Partnership report   **SPT**

Regional Transport Strategy – progress update

Date of meeting   18 March 2022   **Date of report**   21 February 2022

Report by Chief Executive

1. Object of report

The object of this report is to update members on the development progress of the new Regional Transport Strategy (RTS).

2. Background

Further to previous reports[1] to the Partnership and Strategy & Programmes Committee, the development of the new RTS is now entering its final phase. This report summarises the current status of the RTS Strategic Framework and the key content of the policies and actions that will be developed for the Draft RTS. The RTS programme remains on track for a 12-week public consultation over summer 2022.

3. Outline of proposals

3.1   RTS Strategic Framework

The RTS Strategic Framework will consist of the Vision, Priorities, Targets, Objectives, and Themes. The latter of these, the RTS Themes, facilitates more detail and focus for the policies and actions to be included in the Draft RTS; more detail on the Themes is provided in section 3.6. The draft Vision, Priorities, Targets in Principle and Objectives were included in the RTS Case for Change public consultation, and how these are proposed to be updated for the Draft RTS in light of feedback received during that exercise and further development is noted below.

3.2   RTS Vision

Following further development and in response to comments received during the Case for Change consultation, the RTS Vision has been amended to better reflect climate change mitigation and adaptation policy by inserting "low carbon" and "resilient" respectively, as follows:

> *The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon travel options shaped by the needs of all.*

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[1] Most recent updates to Partnership and Strategy and Programmes Committee:
https://www.spt.co.uk/media/dwpjwne5/p170921_agenda8.pdf ,
https://www.spt.co.uk/media/vh5prl5y/sp180222_agenda11.pdf , and section 3.3.1 of this report:
https://www.spt.co.uk/media/lq2cl0yr/sp261121_agenda10.pdf

The Case for Change consultation also identified that, to aid understanding and to help communicate the intention and spirit of the RTS Vision, there was a need for a more detailed narrative to accompany it. This has been developed, as follows:

The RTS Vision has been shaped through engagement with SPT's partners and framed within the wider policy framework for transport. There was early agreement that a new Vision should have a focus on the future of the region as a place whilst also clearly articulating the desired transport system.

At its core, the RTS Vision recognises that a transport system facilitates and enables social and economic activity. This is why the subject of our Vision is the west of Scotland as a place, made up of its diverse social, demographic and spatial communities and economic centres, framed within a highly ambitious public policy landscape aimed at tackling structural inequalities and achieving better environmental, economic, health and social outcomes for all.

At the same time, the RTS is a transport strategy, and needs to make a clear statement about the type of transport system that is required to help facilitate these better societal outcomes. Therefore, this is a Vision for a transport system that is high quality, convenient to use and providing a range of attractive and appealing transport choices that make it easy to choose healthy and green behaviours. It is also a Vision for a transport system that is sustainable, more efficiently using resources, capacity and land, prioritising public transport and active modes, and integrating with spatial development priorities. Further, this is a Vision for a transport system that is low carbon, less polluting and energy intensive with fewer private vehicles used less frequently. Finally, and crucially, this is a Vision for a transport system for everyone: safe, affordable, available and accessible to all, where transport is planned with the people who use it.

3.3   RTS Priorities

The new RTS will have three Priorities: "A healthier environment"; "Inclusive economic growth"; and "Improved quality of life". These Priorities set out the most significant wider social, economic and environmental policy aims that transport, and therefore the new RTS, needs to help achieve. All of the policies and actions in the new RTS, and subsequent Delivery Plans and linked strategies, plans or programmes, need to help underpin one or more of the Priorities.

Table 1 below sets out the Priorities, the rationale for each and the linkages to the National Transport Strategy. SPT has embedded equality within each RTS Priority to improve mainstreaming of equality in policy making.

Table 1: RTS Priorities

RTS Priority	Rationale	Alignment to NTS2 Priorities
A healthier environment, supported by a transport system that helps our region become a low carbon place	Tackling climate change is an imperative. This means stopping carbon emissions as much as possible, as soon as possible, in line with Scotland's statutory climate change targets. Transport is the largest carbon emitting sector in Scotland. A large proportion of these transport emissions are from roads transport, predominantly from people travelling in cars and goods moving by vans and lorries. Stopping the	Reduces inequalities Take Climate Action Improves our health and wellbeing

RTS Priority	Rationale	Alignment to NTS2 Priorities
with healthier natural and built environments for the benefit of all.	harmful impacts of local air pollution is also a public health priority in Scotland. Air pollution is damaging the health of people living, working and visiting our region, particularly children, older people, people with certain types of health conditions and diseases, and socio-economically disadvantaged communities. A large proportion of air pollutants are generated by people driving road transport vehicles, particularly in built up areas.	
Inclusive economic growth, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.	The SPT region is geographically and demographically diverse with sizeable spatial and socio-economic inequalities. Economic activity and employment rates continue to be lower than the rest of Scotland whilst under-employment is a continuing challenge for some parts of the region. Rural and coastal areas continue to experience depopulation and ageing population trends affect the viability of local economies and pose wider challenges for regional productivity and labour force development, whilst our region's city and town centres face increasing and multiple challenges to their long-term sustainability. Regional economic growth and spatial development strategies offer significant opportunity to address labour market challenges, develop well-being economies, attract new investment and deliver more inclusive and sustainable growth. The new RTS will help drive forward regional transport connectivity priorities to support these wider strategies. At the same time, the RTS needs to support all parts of the region including remote, rural and socio-economically deprived areas to be connected to economic opportunities and realise benefits from growth and investment, thus supporting the Regional Economic Strategy.	Reduces inequalities Helps deliver inclusive economic growth
Improved quality of life, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.	The SPT region has disproportionate levels of poverty and deprivation and poorer health outcomes compared to the rest of Scotland. There are also sizeable health and income inequalities within the region. Improving healthy life expectancy, physical activity rates and mental health are all large challenges for the region whilst boosting household incomes is central to tackling poverty and poor health. Transport has a role in all of this by enabling access to better jobs, education and training, health services, green and blue spaces, and social, leisure and cultural activities. Increasing independence for older and	Reduces inequalities Improves our health and wellbeing

RTS Priority	Rationale	Alignment to NTS2 Priorities
	vulnerable people, tackling social isolation and enabling everyone to participate more fully in society are also challenges that transport needs to help address by reducing barriers to transport and improving accessibility.	

3.4   RTS Targets

Responses from the public and stakeholders to the RTS Case for Change consultation gave overwhelming support for the adoption of three RTS Targets in Principle relating to reducing emissions, encouraging modal shift to more sustainable means of travel, and reducing car kilometres. Subsequently, the Targets have been further developed as set out in Table 2 below.

Table 2: RTS Targets

Target	Baseline (draft)
In line with national climate change targets for transport, by 2030, transport emissions will be reduced by at least 56% from the 1990 baseline.	This target will be linked to the national climate change monitoring processes to ensure alignment of methodology; however, SPT will also monitor road transport emissions in the region via the RTS indicators to provide additional regional intelligence by mode.
By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.	In 2019, 38% of all journeys in the SPT region were made by means other than private car as the main mode (includes car driver and car passenger journeys).
In line with national targets, by 2030, car kilometres in the region will be reduced by at least 20%.	SPT is working with Transport Scotland on confirming the baseline position for the region to ensure alignment with the national process.

3.5   RTS Objectives

Following the RTS Case for Change consultation, the Objectives were reviewed to ensure good alignment with the Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EQIA) interim reports, and Case for Change consultation feedback. This resulted in the changes set out in Table 3 below:

Table 3: RTS Objectives

Objective in the Case for Change	Amended Objective to be included in draft RTS	Rationale for change
To reduce transport emissions in the region	**To reduce carbon emissions and other harmful pollutants from transport in the region**	The amended objective clarifies that the objective is inclusive of both global (Carbon) and local emissions, and better establishes that a

Objective in the Case for Change	Amended Objective to be included in draft RTS	Rationale for change
		co-benefits approach should be taken.
To improve equality of access to the transport system and improve accessibility to town centres, jobs, education facilities, hospitals and other opportunities	**To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs**	The amended objective is more specific about the factors that need to change to tackle the key issues set out in the 'Access for all' chapter in the Case for Change, and responds to significant number of stakeholder comments on these matters particularly affordability. The objective has also been amended to include 'everyone' as the subject of the objective, to embed equality.
To improve connections between regional centres of economic activity and development opportunities within the region, and to key domestic and international markets	**To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight**	The updated objective is easier to understand whilst retaining same principles. The updated objective also responds to the consultation by making explicit reference to 'inter-reginal' connections and freight.
To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys	**To enable everyone to walk, cycle or wheel and for these to be the popular choices for short, everyday journeys**	The amended objective includes 'everyone' as the subject of the objective, to further embed equality and clarify that active travel needs to be inclusive of everyone's needs.
To make public transport a desirable travel choice for residents and visitors	**To make public transport a desirable and convenient travel choice for everyone**	The amended objective includes the adjective 'convenient' to respond to consultation comments related to improving integration. The amended objective also includes 'everyone' as the subject of the objective, to further embed equality and clarify that public transport needs to be inclusive of everyone's needs.

3.6   RTS Themes

Following the RTS Case for Change consultation and further development and appraisal, eleven emerging Themes have been identified under which specific policies and actions will be set out in the Draft RTS. Table 4 below sets out the Themes and provides a content overview of the policies and actions that will be included within each Theme. The policies and actions are derived from the list of Options set out in the Case for Change subject to multi-criteria appraisal.

It is worth emphasising that the RTS is not an 'action plan' therefore the policies and actions under each Theme will be strategic and high level in order to provide momentum and clarity for stakeholders. More detailed plans, actions and programmes will be set out in the subsequent RTS Delivery Plans and linked strategies which will follow formal approval of the new RTS.

Further, in addition to the RTS Themes, the Draft RTS will include sections in relation to future transport governance and funding and future technologies, reflecting the importance placed on this by stakeholders including through responses to the Case for Change consultation, and in light of recent dialogue in relation to the SPT Chair and Vice Chairs "Transport for Strathclyde" discussion paper, which members will recall received support from across the Partnership board when published in 2021.

Table 4: RTS Themes

RTS Theme	Content of policies and actions
Reducing travel by car	Policies and Actions related to: • Demand management including: roadspace reallocation; road pricing; parking (including workplace parking); changing individual travel behaviours and attitudes • Reducing the need to travel including: remote working/digital access; local accessibility/20-minute neighbourhoods; integration of transport and planning
Accessing transport	Policies and actions related to improving and enhancing availability and coverage of transport services & networks, addressing transport affordability problems and making transport more accessible including: • Developing a "level of service framework" for the region including rural areas and islands; • Enhancing demand responsive services; • Enhancing role and capacity of Community Transport including role in delivering access to healthcare; • Supporting the case for enhanced investment in rural transport services; • Integration of Community Transport, rural transport services and shared mobility options with primary public transport networks; • Development of refreshed Transport Access to Healthcare Action Plans;

RTS Theme	Content of policies and actions
	- Investigating options for reducing cost of public transport for people on lowest incomes; - Development of a regional accessible travel action plan linked to the national accessible travel framework; and - Investigation of increasing availability and integration of journey assist services.
Improving integration and quality of public transport	Policies and actions related to: - Development of a regional bus strategy; - Further investigation of bus governance options arising from the Transport (Scotland) Act 2019; - Implementation of Bus Partnership Fund; - Supporting delivery of Rail Services Decarbonisation Plan in the region; - Maximising opportunity of passenger rail in the region including supporting enhanced capacity at Glasgow Central; - Integrated ticketing, travel information and payment methods including development of a Mobility as a Service (MaaS) Action Plan; - Improved and enhanced passenger and interchange facilities and hubs and development of mobility hubs; - Delivery of strategic Park and Ride; and - Integration with cycling, walking and wheeling.
Delivering Clyde Metro	Policies and actions related to development of business cases and implementation of the Clyde Metro, and integration with other transport in the region.
Enabling active travel	Policies and actions related to: - Delivery of high-quality infrastructure; - Network strategies and planning; - Access to bikes; and - Integration with other forms of transport.
Greening the fleet	Policies and actions related to: - Acceleration of infrastructure delivery to support uptake of zero emission cars, vans and buses; - Promotion of zero emission vehicles; - Supporting bus industry including smaller operators and Community Transport to achieve zero emission fleets; - Supporting national approaches to zero emission freight vehicles; and

RTS Theme	Content of policies and actions
	• Whole systems approaches & hydrogen opportunity.
Improving road safety	Policies and actions related to delivering Scotland's Road Safety Framework in the region.
Connecting places	Policies and actions related to: • Improving and enhancing International connectivity including connections to air and sea ports; • Improving and enhancing strategic rail connectivity including High Speed Rail and WCML and inter-regional rail; • Connections to strategic locations including town centres, hospitals, strategic economic and investment locations including HMNB Clyde; • Ayrshire connectivity to M74/England; • Inter-regional air connectivity; and • Island connectivity.
Moving goods more sustainably	Policies and actions related to: • Freight modal shift from road to rail, including supporting updating of national freight modal shift strategy as set out in draft STPR2; • Development of updated regional freight strategy; • Re-establishment of Freight Quality Partnership; and • Development of Last Mile Delivery strategy.
Protecting and enhancing built & natural environments	Policies and actions related to: • Implementation of green networks including Glasgow and Clyde Valley Blueprint and Central Scotland Green Network; • Protecting and enhancing biodiversity including using nature-based solutions where possible in transport projects; • Use of strategic environmental assessment; and • Integrating transport projects with improvements to public realm and placemaking.
Improving resilience and maintaining and developing assets	Policies and actions related to: • Adaptation of infrastructure and services to impacts of climate change, including SPT owned facilities and infrastructure; • Supporting adaptation and enhanced resilience to impacts of climate change for key transport networks in the region including A83 Rest and by Thankful, A78, A8 and coastal rail lines;

RTS Theme	Content of policies and actions
	• Supporting delivery of regional climate change adaptation strategies including Climate Ready Clyde; • Future proofing of new investment in assets and infrastructure in terms of low carbon and climate change adaptation; • Supporting councils to enhance traffic management systems and infrastructure, and supporting co-ordination of systems; • Supporting councils to enhance level of investment available for maintenance of assets and infrastructure across all modes; and • Supporting improvements to TRO process.

3.7 Monitoring and evaluation framework

An annual monitoring report will be produced for the new RTS to track progress. This report will comprise of a set of transport indicators and an update of actions/projects/initiatives set out in the strategy and subsequent Delivery Plan. As far as possible and where appropriate, the transport indicators will align with national monitoring processes including the National Transport Strategy 2 and the Active Travel Framework.

Additionally, it is proposed that there will be an evaluation of the RTS, at regular intervals (likely to be every 3 or 5 years). The scope of evaluation will include, although may not be limited to:

- determining if sufficient progress is being made against the RTS Targets;
- identify the actions required to accelerate progress against the Targets, if necessary;
- evaluating the impact of the RTS on the wider policy agenda via the RTS Priorities; and
- identify the actions required to increase positive social, environmental, health and economic impacts, if necessary.

Table 5: RTS monitoring and evaluation framework – overview of proposed approach

Item	Method	Frequency
Priorities	Evaluation	3- or 5-yearly
Targets	Monitoring and evaluation	Annual monitoring update + 3- or 5-yearly evaluation
Objectives	Monitoring (indicators)	Annual
Policies and Actions	Progress report	Annual

4. Conclusions

Development of the new RTS has reached its final and most important phase. The approach detailed in section 3 of this report will form the basis and direction for the Draft RTS which will be prepared for 12-week consultation over the summer. Specifically, in relation to the RTS Themes, the policies and actions which will be further developed in line with the content proposed in Table 4 will be the most important part of the Draft RTS. Building on the momentum created by the SPT Chair and Vice Chairs "Transport for Strathclyde" discussion paper, SPT looks forward to wide engagement and discussion on the Draft RTS during the public consultation, and will look to take account of comments received in the final RTS for Approval when it is prepared after the consultation. Officers will continue to keep members updated as matters progress.

5. Partnership action

The Partnership is recommended to note this report.

6. Consequences

Policy consequences	*The new RTS will set the framework for transport policy, projects and initiatives for the next 20 years.*
Legal consequences	*None at present.*
Financial consequences	*None at present.*
Personnel consequences	*None at present.*
Equalities consequences	*An EQIA is being undertaken as part of the development process for the new RTS.*
Risk consequences	*None at present.*

Name	**Neil Wylie**	**Name**	**Valerie Davidson**	
Title	**Director of Finance & Corporate Support**	**Title**	**Chief Executive**	

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.