

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

14 SEPTEMBER 2010

REGIONAL TRANSPORT MODEL

REPORT BY PROJECTS MANAGER

This report informs the Partnership of the publication of Transport Scotland Guidance on Development Planning and Transport Appraisal and seeks delegation of authority to the Executive Committee to approve a response to the Guidance. It also seeks approval to report further on proposals for the development of a Regional Model to a future Partnership meeting.

1 RECOMMENDATIONS

1.1 That the Partnership:-

- (i) notes the publication by Transport Scotland of “Development Planning and Management – Transport Appraisal Guidance” for peer review;
- (ii) delegates authority to the Executive Committee to approve Tactran’s response to DPM-TAG; and
- (iii) agrees to receive a further report on proposals for the development of a Regional Transport Model at a future Partnership meeting.

2 BACKGROUND

- 2.1 At its meeting of 23 June 2009 the Partnership approved a Revenue Programme for 2009/10 and 2010/11. This included an allocation for the possible development of a Regional Transport Model. It was agreed that, as a pre-cursor to commitment to developing a regional model, a review should be undertaken of the current modelling capabilities within the Tactran area; the requirements by Tactran and other key stakeholders for a regional model; and the merits of developing such a model for all stakeholders.
- 2.2 The Regional Transport Model review outcomes and recommendations were due to be reported to the Partnership at its meeting on 15 June 2010. However, the report was withdrawn to permit further detailed discussions with partner Council officers and other key stakeholders, with the intention of reporting at the next Partnership meeting.

3 DISCUSSION

- 3.1 Following the 15 June 2010 Board meeting, further discussion has taken place with Council officers, Transport Scotland and other stakeholders, with the intention of reporting the final outcomes of the Regional Transport Model review to the 14 September 2010 Partnership meeting. However, on 23 August 2010 Transport Scotland published “Development Planning and Management – Transport Appraisal Guidance” (DPM-TAG) for peer review.

- 3.2 A 12 week peer review period, by a wide group of key stakeholders, closes on Monday, 15th November 2010. Following consideration of feedback from this review, the aim is to progress to publishing this guidance by the end of the year.
- 3.3 DPM-TAG is intended to provide guidance to Development Planners on Transport Appraisal to inform the preparation of Strategic and Local Development Plans. The DPM-TAG does not introduce new guidance, but clarifies how transport appraisal can and should be aligned with the planning process.
- 3.4 The guidance is intended to assist early and effective Transport Appraisal during Development Plan preparation where it can be most effective in assisting the delivery of plan proposals and, where relevant, help the transition of transport projects through the various statutory processes. It is intended that transport interventions that emerge from the Development Plan process and have been appraised using this guidance and, therefore, receive support in principle from Transport Scotland, will not need to be subject to further Transport Appraisal at a later stage, thereby improving the speed and efficiency by which strategic planning decisions are made, in support of Government aims for streamlining the Planning system.
- 3.5 DPM-TAG sets out three levels of objective-led appraisal, proportionate to the scale of land use and/or transport intervention being considered.
- Level 1 can be described as a minimal level of appraisal where the consideration of potential transport interventions can be established and agreed through a qualitative approach.
 - Level 2 appraisal uses modelling tools, such as a Local Authority area wide multi-modal transport model, which will facilitate the consideration of the impact of the different transport options on the surrounding road and rail networks, mode switch and potentially on cross boundary issues.
 - At Level 3 it is likely that the Transport Appraisal will require technical modelling and design work to a level of detail commensurate with the extent of change to, or affect on, the Strategic Transport Network emerging from the development plan preparation process.
- 3.6 As can be seen from the above, depending upon the level of appraisal required, there will be differing levels of transport modelling required during both Strategic and Local Development Plan processes. As such the Guidance has implications for the Regional Transport Modelling requirements of various stakeholders in the Tactran area, including TAYplan and constituent Council planning authorities.
- 3.7 It therefore would be prudent to defer reporting on options for a Regional Transport Model (including do-nothing option), to permit further discussions with stakeholders in light of the DPM-TAG peer review. It is therefore proposed that a report on Regional Transport Modelling be brought to a future Partnership meeting.

- 3.8 Given the crucial strategic relationships between Transport and Land Use Planning, RTPs have been consulted as part of the peer review, along with CoSLA, SDPAs, LDP Managers, Council Heads of Planning, SCOTS and SOLACE. As the 15 November deadline for comments is prior to the next Partnership meeting it is proposed that consideration and approval of Tactran's response be delegated to the Executive Committee.

4 CONSULTATIONS

- 4.1 This report has been prepared in consultation with the Chief Officers Liaison Group. The relevant Council Transportation and Planning officers and key stakeholders have been consulted throughout the Regional Model Review.

5 RESOURCE IMPLICATIONS

- 5.1 The costs of undertaking the Regional Transport Review as discussed in this report were met from the 2009/10 RTS Implementation Budget. An allocation of £100,000 is currently included within the 2010/11 RTS Implementation Programme Budget to enable a preferred modelling option arising from the review to be progressed.
- 5.2 The deferral of consideration of the Regional Transport Model report on 15 June 2010, and further deferral to enable account to be taken of the recently published DPM-TAG, means that it is unlikely that the budgeted allocation for this work will be utilised. Consequently consideration has been given to reallocating 2010/11 funding to other transport priorities, as discussed in a separated Revenue Monitoring and Programme report to this meeting.

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NOTE

Background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) which were relied on to a material extent in preparing the above Report :-

Report to Partnership RTP/09/28, Regional Transport Strategy Delivery Plan, 23 June 2009.

Report to Partnership RTP/09/30, 2009/10 and 2010/11 Revenue Programme, 23 June 2009.

Report to Partnership RTP/09/36, Revenue Budget Monitoring 2009/10, 22 September 2009.

Report to Partnership RTP/09/45, Revenue Programme Monitoring 2009/10, 15 December 2009.

Report to Partnership RTP/10/05, 2009/10 Revenue Monitoring, 16 March 2010.

Report to Partnership RTP/10/18, 2010/11 Revenue Monitoring and Programme, 15 June 2010.