



Regional Transport Strategy – Public Consultation - Initial Summary Findings and Recommended Actions

Date of meeting 16 December 2022

Date of report 24 November 2022

Report by Chief Executive

1. Object of report

The object of this report is to:

- update the Partnership on the initial summary findings of the recently completed public consultation on the Draft Regional Transport Strategy (RTS); and
- recommend approval of actions as a result of the consultation for developing the Final Draft RTS.

2. Background

Following approval by the Partnership in June¹, the 12-week public consultation on the draft RTS took place between 5 August and 28 October 2022. Some organisations and individuals requested a short extension to this timeline (e.g. to allow time for formal approval within their own governance structures) and this was granted on an ad-hoc basis, subject to a final deadline of 14 November 2022.

3. Outline of proposals

3.1 Level of response

There was a very good response rate to the consultation given the wide-ranging nature of the consultation and detailed questions, with 658 responses by organisations and individuals, and a petition signed by 4,844 members of the public also submitted.

Table 1: Number of responses by type of stakeholder and format of response

Stakeholder	Consultation Questionnaire	Submitted a response in a different format (e.g. letter or email)
Organisations	42	9
Members of public	244	363

3.2 Quantitative results – initial summary findings

This section sets out the initial summary findings of the consultation quantitatively. At this early stage in the consultation analysis, the results from organisations and

¹ https://www.spt.co.uk/media/qz3gbqy3/p240622_agenda10.pdf

individuals are combined. Some results are summarised below, with more detail provided in Appendix 1. The final consultation report, which will be published in due course, will provide a more detailed breakdown of the results by respondent type.

3.2.1 Policy Themes

Respondents were asked to indicate the level of importance of each RTS Policy Theme. The results at this stage only include the respondents who used the consultation questionnaire.

Overall, there was significant support for the Policy Themes, in terms of respondents rating how important it was to them or their organisation. This is summarised in the Table 2, with further details provided in Appendix 1.

Table 2: Importance of RTS Policy Themes to stakeholders

RTS Policy Theme	% of stakeholders			
	Important	Neutral	Not important	Not sure
Accessing and Using Transport	87%	8%	2%	3%
Reducing the need to travel and managing demand for car travel	77%	13%	7%	4%
Enabling walking, wheeling and cycling	72%	14%	13%	2%
Enhancing quality and integration of public transport	90%	5%	2%	2%
Improving road safety	82%	12%	3%	2%
Decarbonising vehicles and improving air quality	79%	10%	9%	2%
Moving goods more sustainably	70%	19%	7%	4%
Increasing resilience and adapting to climate change	79%	11%	7%	3%
Protecting and enhancing natural and built environments	78%	13%	5%	4%
Connecting Places	88%	7%	2%	3%

3.2.2 RTS Policies

Respondents were then given the option to indicate if they did or did not support each of the 55 RTS Policies within each Policy Theme. There was widespread support for the RTS Policies, with only one, Policy P.AT5 Integration of micromobility (e.g. e-scooters) and walking, wheeling and cycling receiving a “do not support” or “not sure” response from more than half (52%) of respondents. A very small number of policies had sizeable minorities of stakeholders indicating that they did not support or were not sure they supported the policy e.g. Policy P.R6 Car demand management – pricing (47%). Further detail on the responses to the RTS Policies is set out in Appendix 1.

3.3 Qualitative results – initial summary findings

This section sets out the initial summary findings of the consultation qualitatively.

3.3.1 Strategic Framework

Councils were broadly satisfied with the RTS Strategic Framework (the RTS Priorities, Objectives, Targets and Policies) with many noting alignments with their own council objectives.

3.3.2 Bus Network, Affordability of Bus Fares, and Use of Powers in the Transport (Scotland) Act 2019

Significant concern was expressed by respondents across all stakeholder types (e.g. councils, other stakeholder groups and members of the public) that bus provision in the region was unsatisfactory.

Key areas of concern highlighted include dissatisfaction with the bus service network, bus fares being unaffordable, and a desire to see the powers in the Transport (Scotland) Act 2019 being used by SPT to tackle such problems. It is worth highlighting the petition submitted as part of the consultation process, signed by 4,844 members of the public, specifically focused on the unaffordability of bus fares under the umbrella title “Fair Fares Now”.

3.3.3 Delivery of the RTS, Transport Governance, and Funding

Many respondents, including the majority of SPT’s constituent councils, highlighted that they believed the current transport governance framework lacks the powers and facility to deliver an integrated, planned public transport network and systems necessary to achieve the bold ambitions of the RTS. Many stakeholders also raised concerns over deliverability of the RTS in the current funding climate and that new sources of revenue funding must be found. In terms of delivery, some respondents expressed the need for clear prioritisation and a stronger, clearer role for SPT in public transport project delivery over coming years.

3.3.4 Demand Management – Parking and Pricing

There was greater support from councils for managing demand for private car use through progressive parking policies rather than road pricing. Some councils noted that they are not in a position to support road and parking pricing policies, and that there may be differences in application of these kind of policies in rural areas compared to urban areas.

3.3.5 Micromobility (e.g. e-scooters)

Many stakeholders expressed concerns about the integration of micromobility vehicles (e.g. e-scooters) with walking, wheeling and cycling, and this was reflected in the lower levels of support for this policy in the quantitative results highlighted earlier in this report.

3.3.6 20-minute neighbourhoods

Some councils raised concerns over the practicality of 20-minute neighbourhoods in rural areas, and suggested that the RTS may need to be amended to better reflect the differing circumstances in regard to this in urban and rural settings.

3.3.7 Strategic Roads

Some stakeholders raised concerns over proposals to improve strategic road corridors, particularly if these proposals encouraged greater private car use.

3.3.8 Communicating the RTS

Many responses from members of the public highlighted that they would welcome greater clarity on the role of the RTS, and next steps, particularly in relation to how the RTS is taken forward for delivery.

4. Recommended Actions

Taking into account the content of section 3 above, this section proposes a series of actions for taking forward in developing the Final Draft RTS.

RTS Consultation – Highlighted Issue	Recommended Action
RTS Policies (general)	Officers will review the detailed comments on the RTS Policies and amend as appropriate in line with the results of the consultation highlighted in this report, aiming to strengthen commitment and improve communication or focus within the policy text where required.
Bus Network, Bus Fares and Transport (Scotland) Act 2019	<p>Officers will review the relevant bus and fare-related RTS policies and consider where there is a need to strengthen commitment and improve communication or focus within the policy text.</p> <p>Officers will also continue with the development of the Strathclyde Regional Bus Strategy as recently reported to Strategy and Programmes Committee, where network-level interventions will be developed, potentially including further development of the options presented by the provisions of the Transport (Scotland) Act 2019.</p> <p>Officers will also engage with Transport Scotland in relation to their Fair Fares Review, due to report in March 2023.</p>
Demand Management – Parking and Pricing	The RTS Policies on road and parking pricing will be reviewed in light of comments, although the policies will be retained in the Final Draft RTS as having options to manage demand for car travel is critical to achieving the step change in travel behaviour necessary to realise the RTS objectives and targets, and is in line with national policy in the 20% reduction in car kilometres Route Map. The RTS Delivery Plan will set out plans to understand potential options more fully, including a road pricing study in the region to help inform the national evidence base, in line with the initial set of RTS Actions reported to the Partnership in June 2022.
Delivery of the RTS, Transport Governance, and Funding	<p>Officers will review the consultation evidence in relation to these issues and take it into account in developing the Final Draft RTS for Partnership in March 2023.</p> <p>The RTS Delivery Plan will provide the basis for prioritising delivery of RTS Policies. A key focus for SPT will be completing the Regional Active Travel Network Strategy & Delivery</p>

	<p>Plan and the Strathclyde Regional Bus Strategy & Delivery Plan.</p> <p>Additionally, officers will continue to work within existing workstreams that are pertinent to transport governance and an integrated public transport network, including the national Transport Governance Review being undertaken by Transport Scotland, and will share evidence gained from the RTS consultation with the Review. SPT will also continue to develop and deliver the modernisation of the ZoneCard integrated ticketing product. Further officers will continue to work with key partners in the development of Clyde Metro as part of STPR2, which will include work to determine the most appropriate operating model(s) and governance arrangements to ensure successful delivery of the project.</p>
Micromobility (e.g. E-scooters)	<p>Officers will review RTS Policy P.AT5 and ensure the intention and purpose of this policy is clarified in the Final Draft RTS.</p> <p>The intention of Policy P.AT5 is to ensure that any challenges presented by existing and emerging motorised micromobility vehicles (e.g. e-scooters), in particular the safety of pedestrians, is catered for in the RTS and to enable SPT to work with partners on developing safe solutions as part of the Regional Active Travel Network Strategy & Delivery Plan.</p>
20-minute neighbourhoods	<p>Officers will review the relevant policy and other policies that relate to rural accessibility to ensure the different characteristics of rural and remote areas are covered.</p>
Strategic Roads	<p>Officers will review the Connecting Places policies to consider if the existing text around sustainable connectivity needs to be improved or clarified, or if additional text for this section of the RTS is required.</p> <p>It is worth noting that the RTS Policies do not specify any proposals for strategic road improvements.</p>
General communication of the purpose of the RTS	<p>Officers are aiming to streamline the Final Draft RTS to improve its usability and clarity for all stakeholders.</p>

Officers will use the above actions to prepare the Final Draft RTS and associated documentation, including a full, more detailed report on the results of the public consultation, for approval by the Partnership in March 2023.

It is worth highlighting that only the most significant and the most recurring themes within the consultation responses are highlighted above. However, the level of interest and detail within the responses means there is a substantial volume of content to validate and assess and other key points may arise prior to completion of the full consultation report. Any such points will be brought to the attention of the Partnership in March 2023 when considering the Final Draft RTS.

Further, and building on the recent success of the Partnership member briefing sessions in relation to the bus provisions of the Transport (Scotland) Act 2019, officers will endeavour to hold further briefing sessions on key specific themes of the Final Draft RTS over the January-March 2023 period.

5. Partnership action

The Partnership is recommended to:

- note the initial summary findings of the Draft RTS public consultation; and
- approve the recommended actions in Section 4 for taking forward for the development of the Final Draft RTS which will be presented for approval to the Partnership in March 2023.

6. Consequences

Policy consequences	<i>The new RTS will set the framework for transport policy, projects and initiatives for the next 10-15 years.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>An Equality Impact Assessment (EQIA) is being undertaken as part of the development process for the new RTS.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation and Carbon consequences	<i>A Strategic Environmental Assessment is being undertaken as part of the RTS development process. The draft RTS contains various proposals to positively address climate change, adaptation and carbon reduction issues.</i>

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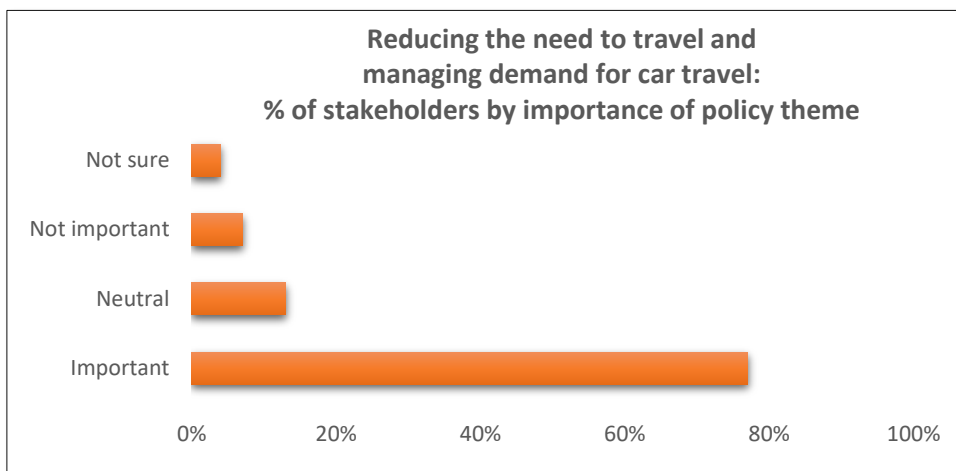
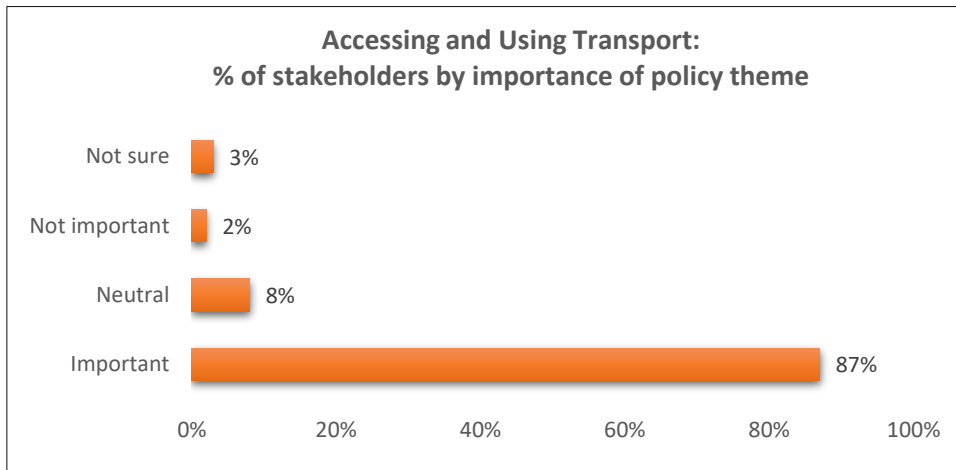
For further information, please contact *Bruce Kiloh*, Head of Policy and Planning at bruce.kiloh@spt.co.uk or *Amanda Horn*, Senior Transport Planner at amanda.horn@spt.co.uk.

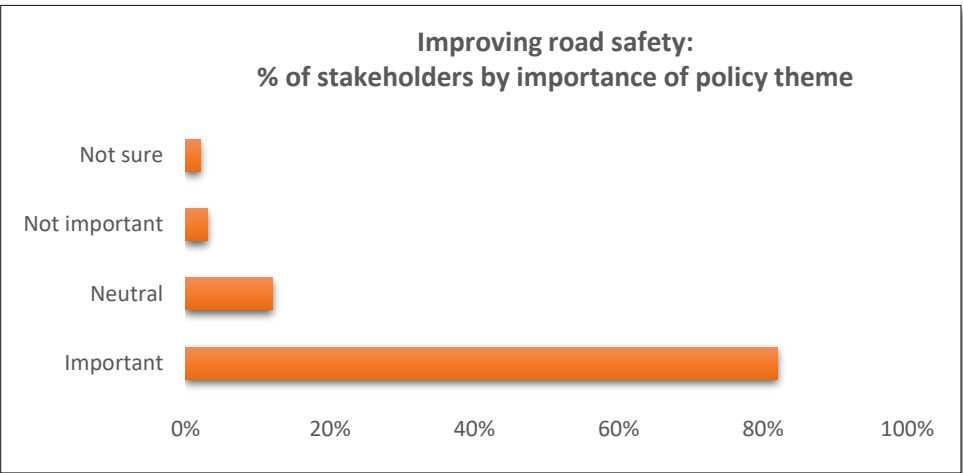
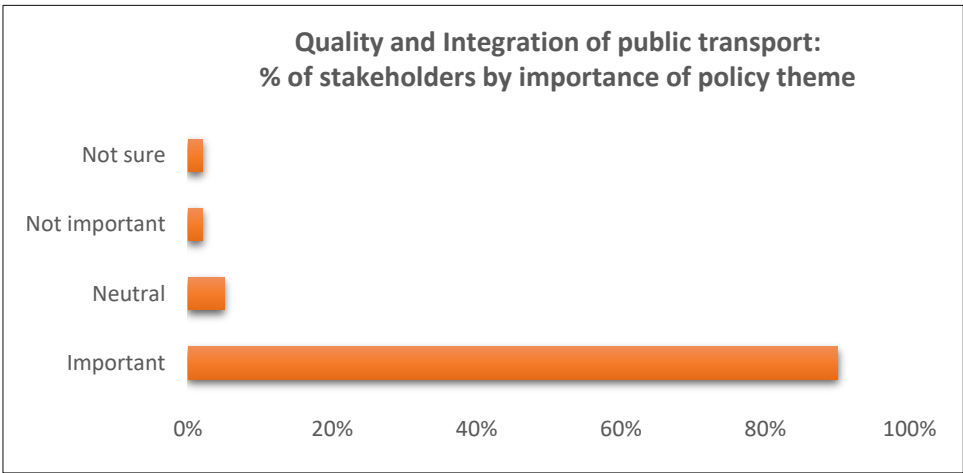
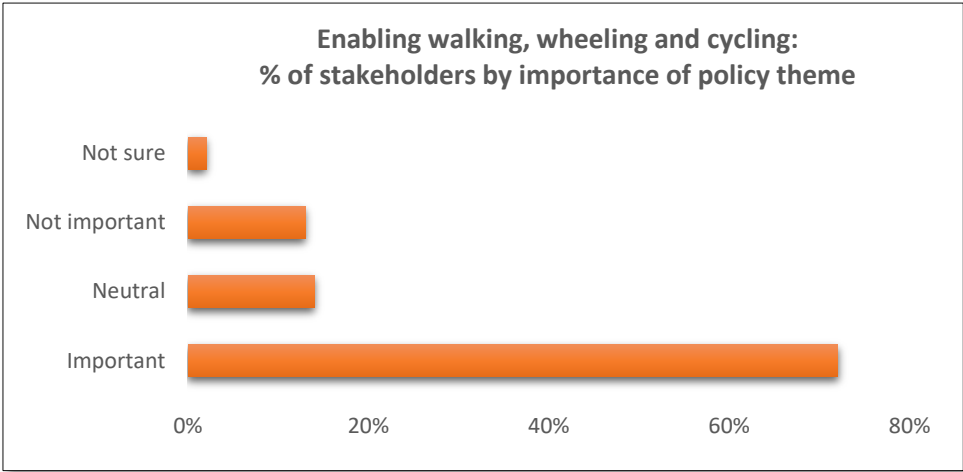
Appendix 1

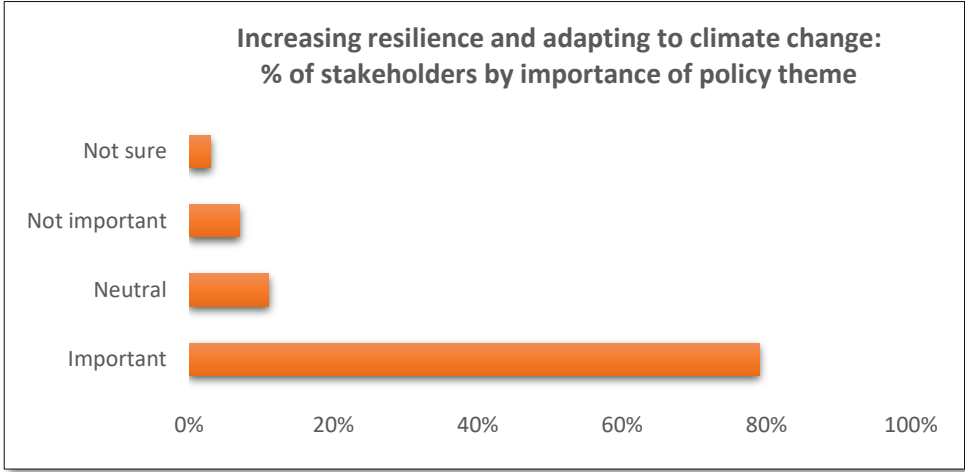
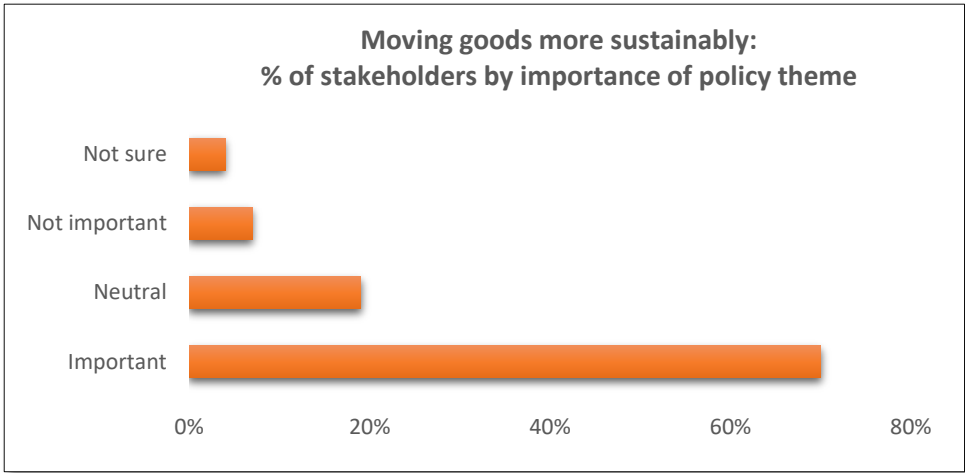
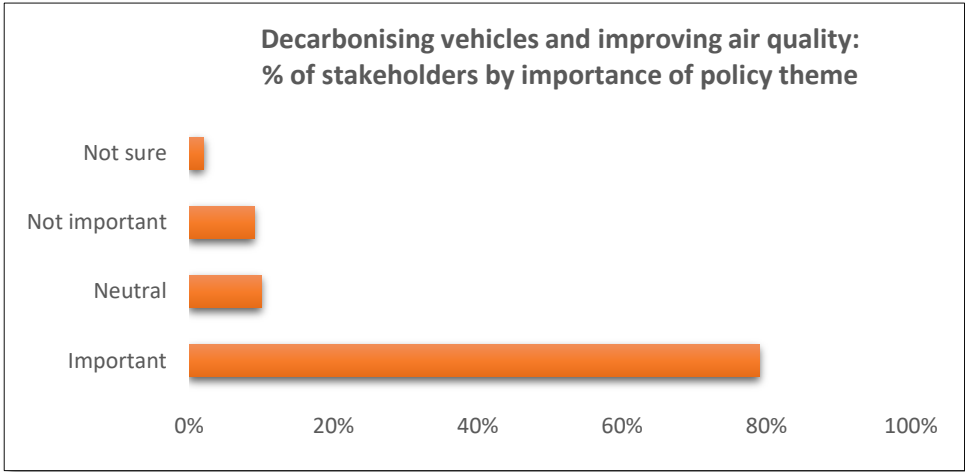
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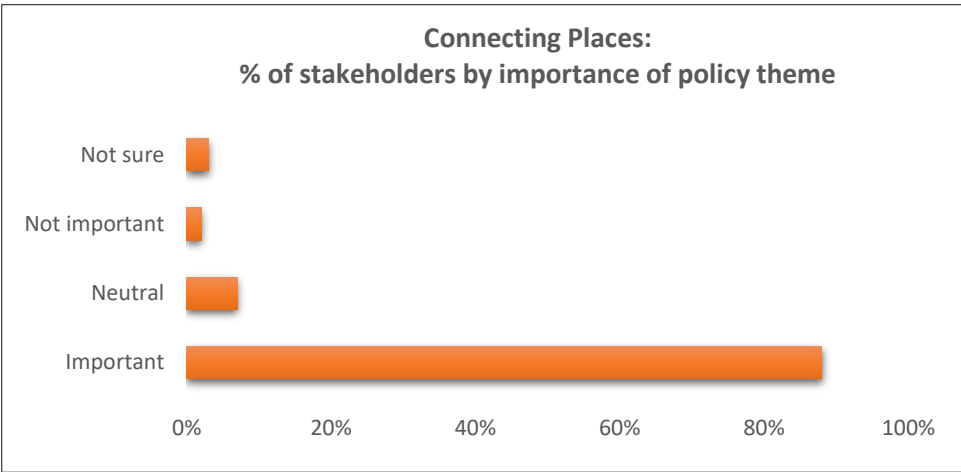
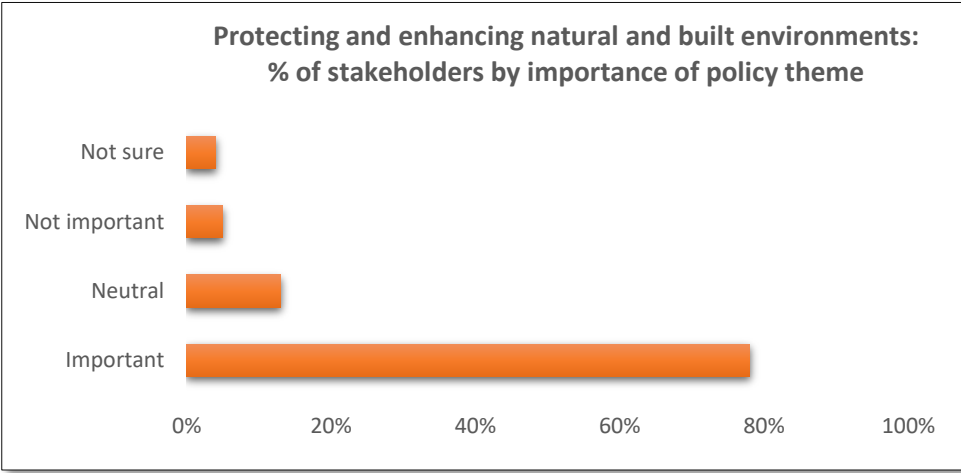
1. RTS Policy Themes – Level of Importance

Stakeholders were asked to indicate the level of importance of each RTS policy theme to themselves or their organisation.









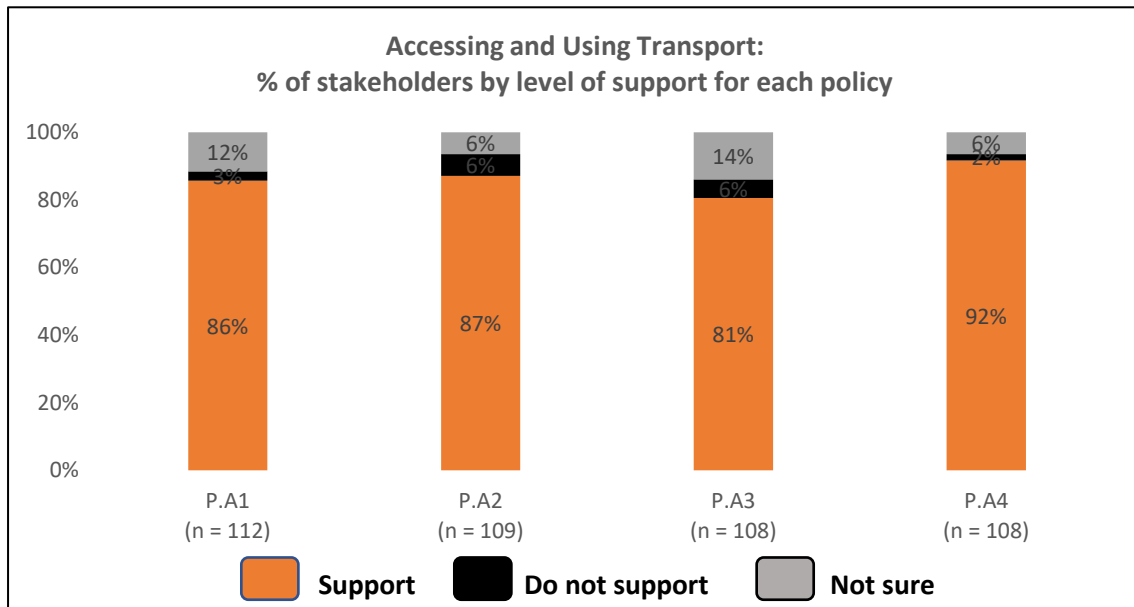
2. RTS Policies: Level of Support

Stakeholders were given the option to indicate if they did or not did not support the individual RTS policies. All but one policy received a majority of responses in support of the policy; however, a small number of policies had sizeable minorities of stakeholders indicating that they did not support the policy. Likewise, some policies had sizeable minorities indicating that they were not sure if they supported the policy. The detailed results are set out in this section under each policy theme.

2.1 Accessing and Using Transport

Stakeholders were asked to indicate their level of support for the 4 policies in this theme:

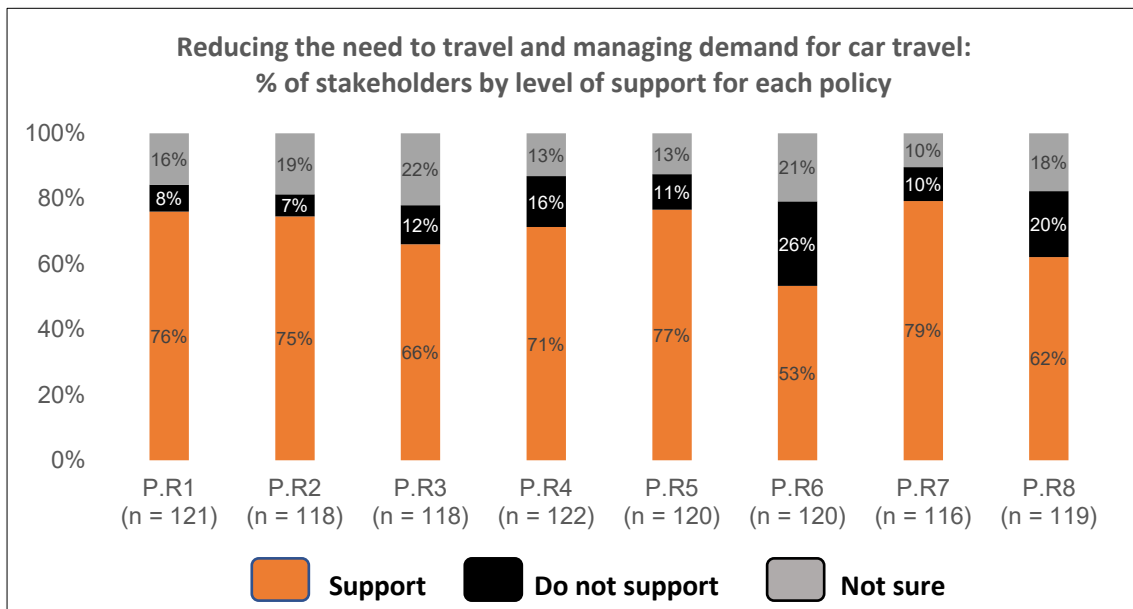
- Policy P.A1 Accessible Transport
- Policy P.A2 Affordable Transport
- Policy P.A3 Availability of Transport
- Policy P.A4 Safety and Security of Public Transport



2.2 Reducing the need to travel and managing demand for car travel

Stakeholders were asked to indicate their level of support for the 8 policies in this theme:

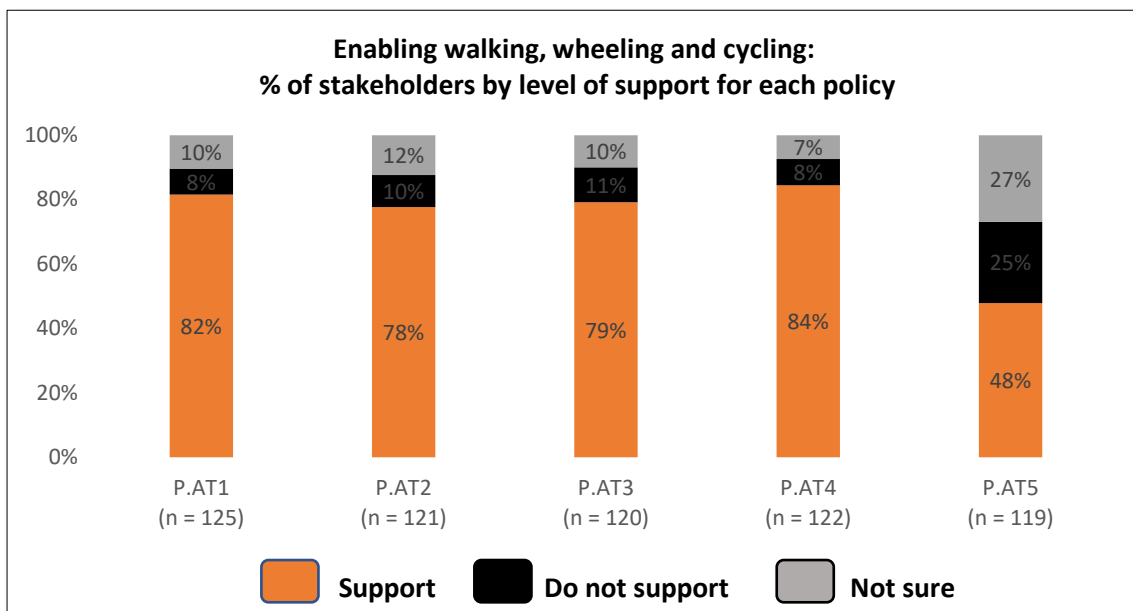
- Policy P.R1 Integration of Transport and Land Use
- Policy P.R2 20-minute neighbourhoods
- Policy P.R3 Flexible working and remote access to services
- Policy P.R4 Road space reallocation
- Policy P.R5 Car demand management – parking
- Policy P.R6 Car demand management – pricing
- Policy P.R7 Behavioural Change
- Policy P.R8 Shared transport and shared journeys



2.3 Enabling walking, wheeling and cycling

Stakeholders were asked to indicate their level of support for the 5 policies in this theme:

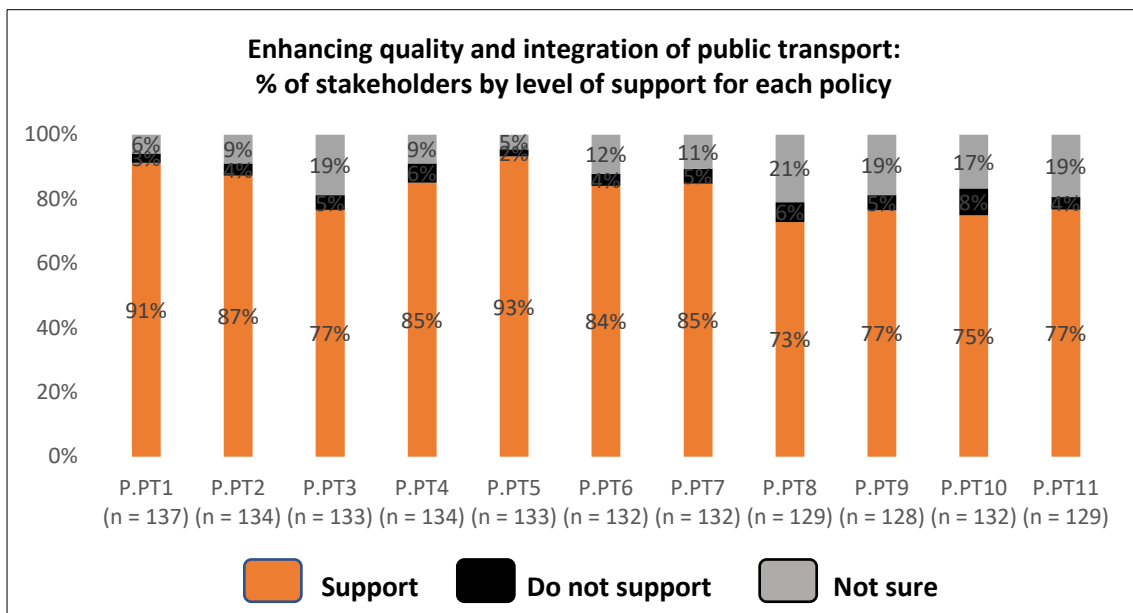
- Policy P.AT1 Regional Active Travel Network
- Policy P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities
- Policy P.AT3 Access to bikes
- Policy P.AT4 Integration of walking, wheeling and cycling with other sustainable transport modes
- Policy P.AT5 Integration of micromobility and walking, wheeling and cycling



2.4 Enhancing quality and integration of public transport

Stakeholders were asked to indicate their level of support for the 11 policies in this theme:

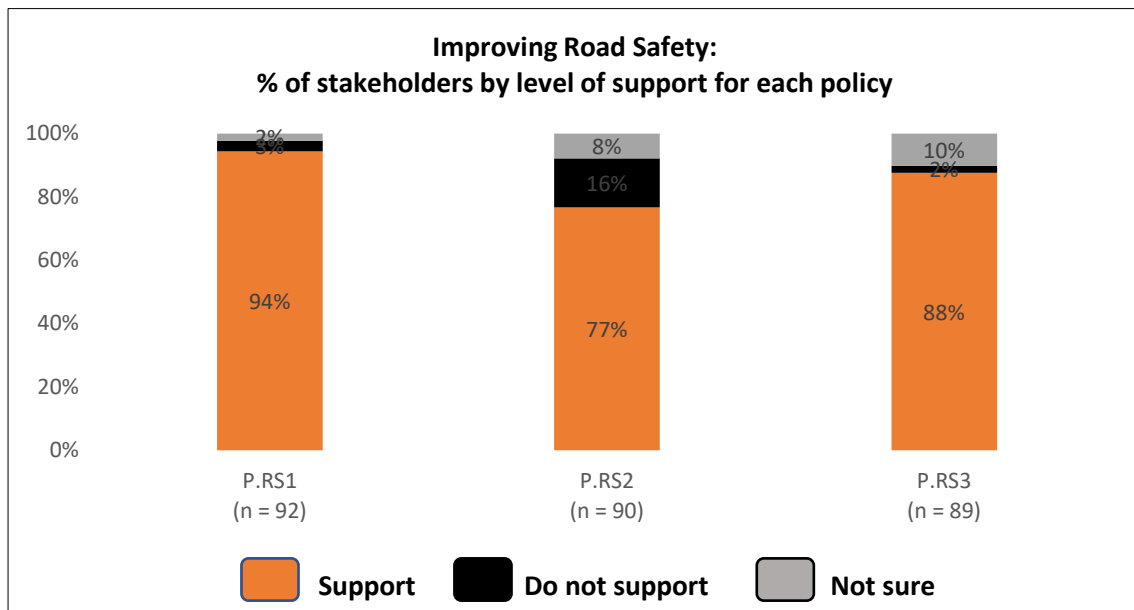
- Policy P.PT1 Integrated public transport system
- Policy P.PT2 Ticketing and information
- Policy P.PT3 Mobility as a Service
- Policy P.PT4 Bus quality and integration
- Policy P.PT5 Rail quality and integration
- Policy P.PT6 Ferry quality and integration
- Policy P.PT7 Subway quality and integration
- Policy P.PT8 Clyde Metro
- Policy P.PT9 Community Transport, Demand Responsive Transport, Taxis and last mile connections
- Policy P.PT10 Park and Ride
- Policy P.PT11 Sustainable mobility hubs



2.5 Improving road safety

Stakeholders were asked to indicate their level of support for the 3 policies in this theme:

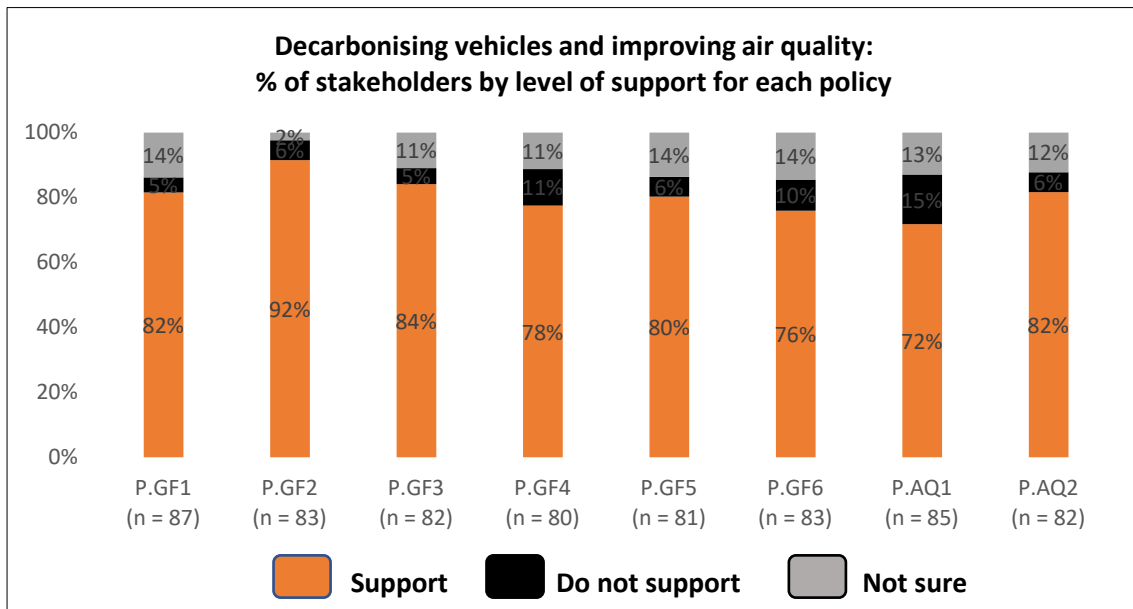
- Policy P.RS1 Road safety and vulnerable road users
- Policy P.RS2 Safe Speeds
- Policy P.RS3 Regional road network safety measures



2.6 Decarbonising vehicles and improving air quality

Stakeholders were asked to indicate their level of support for the 8 policies in this theme:

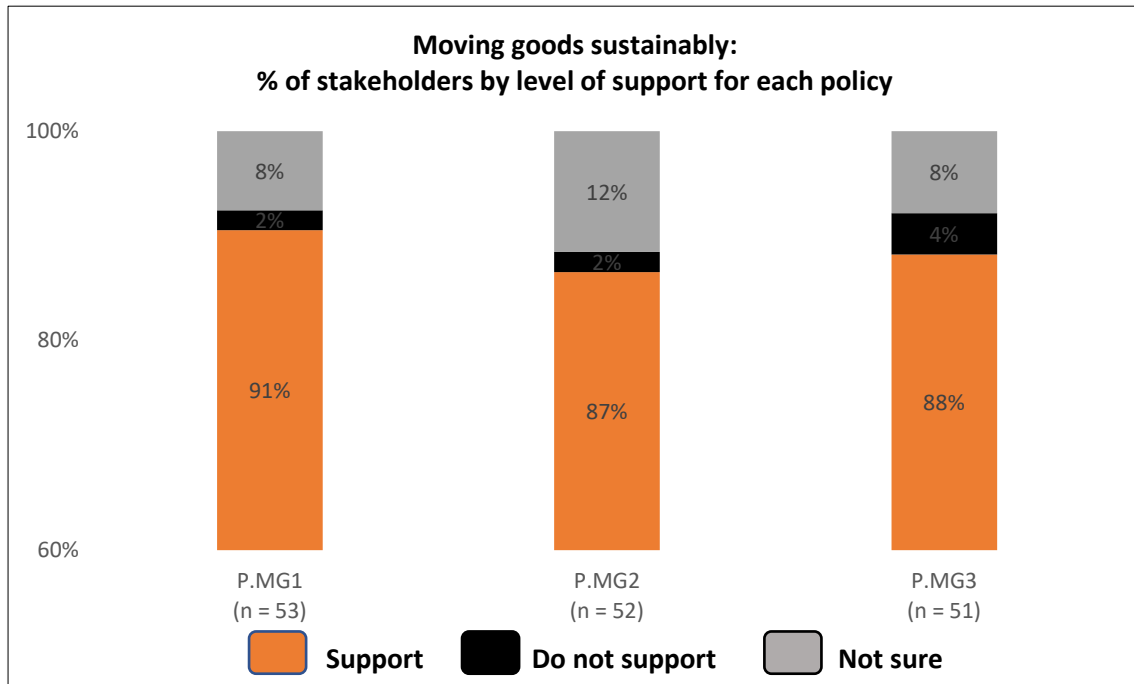
- Policy P.GF1 Road transport vehicle decarbonisation
- Policy P.GF2 Rail decarbonisation
- Policy P.GF3 Subway decarbonisation
- Policy P.GF4 Ferry decarbonisation
- Policy P.GF5 Aviation decarbonisation
- Policy P.GF6 Clyde Metro
- Policy P.AQ1 Low Emission Zones
- Policy P.AQ2 Air Quality Management Areas



2.7 Moving goods sustainably

Stakeholders were asked to indicate their level of support for the 3 policies in this theme:

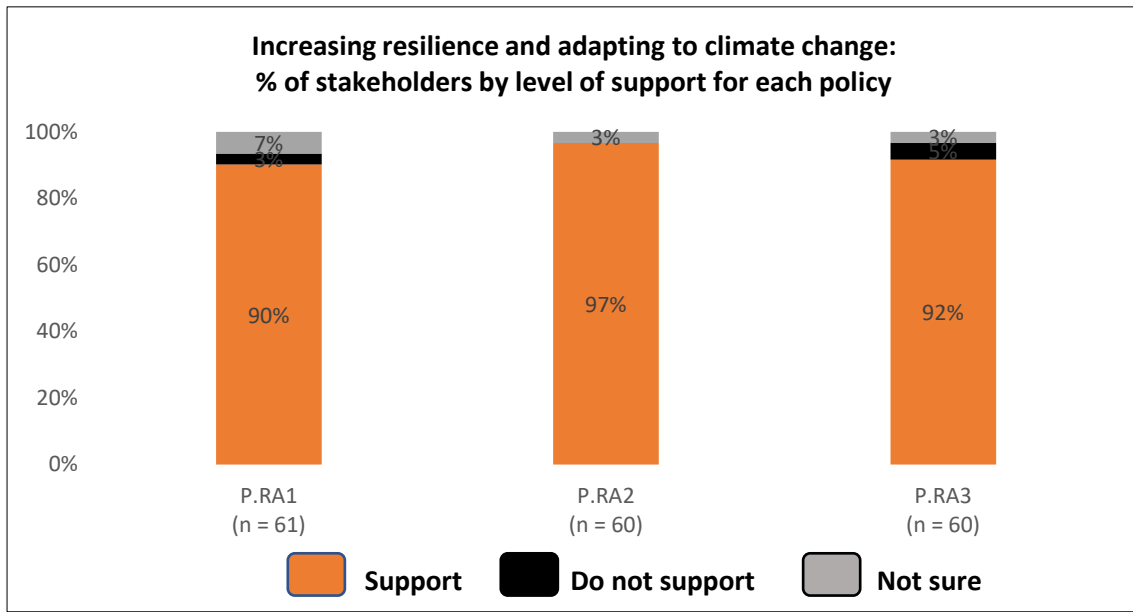
- Policy P.MG1 Strategic freight transport
- Policy P.MG2 Urban freight and last mile deliveries
- Policy P.MG3 Freight hubs and facilities



2.8 Increasing resilience and adapting to climate change

Stakeholders were asked to indicate their level of support for the 3 policies in this theme:

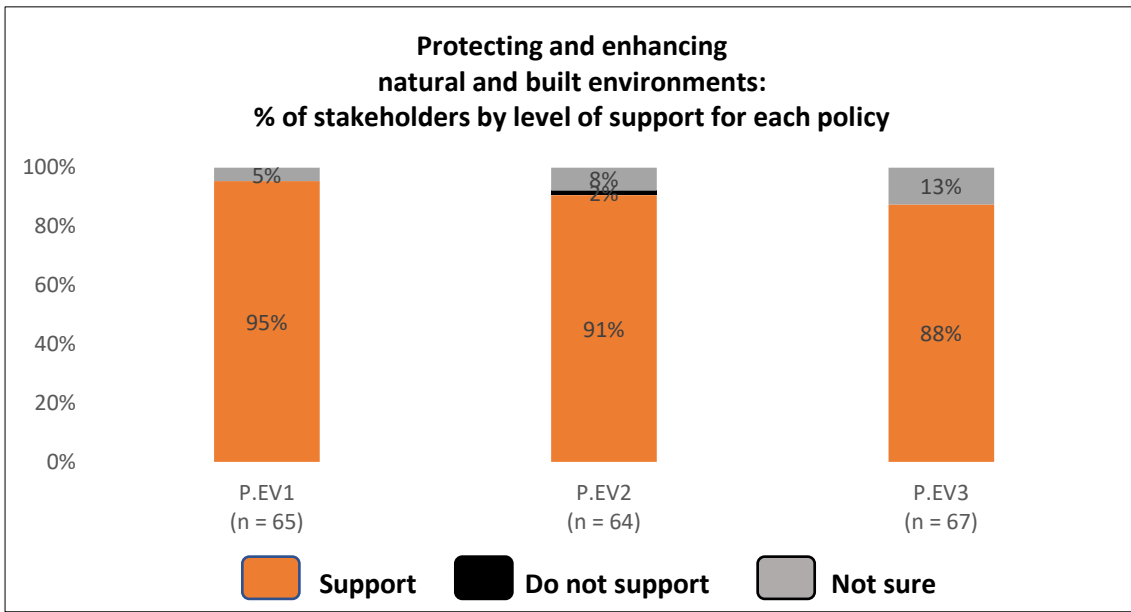
- Policy P.RA1 Climate Change Adaptation
- Policy P.RA2 Resilience
- Policy P.MG3 Flood risk management and mitigation



2.9 Protecting and enhancing natural and built environments

Stakeholders were asked to indicate their level of support for the 3 policies in this theme:

- Policy P.EV1 Biodiversity and green infrastructure
- Policy P.EV2 Green networks
- Policy P.EV3 Built environment and high-quality places



2.10 Connecting Places

Stakeholders were asked to indicate their level of support for the 7 policies in this theme:

- Policy P.CP1 International connectivity
- Policy P.CP2 Inter-regional connectivity
- Policy P.CP3 Intra-regional Connectivity
- Policy P.CP4 Town Centre connectivity and 20-minute neighbourhoods
- Policy P.CP5 Island, Rural and Remote Area Connectivity
- Policy P.CP6 Regional Hospitals and Tertiary Education
- Policy P.CP7 Housing Development

