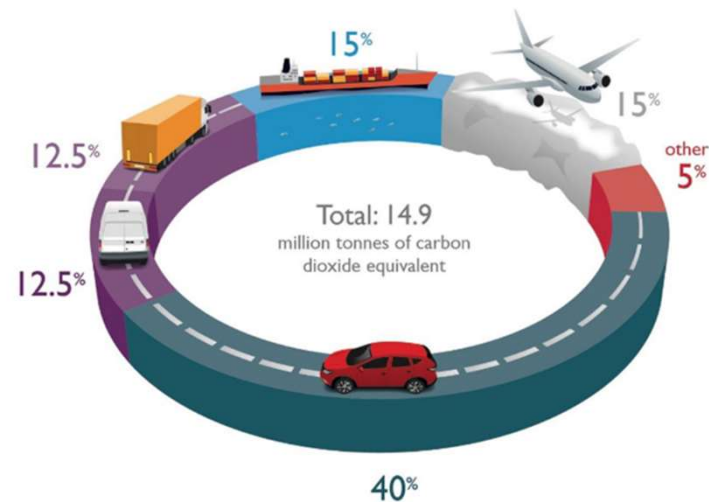
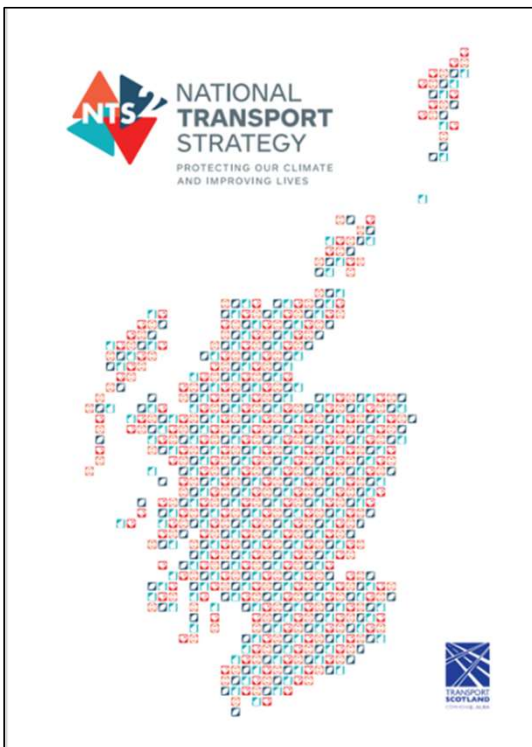
- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

Key players:

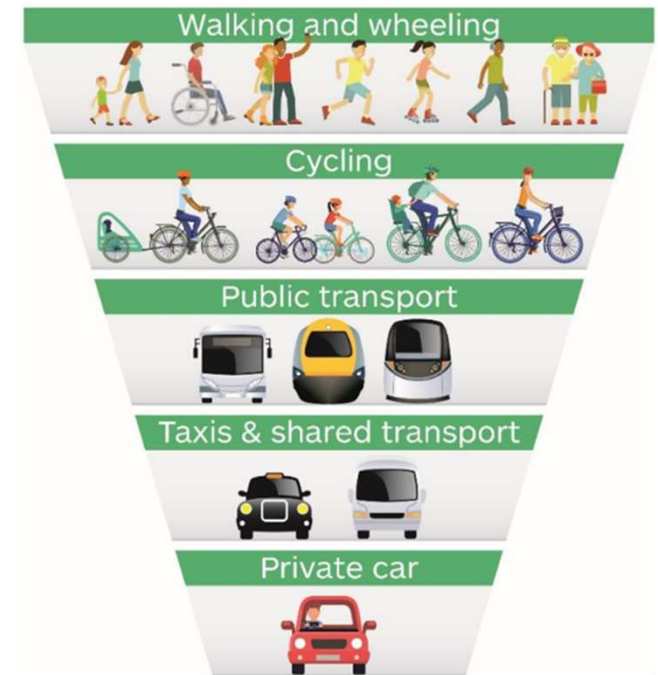
- Cabinet Secretary for Transport, Infrastructure and Connectivity
- Transport Minister
- Transport Scotland
- ICC

OFFICIAL

National Policy – NTS2



- Transport Equates to 37% of Scotland's greenhouse gas emissions;



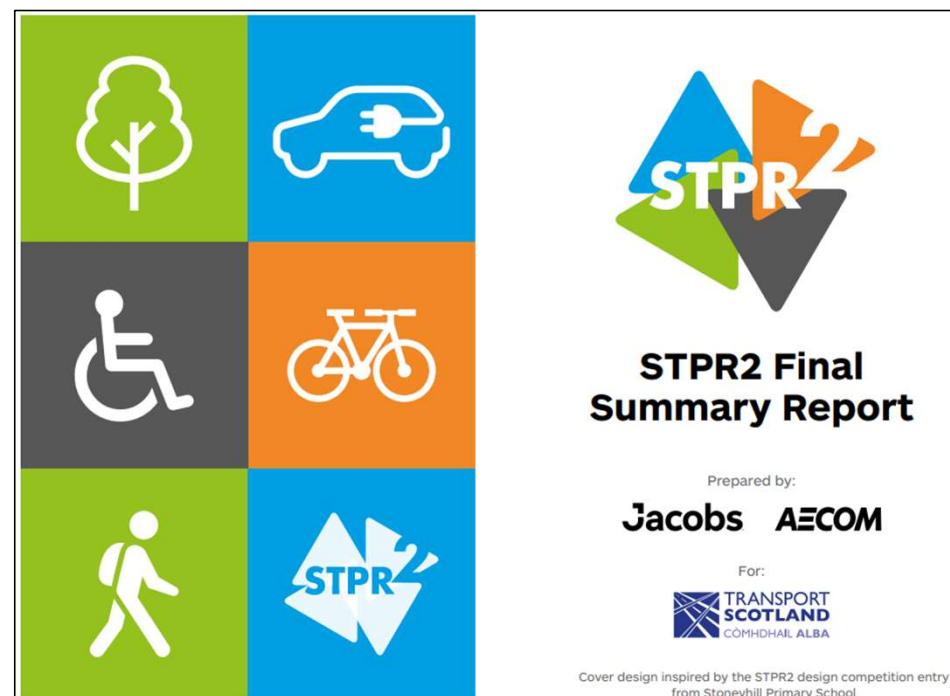
- New transport hierarchy so that single occupancy car journeys are the last resort (even in EV cars)

National Policy – Strategic Transport Project Review 2

- 45 recommendations for transport investments covering the period 2022-2042 (National Infrastructure) – to support NTS2 and other Government ambitions

STPR2 recommendations are grouped under six themes:

- improving active travel infrastructure
- influencing travel choices and behaviour
- enhancing access to affordable public transport
- decarbonising transport
- increasing safety and resilience on the strategic transport network
- strengthening strategic connections.



National Policy – Strategic Transport Project Review 2

Scottish Borders

- Improvement projects linked to ECML.
- Borders Railway Extension feasibility study commitment.
- Opportunities for investment to support transport hierarchy improvements (regional investment)

Dumfries and Galloway

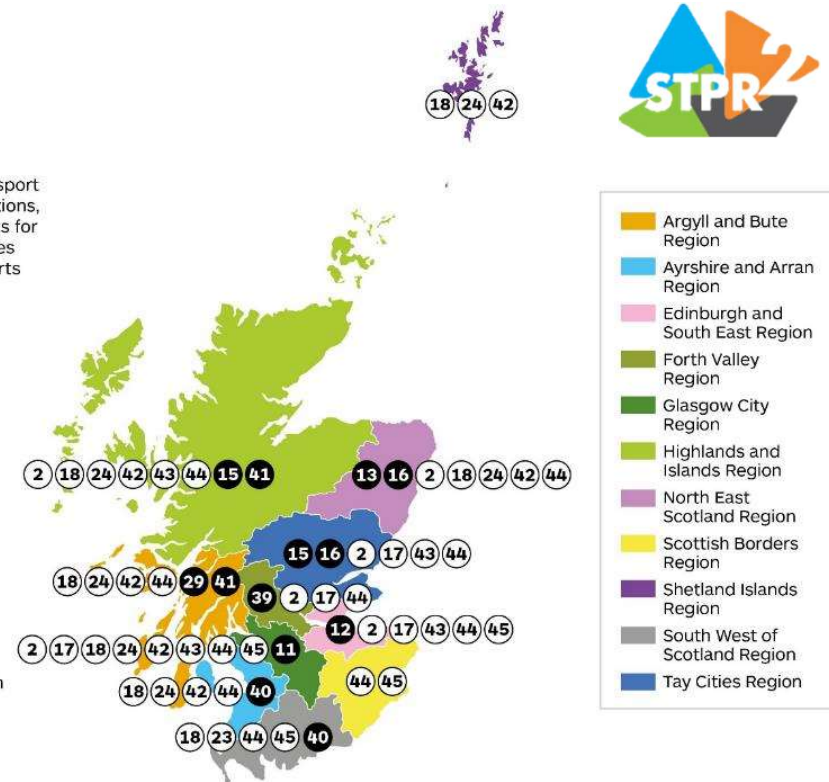
- 1 specific recommendation - Access to Stranraer and the ports at Cairnryan
- Improvements on the A75 and A77 strategic road corridors,
- To encourage greater use of public transport and enable regeneration activities, consideration would also be given to upgrading or relocating the railway station in Stranraer.

This draft report makes 45 recommendations that focus investment on sustainable transport options. Of those recommendations, the following 28 provide benefits for individuals, families, communities and businesses across most parts of Scotland:



A further 17 recommendations provide benefits in a number of regions. The regional map in Figure 7 highlights recommendations that:

- are specific to one or two regions
- are general but will have particular benefit for certain regions.



Key players:

- Cabinet Secretary for Transport, Infrastructure and Connectivity
- Transport Minister
- Transport Scotland
- ICC

OFFICIAL

National Policy – National Planning Framework 4



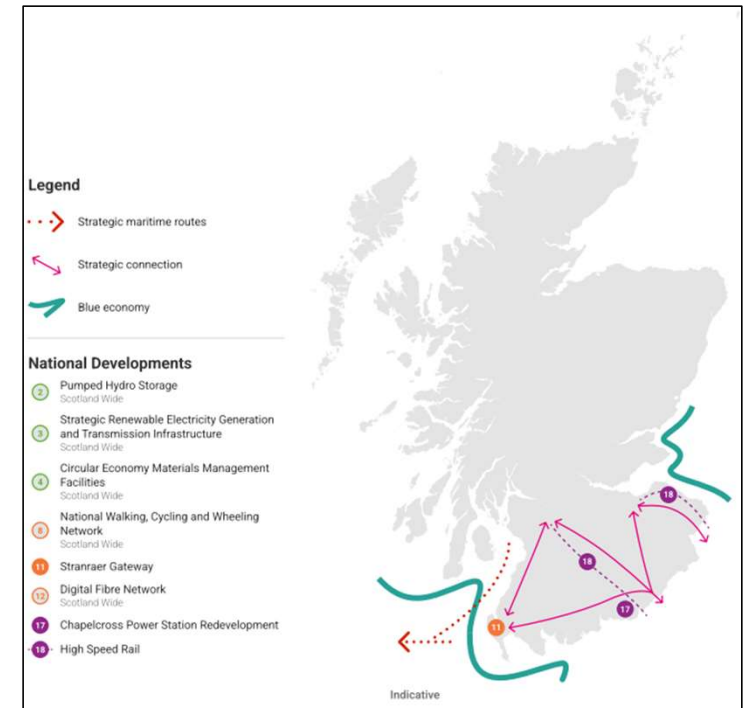
National Planning Framework 4



 Scottish Government
Riaghaltas na h-Alba

- Designates ambitions for strategic transport corridors.
- Policy 13 - prioritise walking, wheeling, cycling and public transport for everyday travel.
- Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car.
- Policy 15 - promote local living in broad terms, introduction of 20 minute neighbourhoods concept.
- Concept of Triple Access Planning (TAP) - inter-relation of physical mobility, spatial proximity and digital connectivity.

OFFICIAL



Key players:

- Minister for Local Government Empowerment and Planning
- Scottish Government Chief Planning Officer (currently Fiona Simpson)
- Local Government and Communities Directorate (Planning and Architecture Division)
- ICC and IBB

National Policy – NSET



- Adopted March 2022 – 10 year Strategic priorities - Vision to create a wellbeing economy: a society that is thriving across economic, social and environmental dimensions, and that delivers prosperity for all Scotland's people and places of net zero, child poverty and a wellbeing economy. Planning will also play a critical role in delivering the National Strategy for Economic Transformation and in community wealth building.

Transport links:

- The decarbonisation of transport, particularly the development of a high-value manufacturing base for low-volume, high-value zero-emission vehicles;
- Foundations for success - 'National Transport Strategy'
- Programme of action - 'delivery of STPR2'
- The opportunity - we must address the barriers faced by some, including transport.....(project 13 & 15)
- Currently being reviewed

OFFICIAL

Regional Policy, East – SEStran Regional Transport Strategy

The South East of Scotland Transport Partnership (SEStran) is the statutory RTP for the South East of Scotland (encompassing eight local authorities: City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian).

Vision: A South-East of Scotland fully integrated transport system that will be efficient, connected and safe; create inclusive, prosperous, and sustainable places to live, work and visit; be affordable and accessible to all, enabling people to be healthier; and delivering the region's contribution to net zero emissions targets.

- Strategy Objectives:
 1. Transitioning to a sustainable, post-carbon transport system
 2. Facilitating healthier travel options
 3. Transforming public transport connectivity and access across the region
 4. Supporting safe, sustainable and efficient movement of people and freight across the region.
- Programmed Investment Plan under development



Key players:

- SEStran
- Scottish Borders Council
- South East Scotland Local Authorities

OFFICIAL

Regional Policy, West – SWestrans Regional Transport Strategy

SWESTRANS is the statutory RTP for the South West of Scotland and covers an area contiguous within the boundaries of Dumfries and Galloway Council.

Vision: The South-West of Scotland will be an inclusive, prosperous and attractive place to live, work and visit supported by an integrated and sustainable transport system that is safe, affordable and accessible to all, resilient to climate change, allowing healthier lifestyles and supporting a contribution to net zero targets reflecting regional circumstances.

- Strategy Objectives are:

1. Safe active travel for all by connecting communities and travel hubs.
2. Improve the quality and sustainability of public transport.
3. Widen access to and improve connectivity by public transport.
4. Improve integration between all modes.
5. Provide improved road-based connectivity... to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan.
6. Reduce the negative impact of transport on the people and environment of the region.

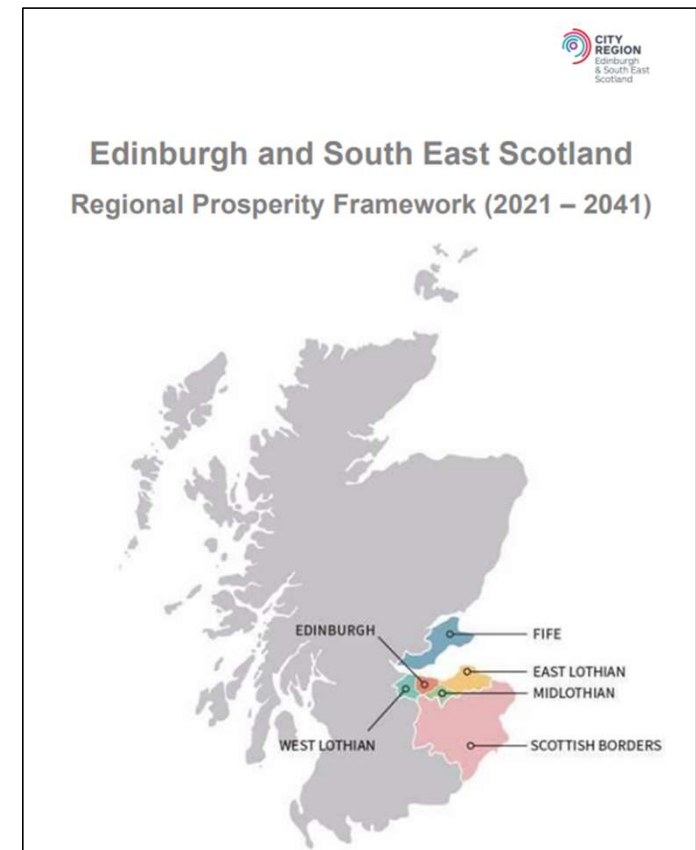


Key players:

- SWestrans
- Dumfries and Galloway Council

Regional Policy, East – Regional Prosperity Framework

- Mobility and sustainable transport are central to achieving economic goals of the RPF. The RPF aims to support a sustainably connected region;
- In agreeing the Delivery Plan, the ESESCR partnership intends to develop a brief for a Regional Transport Masterplan, Funding and Delivery Programme. The Masterplan will complement STPR2, while providing influence and regional clarity on expectations, and will build upon the SEStran Regional Transport Strategy by reviewing and identifying cross boundary infrastructure and services improvements beyond the remit of STPR2.
- Specific objectives and programme around workplace mobility



Key players:

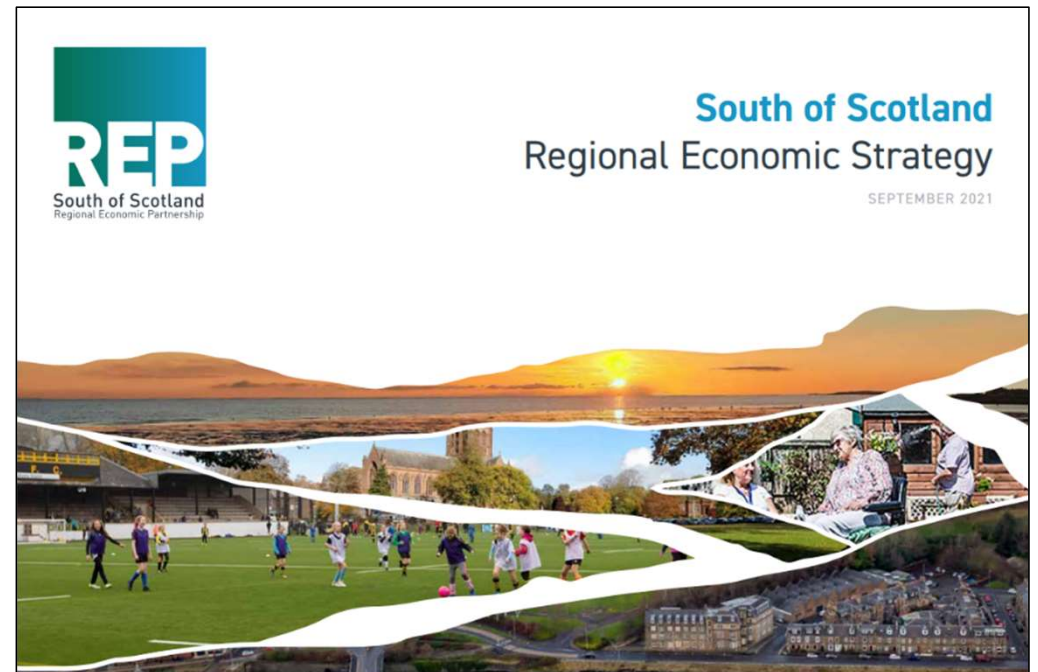
- Scottish Government
- ESES City & Region Deal partnership & PMO
- ESES City & Region Deal joint oversight committee

OFFICIAL

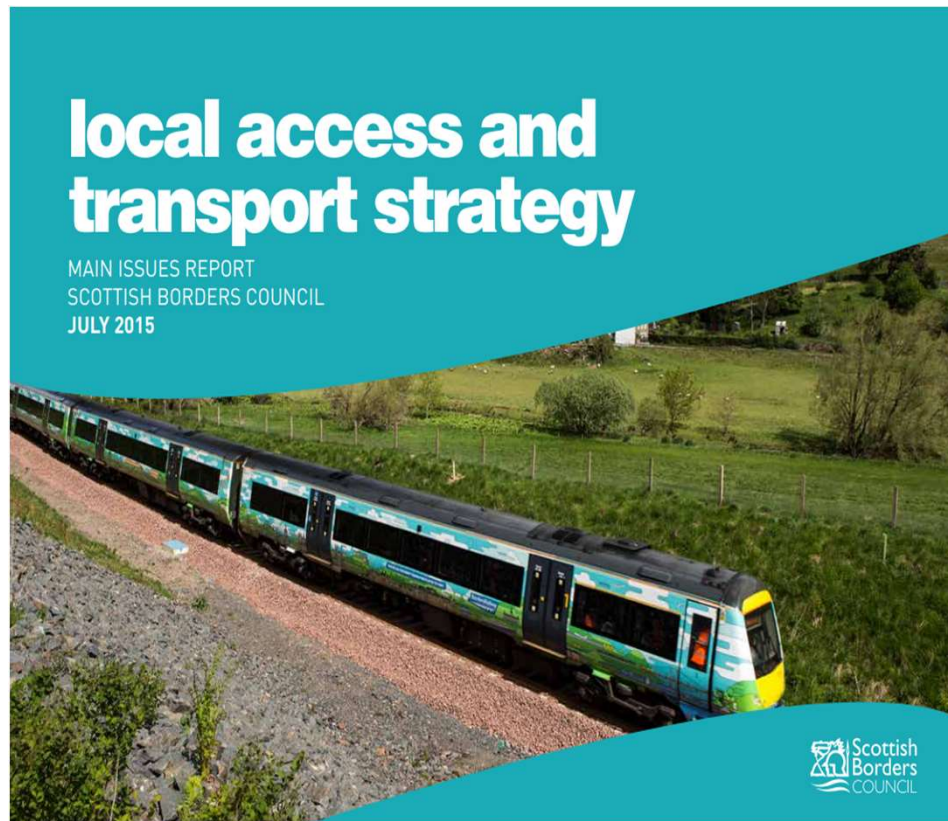
Regional Policy – South of Scotland Regional Economic Strategy

Six priority themes

- Skilled and Ambitious People
 - Innovative and Enterprising
 - Rewarding and Fair Work
 - Cultural and Creative Excellence
 - Green and Sustainable Economy
 - Thriving and Distinct Communities
- Specific ambition for improvements to East – West connectivity
 - In agreeing the Delivery Plan, SOSE & partners agree to work together to make the region the best it can be.



Local Policy, East – SBC Local Access & Transport Strategy



- The document needs to be refreshed;
- Emphasis on Rail, Public Transport, Electric Vehicles, Alternative Fuels and Active Travel;
- New Active Travel Strategy in progress.

Local Policy, West – D&G Active Travel Strategy 2



- Vision that ‘Dumfries and Galloway will be an active region with accessible, reliable, and safe routes that connect communities, and will embrace a culture that promotes active and sustainable travel for both urban and rural areas’
- Delivery Plan in place to contribute to sustainability, net-zero and green recovery targets through:
 - More partnerships across the public, private and third sectors to encourage active travel.
 - Evidence-based objectives to respond to both rural and urban locations.
 - Inclusive place-making to shape places collaboratively with civic groups.
 - Actions to build on the uptake of active travel

Local Policy, East – SBC Climate Change Route Map

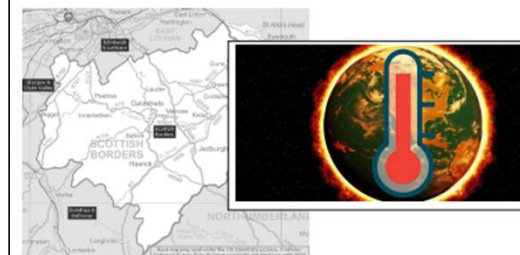
- Launched June 2021 – showing a pathway to climate change resilience and to Net Zero GHG emissions for the Scottish Borders, over a 25-year time horizon.
- Transport is a key theme for improvement as the largest sources of green house gases in our region.

• Decarbonising our Transport Use Priorities:

- Local Access and transport Strategy
- Active Travel – First and Last Mile
- Behaviour Change
- 20mph within Settlements
- Photovoltaic Street Lighting
- Rural E Car Study
- Bus Network Review
- Road Network Review
- Decarbonised Fleet Feasibility Study
- Demand Responsive Transport

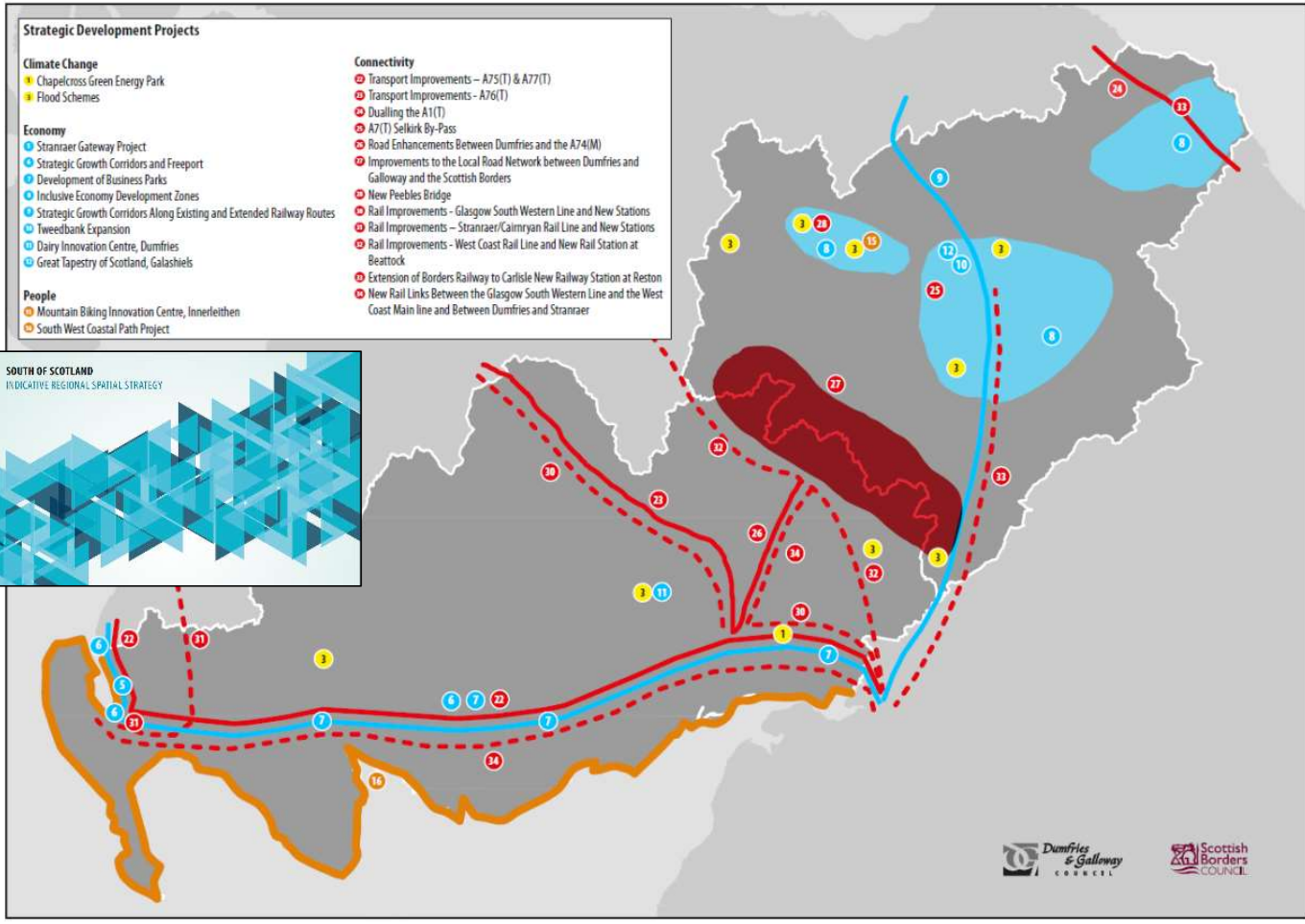
OUR CLIMATE CHANGE ROUTE MAP (CCRM) For The SCOTTISH BORDERS

Scottish Borders Council
June 2021

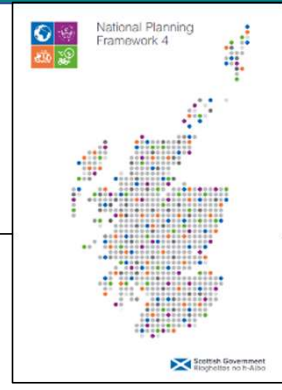


Strategic aspirations & transport corridors

- Strategic Development Projects**
- Climate Change**
- Chapelcross Green Energy Park
 - Flood Schemes
- Economy**
- Stranraer Gateway Project
 - Strategic Growth Corridors and Freeport
 - Development of Business Parks
 - Inclusive Economy Development Zones
 - Strategic Growth Corridors Along Existing and Extended Railway Routes
 - Tweedbank Expansion
 - Dairy Innovation Centre, Dumfries
 - Great Tapestry of Scotland, Galashiels
- People**
- Mountain Biking Innovation Centre, Innerleithen
 - South West Coastal Path Project
- Connectivity**
- Transport Improvements – A75(T) & A77(T)
 - Transport Improvements - A76(T)
 - Dualling the A1(T)
 - A7(T) Selkirk By-Pass
 - Road Enhancements Between Dumfries and the A74(M)
 - Improvements to the Local Road Network between Dumfries and Galloway and the Scottish Borders
 - New Peebles Bridge
 - Rail Improvements – Glasgow South Western Line and New Stations
 - Rail Improvements – Stranraer/Cairnryan Rail Line and New Stations
 - Rail Improvements – West Coast Rail Line and New Rail Station at Beattock
 - Extension of Borders Railway to Carlisle New Railway Station at Reston
 - New Rail Links Between the Glasgow South Western Line and the West Coast Main line and Between Dumfries and Stranraer

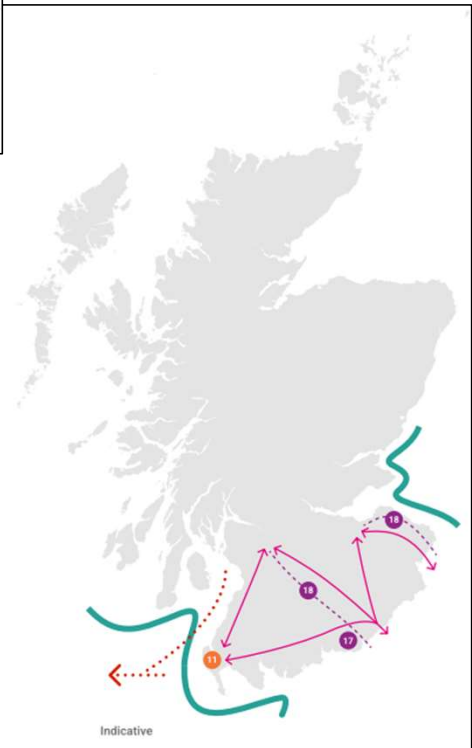


Dumfries & Galloway COUNCIL
Scottish Borders COUNCIL



- Legend**
- Strategic maritime routes
 - Strategic connection
 - Blue economy

- National Developments**
- Pumped Hydro Storage (Scotland Wide)
 - Strategic Renewable Electricity Generation and Transmission Infrastructure (Scotland Wide)
 - Circular Economy Materials Management Facilities (Scotland Wide)
 - National Walking, Cycling and Wheeling Network (Scotland Wide)
 - Stranraer Gateway (Scotland Wide)
 - Digital Fibre Network (Scotland Wide)
 - Chapelcross Power Station Redevelopment
 - High Speed Rail



Indicative

Synergies across SoS policy

6 themes align across local and regional policy in the South:

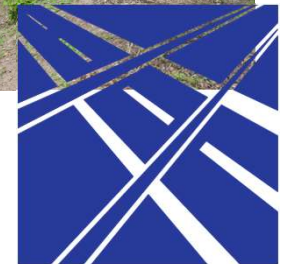
- a. **Access to public and community transport connections** (bus, rail, community transport, DRT, mass transit)
 - b. **Access to active travel connections** (cycling, walking and wheeling);
 - c. **Progress on fleet decarbonisation and associated strategic & commercial opportunities.**
 - d. **Access to EV charging points** (realising the South as an 'Electric Vehicle ready' region).
 - e. **Improved public transport integration** (account for a joined-up network in the South allowing multi modal trips; development of a network of transport hubs and interchanges)
 - f. **Workforce development** (invest in the right expertise to support a sustainable transport system)
 - g. **Unlocking the potential of the South** (i.e. opening up commercial and housing land; unlocking potential of ports in the South; unlocking renewable energy sources).
- Which are most important to us?
 - Can we cater to them all?



REP
South of Scotland
Regional Economic Partnership

OFFICIAL

Pipeline Activity & Opportunities



TRANSPORT SCOTLAND
CÒMHDHAIL ALBA



OFFICIAL



Defining our outcomes

1. What does good look like?
2. How will we measure our progress?
3. How do these add value to current activities?

Potentially...

- Increased investment in SoS across sustainable transport themes
- Build capacity for strategic development and delivery
- Increased share of Scottish Government transport expenditure
- Reduced fleet carbon emissions
- Reduced carbon emissions across transport sector in the South
- Greater 'modal share' for sustainable modes of transport
- Establishment of sustainable transport sector workforce
- Greater user satisfaction in transport connectivity in the South
- Greater proportion of businesses and households with access (within X m) to a public transport node
- Increase in strategic transport projects captured as national development ambitions (NTS2 & NPF4 & IIPfS)
- Greater reliability, resilience and sustainability of public transport network
- Reduction in public transport journey times between key settlements within and outwith SoS
- Potential for dedicated strategic transport authority or partnership for the whole of the South (Transport for South??; Borderland Transport Authority / Partnership?)
- A fully integrated public transport network in the SoS

...what else?

OFFICIAL

