



## Regional Transport Strategy – Issues and Objectives – Consultation

**Date of meeting** 20 September 2019

**Date of report** 26 August 2019

### Report by Assistant Chief Executive

#### 1. Object of report

To recommend approval of the Regional Transport Strategy (RTS) 'key issues' and initial stage of the RTS strategic framework for public consultation.

#### 2. Background

- 2.1 Further to earlier reports<sup>1</sup>, members will be aware that work is progressing well on the development of the new Regional Transport Strategy for the west of Scotland. The first phase of development is the Issues and Objectives stage which seeks to identify and develop a set of 'key issues' that the new Strategy will seek to address, and the development of an initial strategic framework comprising the Strategy vision, outcomes and objectives. A policy review, stakeholder engagement, public survey, data analysis and other evidence reviews have been undertaken in support of this work.
- 2.2 The Issues and Objectives stage culminates in a public consultation on the 'key issues' and first stage of the strategic framework. The results of the consultation will be analysed and addressed before the second stage of the strategy development – option development and appraisal - commences.
- 2.3 This is a crucial stage in the RTS development process and will set the tone and direction for the future development of the new Strategy. Further, this stage in the process will allow us to gauge how bold, ambitious and transformative stakeholders want the new Strategy to be to effectively address the issues facing our region and to realise the Strategy outcomes. The future power and validity of the RTS therefore rests on making the right choices at this stage in the development process.

#### 3. Outline of proposals

- 3.1 Without doubt, Strathclyde's transport network has played a key role in making the region a success but there remain many parts of our region which face challenges not felt so deeply elsewhere in Scotland, including poverty, deprivation, poor health, inequality, air quality, access to employment, among others. Transport in the west of Scotland – and therefore the RTS – must play a significant role in helping to address these. Further, while the strategy will by necessity focus at a strategic level on key issues to be addressed, and in doing so use language to describe and address these which may appear generalised and applicable to other places, we must be mindful that

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<sup>1</sup> Section 3.2.1 of this report: [http://www.spt.co.uk/documents/latest/SP300819\\_Agenda8.pdf](http://www.spt.co.uk/documents/latest/SP300819_Agenda8.pdf)

the often unique and far-reaching challenges faced by the west of Scotland will drive how we prioritise, generate options and ultimately deliver the change required.

3.2 The world around us too is changing at an unprecedented rate, from the climate emergency through to new technology disrupting traditional perceptions of how we live, work and travel. Transport must evolve, transform and keep pace with the changes and demands placed upon it, ensuring each 'key issue' is dealt with effectively but, in doing so, not at the expense of the others. Through the RTS, the west of Scotland has an opportunity to lead the way and position our region as a modern, progressive place where people want to live, work and play. In adopting such a stance however, and in delivering such a Strategy, it must be acknowledged that all west of Scotland residents will undoubtedly be impacted in some way, and this may require some tough choices and big changes in how we travel.

3.3 As the RTS process goes forward, its effectiveness will rest on successfully managing, addressing and exploiting the opportunities created by the tension between the key issues, and between the vision, outcomes and objectives of the Strategic Framework.

3.4 Seven 'key issues' have been identified, as follows:

- Transport emissions;
- Access for all;
- Connectivity of the region;
- Public transport;
- Active living;
- Technologies and transport innovation; and
- Governance and resourcing.

3.5 A summary of each key issue, the main points of evidence, and the proposed points and principles to be considered in the development of the RTS during the next stages of strategy development are set out below. It is important to note that the further stages of strategy development will need to consider prioritisation and creation of an integrated approach to addressing the key issues.

3.6 Transport emissions

3.6.1 One of the most significant challenges for the new RTS will be an effective response to reducing transport emissions. Transport is one of the largest sources of the emissions affecting our climate and remains the main cause of air pollution in our region's urban and built-up areas. The consequences of these are well known with changes in our region's climate likely to result in more frequent and severe flooding, more variable weather and warmer temperatures and heatwaves, which will have consequent impacts on our transport system and our ability to use it. Air pollution from transport also has serious consequences for our health, quality of places and environment, increases incidences of a large number of diseases, and has a disproportionate impact on more vulnerable population groups and urban communities including children, older people, people with existing health conditions and areas of higher deprivation.

3.6.2 The trends in relation to transport-related carbon emissions across the SPT region are similar to the national picture, with carbon emissions estimates from roads transport rising year-on-year since 2014 which is linked to increasing

roads traffic. The increase in emissions linked to rising demand has implications for the region's ability to become a 'net-zero' carbon place and consequently, for the new RTS. Transport also accounts for a majority of the air pollutants Nitrogen Dioxide and Particulates, with roads transport accounting for the majority of transport-related air pollutants. Additionally, the number of Air Quality Management Areas in the SPT region has increased over the past decade.

3.6.3 The evidence of implications for the RTS of transport emissions can be summarised as follows:

- The significance of the transport sector's contribution to climate change and poor air quality, and the severity of the problems linked to this requires significant and rapid intervention;
- Roads transport makes the greatest contribution to transport emissions in Scotland and the SPT region;
- The Scottish Government is committed to net-zero carbon emissions by 2045 and there are specific emission reductions targets for different modes of transport. Additionally, accelerated targets are being explored by local authorities in the SPT region and this will need to be taken into account as the strategy develops;
- Electrification of cars and vans is likely to be part of the solution to reducing transport emissions but barriers to widespread uptake exist
- Electrification does not address all types of emissions;
- Alternatives to petrol and diesel vehicles, and electric vehicles, is a developing area;
- Increasing the efficiency of the transport system is essential to effective net-zero emissions transport strategies;
- The strategy will require a range of integrated and complementary policies and measures to address emissions, and will need to be closely aligned and integrated with energy policy; and
- Support for on-going and new mitigation measures is required to improve air quality especially in Air Quality Management Areas and to support the objectives of Low Emission Zones.

3.6.4 A multi-faceted approach to developing the RTS will be required to meet the scale of problems linked to transport emissions and to take into account the different approaches required for the urban core, towns, rural areas and islands across the region. The evidence suggests that the new Strategy, to be effective in achieving a rapid reduction in emissions, should be targeting the largest number of transport system users with the least efficient behaviours in our region. Therefore, although the RTS must support national targets and plans to reduce all sources of transport emissions, the main focus of the RTS should be reducing emissions from roads transport.

3.6.5 It is proposed that further stages of RTS development should consider the following points in relation to transport emissions:

- An integrated and sustainable approach must be taken to reduce transport emissions which takes into account total lifecycle emissions not only end-user emissions;

- A synergistic approach should be taken to maximise opportunities to reduce both carbon emissions and air pollutants;
- The transport system must become much more efficient to reduce energy demand from transport to support overarching carbon reduction strategies;
- The sustainable transport hierarchy should be followed;
- All policies and interventions should be explored to reduce emissions effectively and rapidly, including measures that may not be available to policy-makers at this time. This includes policies aimed at reducing unnecessary roads traffic and achieving large scale modal shifts to more sustainable methods of travel;
- Electrification of roads transport is part - but not all - of the approach to reducing transport emissions, and barriers to uptake should be reduced. Decarbonisation of transport should not rely on a single technology and alternatives to electrification should be explored; and
- On-going and additional specific local emissions mitigation measures are required to address air quality.

### 3.7 Access for all

3.7.1 A key issue to be addressed by the new strategy is the need for better and more equitable access for all to transport and, consequently, access to jobs, services and other opportunities. Access issues place limitations on our ability to access meaningful work and education, use our healthcare system, participate in our communities and have a fulfilling family and social life. In turn, these issues place individuals at greater risk of social isolation, contribute to household economic stress and ill health, and exacerbate societal inequalities particularly through inter-related impacts on household income and expenditure and health outcomes.

3.7.2 Addressing access for all not only improves the lives of people directly affected, but is also fundamental to achieving our region's economic aims for inclusive growth, employability and productivity. There is also a growing body of evidence that demonstrates how high levels of inequality adversely affect economic performance. Addressing this key issue can therefore help make our region a more successful place by achieving more equitable access to employment and other opportunities, and a fairer distribution of the benefits of increased prosperity.

3.7.3 The implications for the RTS can be summarised as follows:

- Access issues have socio-economic and health impacts on individuals and households, and differences in access can be linked to socio-economic and health inequalities. There is wide evidence of access issues faced by communities across the SPT region;
- The policy environment places duties and responsibilities on SPT and partners in relation to equality, human rights, inequality and poverty which are strongly linked to 'access for all' issues;
- Communities and individuals with lived experience of access for all issues should be more involved in transport planning processes and decisions;

- Taking a rights-based approach to access and exploring a minimum standard of access are key recommendations recently made by the Poverty and Inequality Commission;
- Households with access to a car for private use and the main drivers in those households generally have the highest levels of accessibility and mobility;
- Car ownership can be a source of economic stress for some households. This can be a particular issue in rural areas;
- There is scope for active travel to be a more viable, low-cost travel option;
- The accessibility of the transport system is improving but there are still problems with even basic features of the transport system that continue to prevent use for some people. Long term commitment from all partners is required to achieve a fully accessible, door-to-door transport system;
- Residents of the region identified the cost of fares as one of their top transport-related challenges when accessing work, education, and hospitals by public transport and in the take-up of new employment opportunities;
- Young people's future choices for further and higher education can be affected by access issues;
- There is a large range of access issues associated with travel to healthcare facilities;
- Rural and remote areas are more likely to be geographically access deprived due to combination of longer journeys, higher costs per journey and the location of services;
- There is a need for better integration between transport and other services to consider accessibility needs and impacts of decisions on accessibility to opportunities; and
- Addressing 'access for all' issues for one or more groups is likely to benefit other groups using the transport system.

3.7.4 A multifaceted approach is therefore required to tackle this key issue to ensure our region's transport system is an enabler for all residents to undertake the activities that form their everyday lives and helps tackle the underlying causes of inequality. In the SPT region, everyone should be able to use our transport system and our transport system should be designed for all of us.

3.7.5 Therefore, we propose that the new RTS is developed with consideration of the following points in relation to access for all:

- Emerging approaches to a rights-based approach to access and a minimum standard of access should be considered in partnership with national, regional and local partners;
- The need for and development of more specific objectives, definitions and parameters for accessibility to opportunities should be considered;
- A joined-up, cross-agency and cross-sector approach to addressing access for all is required and this includes integration with digital service planning and other digital connectivity opportunities;

- The development of the RTS should consider how to improve access to opportunity especially for the most access-deprived people and spatial groups;
- People with lived experience of access issues should be involved in the development of the strategy;
- The role of all forms of transport in addressing access issues including better integration across the whole of the transport system should be considered; and
- Long term sustainable solutions to access issues for rural, remote and island communities need to be developed.

### 3.8 Connectivity of the region

3.8.1 A key issue for the new strategy is strategic intra- and inter-regional connectivity to support national, regional and local policies and ambitions for the economy and sustainable inclusive growth. Regional economic strategies and growth plans have been developed in recent years that challenge economic and population forecasts and seek to increase employability, productivity, growth and investment. The new strategy has a role in supporting regional partners to achieve these shared ambitions.

3.8.2 The evidence of implications for the RTS can be summarised as follows:

- Glasgow is the main focus for regional travel to work movements. Large sub-regional travel to work catchments exists within Ayrshire, Renfrewshire and Lanarkshire;
- The existing public transport accessibility of sites allocated for housing and industrial development is varied and there are concerns about impacts on the roads network;
- The aims of the Glasgow City Region Economic Strategy and Glasgow and Clyde Valley City Deal, Ayrshire Growth Deal and Argyll Rural Deal will require strong intra- and inter-regional connectivity to be achieved;
- The vast majority of freight movement is intra-regional but strategic freight hubs and corridors in the region serve the whole of Scotland and beyond;
- Roads traffic is increasing in the SPT region, predominantly on the motorway network and specifically on the M8 west of the junction with the M74, on the M77, M74 extension and on the M8. Stakeholders have raised congestion problems on both trunk and non-trunk roads as a growing problem;
- Inter-regional rail issues include remodelling Carstairs Junction and other High Speed 2 enabling projects, constraints at Glasgow Central Station, the Glasgow – Aberdeen/Inverness network and resilience issues in the southwest;
- Sustainable transport access to Glasgow Airport remains an on-going issue which has long required to be fully addressed;
- Improving network resilience and adaptation to climate change will be increasingly important to support the economy and ensure connectivity is maintained; and

- Transport and digital connectivity need to be well integrated to ensure future complementarity.

3.8.3 Therefore, we propose that the new RTS is developed with consideration of the following points in relation to connectivity of the region:

- Strengthen intra- and inter-regional connectivity to support national and regional economic, investment and labour market policies and strategies;
- Integration of the RTS with existing spatial strategies and emerging new regional spatial strategies;
- Strengthen freight connectivity and opportunities for freight modal shift in partnership with national and regional partners; and
- Support improved network resilience and adaption measures.

### 3.9 Public transport

3.9.1 A key issue to be addressed by the new strategy is public transport across the region. Stakeholders and the public told us that improving public transport services for the whole of the region including areas of deprivation, rural and island communities and delivering a revitalised system fit for purpose for the future needs of our region must be a priority for the strategy.

3.9.2 An attractive and well-functioning public transport system will be essential to our ability to meet the strategy outcomes and for our region's long term success. We need a public transport system that can get us where we want to go conveniently and comfortably and that is sufficiently high quality to attract and retain new passengers, to increase the long term viability of public transport systems and to meet our region's future travel requirements.

3.9.3 Evidence has been explored in relation to: quality of the existing public transport system particularly from the passenger perspective and in relation to mode choice decisions; and meeting future needs of the region. The quality factors reviewed include availability and frequency, reliability, crowding and capacity, safety, cost and integration.

3.9.4 The implications for the RTS can be summarised as follows:

- The region has an extensive public transport system but the availability of public transport can be an issue particularly for outlying and rural areas, and at less busy times including evenings or Sundays;
- Reliability is affected by a range of factors and is an issue for all public transport modes;
- Capacity and crowding is particularly an issue on rail and Subway services at peak times and can be an issue for some bus services;
- Integration between modes and services remains a challenge. On-going developments in integrated ticketing via a revamped ZoneCard present significant opportunities for improved integration and consequently wider goals for growing public transport use;

- There is a lack of clarity from the public sector in relation to specific objectives for improving quality of public transport for existing passengers and for modal shift;
- The long-term trend of bus passenger decline is more acute in Strathclyde than the rest of Scotland and is being driven by a wide range of factors. The Transport Bill provides new opportunities to work in partnership to address long term trends;
- There are capacity constraints on the rail network including at Glasgow Central which will be challenging to overcome and that, without resolution, could inhibit future growth;
- Rapid capacity increases on the bus network are possible given the right conditions for development and growth;
- Other forms of transport including community transport and shared mobility provide opportunities to integrate with traditional public transport networks; and
- Detailed appraisal is required to identify any specific future public transport interventions required to meet the region's future needs. This needs to consider all potential modes of public transport.

3.9.5 A multifaceted approach is again required to address public transport issues to achieve a system that meets passengers' needs and supports wider transport policy objectives in relation to modal shifts to more sustainable travel in support of our region's long term social, economic and environmental aims.

3.9.6 Therefore, we propose that the new RTS is developed with consideration of the following points in relation to public transport:

- The role of the RTS in improving overall quality and achieving consistency in quality across the region, and the need for more specific goals, objectives and plans for the region in relation to quality and modal shift factors;
- The role of the RTS in providing specific policies and guidance for the implementation of Bus Service Improvement Partnerships, or other forms of operation of local bus services. This should be linked to more specific policy objectives for local bus services;
- How to improve the integration of public transport systems, specifically integrated ticketing and fares, and improving the interface between public transport and other forms of transport including community transport and shared mobility; and
- The capacity and capability of the public transport system needs to be addressed to meet future needs and achieve modal shifts.

### 3.10 Active living

3.10.1 A key issue to be addressed by the new strategy is the contribution that our existing transport and land use system makes to sedentary lifestyles and environments which are linked to increased risks of developing a range of diseases and health disorders, potentially leading to shortened life expectancy and significant costs to health and social care services and the economy. Health indicators including rates of obesity and being overweight are significantly higher in parts of the SPT area than the

national average. Additionally, mental health is a major determinant of overall health, and mental wellbeing is an important indicator of overall quality of life. Mental wellbeing, on average, decreases as area deprivation increases. This is particularly pertinent to the SPT region which has a disproportionate number of the most highly deprived areas compared to the rest of Scotland.

3.10.2 Increasing physical activity helps support maintenance of healthy weight, reduces risk of developing health conditions associated with obesity, and can improve mental health and wellbeing through, for example, improving sleep quality, building confidence, and increasing social interaction resulting in improved mood, reduced stress and enhanced self-esteem. Physical activity rates in the SPT area are slightly lower than national averages.

3.10.3 The implications for the RTS can be summarised as follows:

- Being more physically active has significant benefits for physical and mental health and wellbeing;
- Creating the conditions that increase rates of walking, cycling and wheeling<sup>2</sup> and other ways of travelling actively is one of the most practical and effective means of increasing regular physical activity;
- Enabling more trips to be undertaken by active means is a key objective in both health and transport policy and can help achieve economic objectives;
- There is large scope for more active travel in the SPT region with a large proportion of existing trips being a suitable distance to be undertaken by active travel. A large proportion of these shorter journeys currently continue to be undertaken by car;
- Key barriers to encouraging more active travel in the SPT region include safety and security concerns, including conflicts with roads traffic, availability and quality of infrastructure, and land use patterns;
- Better integration of land use planning, service planning and transport planning can support more active travel;
- National policy recommends 'mainstreaming' active travel strategies within regional and local transport strategies; and
- Integrated urban transport planning is a key success factor in Europe for achieving high mode shares for active travel.

3.10.4 There is already significant good work on-going across the region in the delivery of active travel and a regional active travel network is in development with SPT partners, including Clydeplan. This will form a core component of the new strategy. The development of the RTS should further consider the purpose and scope of regional active travel including which barriers to more active travel may be best addressed regionally. This is likely to include exploring enabling policies to achieve modal shifts. Further, the need to facilitate and support more integrated urban transport

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<sup>2</sup> Wheeling includes other ways of travelling actively including using a wheelchair, skating and scootering

planning to support the 'mainstreaming' of active travel into local transport strategies and plans needs to be taken into account.

### 3.11 Technologies and innovation

3.11.1 The new RTS is being developed at a time when there is a global momentum towards and potentially disruptive influence from emerging technologies and transport innovations. The megatrend of technological breakthroughs is driving advances in data science, artificial intelligence, digital connectivity and sensing technology which offer the potential for cleaner, more co-ordinated and automated transport systems. In turn, these present a huge opportunity to transform how people, goods and services travel. However, they also bring with them uncertainty and behavioural changes which lie at the heart of travel demand and mode choice. There is a need, therefore, to ensure there is a hard focus on the beneficial exploitation of technology that can directly aid the achievement of the strategy outcomes. This will entail a degree of engagement and openness to embrace new ideas so that the range of risks and opportunities can be fully understood.

3.11.2 With the pace of emerging innovations in decarbonisation and digital technology advancing so rapidly, this presents issues of implementation, tailoring to customer needs, and mitigating adverse impacts on existing networks and services. Managing the introduction and integration of these innovations by thorough planning and anticipation of risks will be essential.

3.11.3 The implications for the RTS can be summarised as follows:

- Harnessing technology and a shift towards Mobility as a Service (MaaS) offers an opportunity to travel smarter, maximise usage of available capacity and provide a more seamless and integrated transport offer across all modes;
- MaaS presents an opportunity to break the traditional link with car ownership through the provision of on-demand services;
- MaaS should be planned in a way to encourage and incentivise the use of public transport, shared modes and active travel;
- The emergence of Connected and Autonomous Vehicles (CAVs) and the associated regulatory frameworks, along with Intelligent Traffic Management systems, presents opportunities to maximise use of capacity by communicating with each other and supporting infrastructure;
- Lessons should be learned from the impact of industry disruptors so that transport policy objectives are properly embedded in the regulatory frameworks;
- Developments in smart ticketing present opportunities for a fully seamless, integrated and multi-modal ticketing and payment solutions;
- Intelligent Traffic Management present opportunities to improve capacity utilisation, reduce congestion, further enhance safety and resilience on the network, reduce environmental impacts like emissions, and informing the selection of the most appropriate potential charging mechanisms; and

- Shared mobility including bike hire schemes have a role in achieving transport policy objectives and should be more fully integrated into transport strategies and network planning.

3.11.4 The development of the RTS should seek to set the boundaries about how innovation develops whilst being flexible to accommodate change. It should consider the role of the RTS in developing shared regional frameworks for transport innovation and setting direction of travel for innovation that is consistent with wider policy goals. This should include the consideration of the need for a specific regional framework for Mobility as a Service. Further, the development of the RTS should consider an approach to innovation that follows the sustainable transport hierarchy and is based upon the following principles:

- New modes of transport and new transport services must be safe and secure by design;
- The benefits of innovation must be available to everyone and all parts of the west of Scotland including deprived, remote, rural and island communities;
- Walking, cycling and active travel are the best options for shorter journeys;
- Public transport and mass transit are fundamental to an efficient transport system;
- New transport services must lead the transition to zero emissions;
- Transport innovation must help to make best use of existing infrastructure and road space;
- The marketplace for transport must be open to stimulate innovation and give the best deal to consumers;
- New transport services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users; and
- Data from new transport services must be openly shared to improve choice and the operation of the transport system.

## 3.12 Governance and resourcing

3.12.1 This key issue concerns current governance arrangements, covering decision-making, accountability, public participation, community engagement, funding, resources and delivery.

3.12.2 The implications for the RTS can be summarised as follows:

- Current arrangements can be complex and confusing, at national, regional and local levels, and between public, private and third sectors;
- There are concerns over the democratic accountability of the decision-making processes of some of the organisations involved in transport;
- Community participation and public engagement in transport planning and delivery need to be improved;

- Improved co-ordination and integration of the many different policies, plans and strategies which impact on transport is needed;
- Modal, sectoral and organisational integration is lacking across all areas of transport, and differing agendas cause confusion and delay;
- There is a lack of clarity on, and availability of, current and future funding, both capital and revenue, particularly at regional and local level;
- There are concerns over the availability of the skills and staff resources needed to deliver the changes required; and
- There is a need for sustainable funding for transport that supports long term, strategic decision making and high quality outcomes.

3.12.3 The RTS should be developed with consideration of the following points in relation to governance and resourcing:

- Current thinking in relation to transport governance is available in the recently published National Transport Strategy (NTS2) for consultation, based on work of NTS 'Roles and Responsibilities' working group) and 'Future of Mobility' by UK Government. Both of these workstreams flagged governance as a significant issue which needs to be addressed;
- The draft NTS2 highlights that there is a case for change in transport governance in Scotland, that change should be based on some form of regional model, and that further work was required on order to deliver a workable solution for the future. This appears to be the most appropriate way forward currently proposed; and
- Within the context of this RTS, it is considered essential that the most appropriate governance is in place to deliver, and that the RTS guides the formation of that governance framework (rather than the other way round), otherwise many of the key issues identified will continue. Similarly, it is essential that there is regional and local involvement in any future work on developing transport governance and resourcing in Scotland.

### 3.13 RTS Vision, Outcomes and Objectives

3.13.1 The proposed RTS vision, outcomes and objectives are set out in Appendix 1. The vision is the long term aspirational message for the Strategy. The outcomes are the wider, long term strategic outcomes to be achieved through delivery of the Strategy.

3.13.2 The objectives are what we collectively aim to achieve through delivery of the strategy and are built up from the evidence base to address the 'key issues' and to support the realisation of the vision and outcomes.

### 3.14 Consultation

3.14.1 A three-month public consultation process will be undertaken on the key issues and draft Strategic Framework as part of an RTS 'Issues and Objectives' report.

- 3.14.2 The aim is to hold the consultation over November 2019 – January 2020 to allow the National Transport Strategy consultation to conclude, which was seen as desirable by stakeholders.
- 3.14.3 The consultation will include questions on each of the ‘key issues’ and the strategic framework. Consultees will be able to discuss their level of agreement on the key issues and the strategic framework and including any potential changes or gaps that should be considered.
- 3.14.4 The time between this Partnership meeting and November will be utilised to finalise the report text, diagrams and graphics and to prepare the RTS ‘Issues and Objectives’ consultation document for publication.
- 3.14.5 The consultation will be predominantly available via online channels and accessible versions will be published including easy read and large text formats. In addition, paper copies will be made available on request. Officers are currently scheduling meetings with accessibility groups over the planned consultation period to present the key points of the report and seek advice on how best to participate in the consultation.

### 3.15 Conclusion

- 3.15.1 Ensuring that the correct key issues for the RTS to address are identified, and that a robust Strategic Framework is in place, is an essential stage in the development of the new Strategy. Moreover, it is central to the future successful delivery of the Strategy in an integrated, co-ordinated, inclusive and partnership-focused way.
- 3.15.2 This first phase of public consultation – of the three consultation phases planned for the new RTS – is important in garnering stakeholder support and agreement on the issues we collectively need to address, and how strong, innovative and transformative we will be need to be in doing so.

## 4. Partnership action

The Partnership is recommended to:

- Note the contents of this report;
- Approve the key issues for public consultation; and
- Approve the draft RTS vision, outcomes and objectives for public consultation.

## 5. Consequences

Policy consequences	<i>The new RTS will set the long-term priorities for transport in the west of Scotland.</i>
Legal consequences	<i>Development of the RTS is a statutory responsibility of SPT.</i>
Financial consequences	<i>Within existing budgets.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>An Equality Impact Assessment is being undertaken as part of the development of the new RTS.</i>

Risk consequences

*None at present.*

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