



Strategic Issues Update for the SPT area

Committee Strategy and Programmes

Date of meeting 18 May 2018

Date of report 25 April 2018

Report by Senior Director

1. Object of report

The object of this report is to update the Committee on various strategic-level issues currently affecting the west of Scotland transport network.

2. Background

Further to the report to the previous Committee¹, members will be aware that there is a significant amount of activity within transport and related sectors at present, across national, regional and local levels. This activity covers a wide range of initiatives, from policy to delivery. To varying degrees, each of these has the potential to impact on SPT and its work. As the Regional Transport Partnership for the west of Scotland, it is essential that SPT closely monitors this wide range of activity and seeks to influence outcomes in a co-ordinated and integrated manner, seeking to maximise benefits for the people and communities of the west of Scotland. This report is intended to provide the Committee with the current status of each activity and SPT actions in that regard.

3. Update

3.1 National

3.1.1 National Transport Strategy (NTS)

Transport Scotland (TS) continues to take forward work on the new NTS and SPT officers are involved in various groups established as part of the NTS development programme. Progress on each of these has been good and the NTS remains on track to be complete in late 2019. SPT is represented on various NTS working groups, including the Roles and Responsibilities group which is considering the most effective future models for delivery of transport in Scotland in the future.

3.1.2 Strategic Transport Projects Review (STPR2)

Developing concurrently with the NTS but not due to complete until late 2020 to ensure it takes into account the outcomes of the NTS, is TS's second

¹ See http://www.spt.co.uk/documents/latest/sp020218_agenda9.pdf

Strategic Transport Projects Review. TS has outlined the key principles of STPR2 as follows:

- “STPR2 will examine the strategic transport infrastructure interventions required to support Scotland’s Economic Strategy, including inclusive growth objectives, reflecting outcomes and priorities to be set out in the National Transport Strategy (NTS2);
- STPR2 will align with other Scottish Government national plans, policies and strategies, including the National Planning Framework (NPF4) and the Climate Change Plan;
- STPR2 will consider the commitments made to city and regional deals as well as previous recommendations in STPR1;
- STPR2 will consider how transport can best assist the review of planning and STPR2 projects will be part of the NPF4 delivery programme;
- STPR2 will provide a programme of potential transport investments for Scottish Ministers over the next 20 years from which to update the Infrastructure Investment Plan; and
- STPR2 will be a collaborative review and will include a programme of engagement with stakeholders including business and local communities.”

For information, attached at Appendix 1 is a timeline produced by TS which shows how the timescales for the NTS, STPR2 and NPF4 dovetail. This, along with the forthcoming Transport Bill and current Planning Bill, illustrates the significant level of activity around transport and related policies over coming years.

3.1.3 Transport Bill

Officers continue to liaise with the Scottish Government and others in regard to the Bill, and are guided that it will be published in June 2018 to begin the parliamentary process towards becoming legislation.

3.1.4 Chairs of the Regional Transport Partnerships of Scotland meeting with the Transport Minister and the Planning Minister

The Chairs of the Regional Transport Partnerships of Scotland met with the Transport Minister, Humza Yousaf MSP, and the Planning Minister, Kevin Stewart MSP, on 3 May 2018 at the Scottish Parliament in Edinburgh. The focus of the meeting was the integration of transport and land-use planning via the NTS, NPF4, STPR, Planning Bill and Transport Bill.

3.2 City Region/Deal, Rural/Growth Deals, Other Initiatives

3.2.1 Glasgow City Region/City Deal

Further to the previous update, the City Deal Cabinet² agreed in April³ to the establishment of a ‘Glasgow City Region Partnership’ focusing on the delivery of the Glasgow City Region Economic Action Plan⁴, and in line with the

² The Cabinet comprises the Leaders of the eight councils of the Glasgow City Region City Deal.

³ The report which was approved:

<http://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDN2U0G2UZ3ZL> – and the minute of the decision:

<http://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDN2U0GNTT1DX>

⁴ <http://www.glasgowcityregion.co.uk/CHttpHandler.ashx?id=19521&p=0>

findings of the Scottish Government's recent Enterprise and Skills Review. SPT has not had input to this process, and officers will be meeting with representatives of the City Deal to clarify the new partnership's status and how it is envisaged it will work in practice in respect to transport and its key role in supporting and facilitating the economic action plan.

3.2.2 Glasgow City Region Strategic Transport Plan

Further to the previous update, officers have agreed an outline process for integrating the Glasgow City Region Strategic Transport Plan (GCRSTP) into the development of the RTS.

3.2.3 City Deal - Strathclyde Bus Investment Programme (SBIP)

In line with the feedback received from the City Deal, and having received confirmation that budget is available from them, officers will be revising the SBIP towards the end of the 2018/19 financial year and will keep the Committee updated on progress.

3.2.4 Glasgow City Region Intelligence Hub

Officers are guided that a business case for the development of a City Region Intelligence Hub remains on track to be complete soon and will advise of the outcomes of that in due course.

3.2.5 Ayrshire Growth Deal/Argyll and Bute Rural Deal

Officers met with representatives of the Ayrshire Growth Deal in March to discuss future joint opportunities. The meeting was positive and a follow-up meeting has been arranged for May to discuss next steps.

3.2.6 Connectivity Commission

SPT was invited to participate in an evidence session with the Commission on 1 May 2018, and the Commission are currently reviewing evidence received prior to developing proposals for change. A verbal update on this will be provided at the Committee meeting.

3.3 Regional Transport Strategy (RTS)

3.3.1 Attached at Appendix 2 is an update on the new RTS. Progress remains good, and officers are in the process of reviewing bids received for consultancy support for developing the RTS.

3.3.2 Fraser of Allander Institute (FAI)

An agreement between SPT and FAI has been reached to undertake a joint workstream assessing and evidencing the value of transport and SPT to the economy, and, for the longer term, mutually beneficial secondments on specific pieces of work.

3.4 Events

3.4.1 European Championships 2018⁵ (Glasgow 2018) – 2-12 August 2018

As previously reported, the European Championships are being jointly hosted by Glasgow and Berlin during early August. SPT officers continue to liaise with

⁵ <https://www.glasgow2018.com/>

the event organisers to assist in ensuring appropriate transport services are available to make the event a success. While most of the Glasgow events take place within the city or its immediate environs, some events will take place outwith the area. Recent work by the organisers has focused on support for a Transport Co-ordination Centre (TCC), venue-specific transport requirements and a high-level working group tasked with ensuring an integrated approach is taken. Representatives from Glasgow 2018 have an aspiration that partner agencies provide resource to assist with co-ordination and delivery of transport at event-time, and SPT officers are currently considering how best to address this.

4. Conclusions

There is significant potential for change in transport and related fields at present within Scotland at a strategic level, as a result of many of the initiatives outlined in section 3 above, SPT is involved in each of these, and officers will continue to seek to ensure that SPT's views are taken into account as matters progress.

5. Committee action

The Committee is recommended to note this report.

6. Consequences

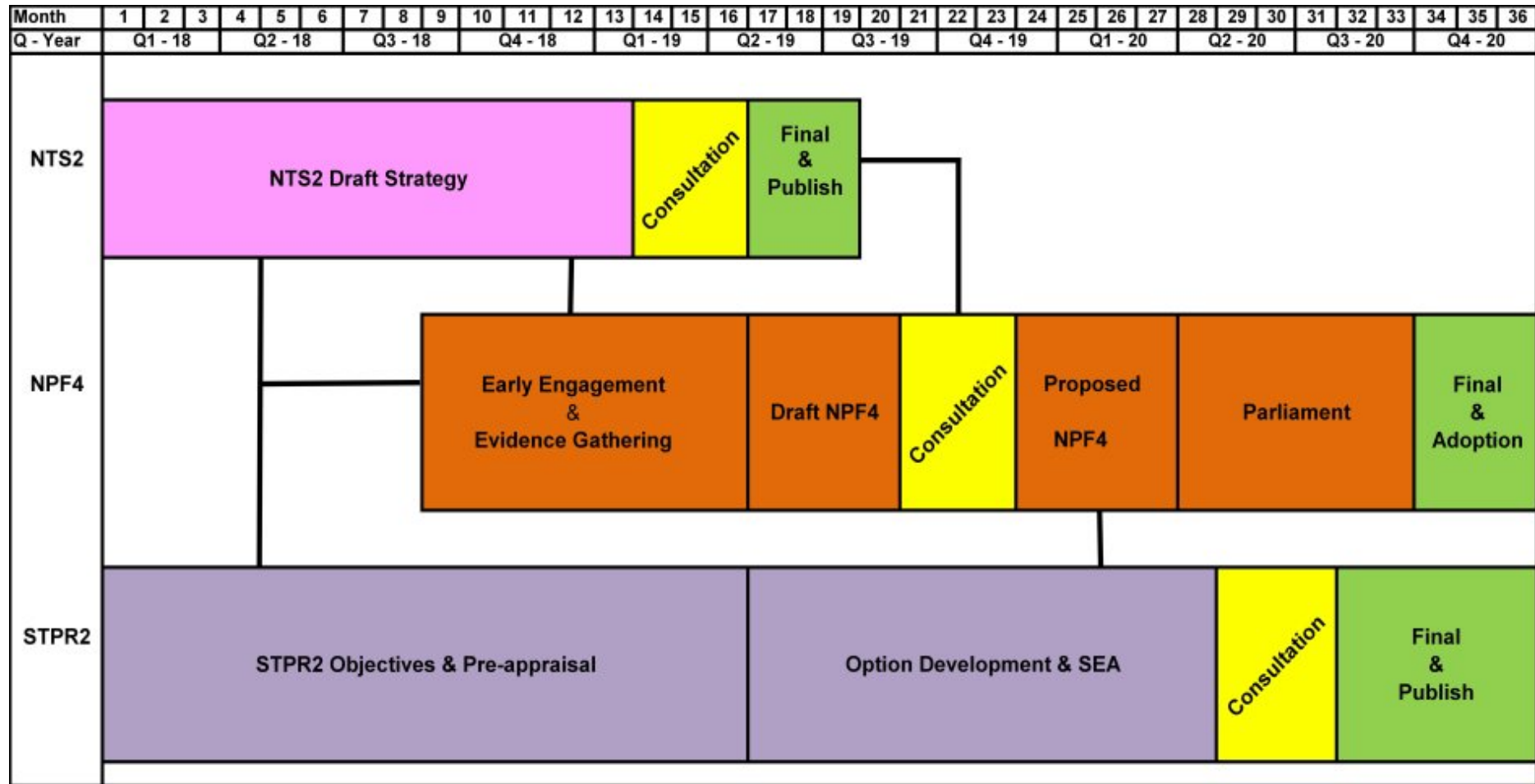
Policy consequences	<i>The report highlights various strategic-level activities which have the potential to impact on the west of Scotland transport network. Development of the new RTS is progressing well.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>An Equalities Impact Assessment will be undertaken as part of the new RTS development. Each of the strategic level issues outlined in this report have the potential to impact on equalities groups.</i>
Risk consequences	<i>None at present.</i>

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Appendix 1



Outline Programme for Delivery of STPR2 (showing essential inter-dependencies)



Strathclyde Partnership for Transport

Update on the new Regional Transport Strategy
April 2018



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1 Introduction

Strathclyde Partnership for Transport is developing a new Regional Transport Strategy (RTS) for the west of Scotland. SPT has a statutory duty to produce an RTS that sets a framework and plans to improve transport networks and services and to influence travel behaviour. This second Regional Transport Strategy will replace the current RTS: A Catalyst for Change: The Regional Transport Strategy for the West of Scotland 2008 - 2021.

This information note has been prepared for public, private and third sector partners and stakeholders with an interest in the development of the next RTS for west-central Scotland. This note provides background information on the scope, purpose and development of an RTS, the rationale for developing a new RTS at this time, the process and broad timescales to develop the new RTS and the outline governance structure and partnership groups involved in delivering the new RTS.

The new RTS will be developed in partnership with a range of partners and stakeholders to achieve a shared set of objectives, outcomes and actions for the region. This reflects the relevant legislation, the underpinning role of transport in the delivery of social, economic, health and environmental policies and outcomes, and the complexity of the transport sector in Scotland. The new RTS will be the culmination of a holistic process of determining the objectives and outcomes that are sought through delivery of the RTS, appraising and agreeing the range of actions and interventions to achieve those outcomes, and setting a framework to delivery these actions and interventions.

What is an RTS and why are we developing a new one?

The statutory context - the Transport (Scotland) Act 2005

The Transport (Scotland) Act 2005¹ created the framework for Regional Transport Partnerships (RTP) and the guidance for the development of an Regional Transport Strategy, which in summary, states that an RTP must seek to identify the present and future transport needs of the region, practical means of addressing these needs, and set out how transport in the region will be provided, developed, improved and operated so as to promote safety, enhance social and economic well-being, promote sustainability, conserve and enhance the environment, promote social inclusion and equal opportunities, and improve access to healthcare and integration between modes and with cross-boundary routes.

¹ <http://www.legislation.gov.uk/asp/2005/12/contents>

Additionally, the RTP must consider how to meet the needs of all inhabited places in the region including those which the RTP considers differ from the remainder of the region including remote communities and must consider how to meet the need for efficient transport links between heavily populated places.

The Act states that the RTP should keep its RTS under review and modify or create a new one as necessary. The Act does not specify the conditions that may trigger the creation of a new strategy and therefore this may be determined by the RTP and partners.

The Act places a duty on RTPs to consult with constituent councils, health boards and other parties in the development of a RTS. The Act places a responsibility on councils, health boards and other specified public bodies to, so far as possible, perform those of its functions which relate to, or which affect or are affected by transport consistently with the relevant RTS.

“Scotland's Transport Future: Guidance on Regional Transport Strategies”² (i.e. RTS guidance) was produced by the Scottish Government in 2006 to assist Regional Transport Partnerships in preparing their first RTSs. This guidance has not been updated, and although elements of it are now out of date, it still provides useful guidance on producing an RTS.

The RTS in relation to the National Transport Strategy and Local Transport Strategies

The National Transport Strategy (NTS) provides national policy context and direction on transport delivery towards achieving national objectives for the RTS, whilst the RTS provides input and evidence to the NTS. The development of the new RTS is planned to ensure the policy context and direction of the new NTS will be able to feed into the new RTS and the new RTS will provide input to the Strategic Transport Projects Review.

The RTS provides a framework for transport activities of constituent councils and their Local Transport Strategies (LTS), whilst LTSs provide key evidence and input to the RTS.

The new RTS, in partnership with Glasgow City Region City Deal, also will provide the framework and high level implementation plan for the formation of the Glasgow City Region Strategic Transport Plan.

The existing RTS

In line with the requirements of the Transport (Scotland) Act 2005, the first RTS for the west of Scotland was developed in 2006 - 2007 and approved by Scottish Ministers in 2008. *A Catalyst for*

² <http://www.gov.scot/Publications/2006/03/06145237/0>

*Change: The Regional Transport Strategy for the west of Scotland 2008 - 2021*³ sets out 17 strategic priorities for action to achieve the four strategy outcomes - Access for All, Improved Connectivity, Attractive Seamless Reliable Travel, and Reduced Emissions.

There have been two delivery plans approved by the SPT Partnership in subsequent years and annual monitoring reports are produced and submitted to the Scottish Transport Minister. The next delivery plan 2018/19 - 2020/21 is currently in development with partners, which will continue to set the framework for delivery of the RTS strategic priorities until the next RTS is in place.

The RTS Review

Following delivery of a refreshed NTS (January 2016) and initiation of the National Transport Strategy Review (August 2016), the SPT Partnership approved a Review of the RTS to establish if there was a need to develop a new RTS prior to the expiry of the existing RTS (i.e. 2021). The following project objectives were set for the RTS Review:

- To outline transport, socio-economic, demographic and technological issues and trends;
- To outline the wider policy, legislative, economic, social and environmental context since the RTS was developed;
- To review what has been delivered through the RTS and areas for improvement for the future;
- To review how the RTS has been used;
- To review roles and responsibilities in transport and identify issues.

The RTS Review was undertaken between January 2017 - September 2017 and included engagement with partners, a critical assessment of the existing RTS, policy review and a review of transport statistics and trends. The Review determined that a number of factors warranted the development of new Strategy rather than a minor refresh of the existing Strategy, including the need for a comprehensive update to the evidence base, and renewed clarity and agreement across a broad range of stakeholders, some of whom did not have an original stake in the development of the existing RTS, on shared priorities for regional transport objectives and interventions. The Review concluded with a recommendation to the SPT Partnership to develop a new RTS. This was approved by the Partnership on 29 September 2017.⁴

³ http://www.spt.co.uk/wmslib/Documents_RTS/catalyst_for_change.pdf

⁴ http://www.spt.co.uk/documents/latest/rtp290917_minute.pdf

How and when will we develop the new RTS?

Methodology Outline

The new RTS will be developed in line with the RTS guidance and the Scottish Transport Appraisal Guidance (STAG). Additionally, a new Strategic Environmental Assessment and a new Equality Impact Assessment will be undertaken.

Good quality engagement with interested persons, groups, business, public sector partners and third sector organisations will be essential to achieving a new RTS with shared objectives and priorities. There will be a range of working groups established with key partners and groups in addition to other engagement activities throughout the RTS development process. There will be several formal periods of consultation.

Project Stages

The new Strategy will be developed primarily in three key stages - Issues and Objectives, Transport Options, and Appraisal - as well the final stages to compile the draft and final Strategy. A description of each stage is set out below.

During the **Issues and Objectives stage**, an up-to-date, detailed and robust evidence base of the transport problems, issues, constraints and opportunities for west-central Scotland, including both real and perceived issues, will be established and agreed among partners. The analysis of issues will seek to identify root causes of problems, making best use of data, research, population experiences and stakeholder knowledge and expertise.

Partners will also agree on a set of transport objectives for the region, to direct and guide the strategy development and provide clarity on what is to be achieved through the strategy. The analysis and setting of objectives are iterative processes.

During the **Transport Options stage**, the range of transport options that may deliver the Strategy objectives - in light of the problems, issues, constraints and opportunities identified in the Issues and Objectives stage - will be developed. This stage includes an initial generation of a long list of options and subsequent sifting exercises and further refinement of the strategy objectives.

At this stage, all types of policy instruments will be considered for inclusion in the Strategy including for example new/upgraded infrastructure, land use policies, demand management, pricing, information, service enhancements and behavioural/Smarter Choices.

During the **Appraisal stage**, the preliminary and detailed appraisal of the transport options is undertaken and the final selection of options that will comprise the new draft RTS is agreed by key stakeholders.

Following Appraisal, the STAG report and the new draft RTS will be compiled and a formal consultation will be undertaken during the **Consultative Draft stage**.

Finally, during the **Strategy Approval stage**, the input from the consultation on the new draft RTS will be considered and a final Strategy will be provided to Scottish Ministers.

Timescales

The broad timescales for each project stage are shown in Figure 3-1. These timescales are subject to change whilst the detailed programme is being developed.



Figure 3-1: Strategy development stages and time

Who will develop the new RTS?

Governance

The delivery of the new RTS will be managed predominantly through a Delivery Group and RTS Board, as set out in Figure 4-1 (next page). The Delivery Group and RTS Board will be comprised of a mix of SPT officers and non-SPT stakeholders and partners.

Consultative draft reports / Strategy will be submitted initially to the SPT Partnership or Strategy and Programmes Committee for scrutiny before formal consultation commences. The SPT Partnership is responsible for agreeing to send the final new RTS to Scottish Ministers.

Engagement and Partnership working

A strategic advisory group will provide guidance and challenge to the RTS Board in relation to effective and integrated transport policy and delivery, with membership drawn predominantly from third sector and communities.

Central to the development of the new RTS will be working closely with constituent councils, HealthBoards, Glasgow City Region City Deal, Ayrshire Growth Deal, the emerging Argyll and Bute Rural Deal and ClydePlan through a range of working groups and stakeholder activities.

There will be a range of engagement activities and opportunities to ensure the views of residents, business and other public, private and third sector partners help shape the evidence base and the direction of the new Strategy.

Next steps

Strategy development

SPT is procuring transport planning consultancy services to support the development of the new RTS. It is anticipated that the consultants will be appointed by June 2018.

SPT will be in touch with partners and stakeholders in April with further details of the Project Board and proposed working groups and to seek membership of these groups.

Commencement of Issues and Objectives stage

An SPT-wide engagement activity will commence early summer to gather views and evidence from partners, stakeholders and members of the public on transport-related issues, problems and opportunities and to help shape the objectives and outcomes for the new RTS.

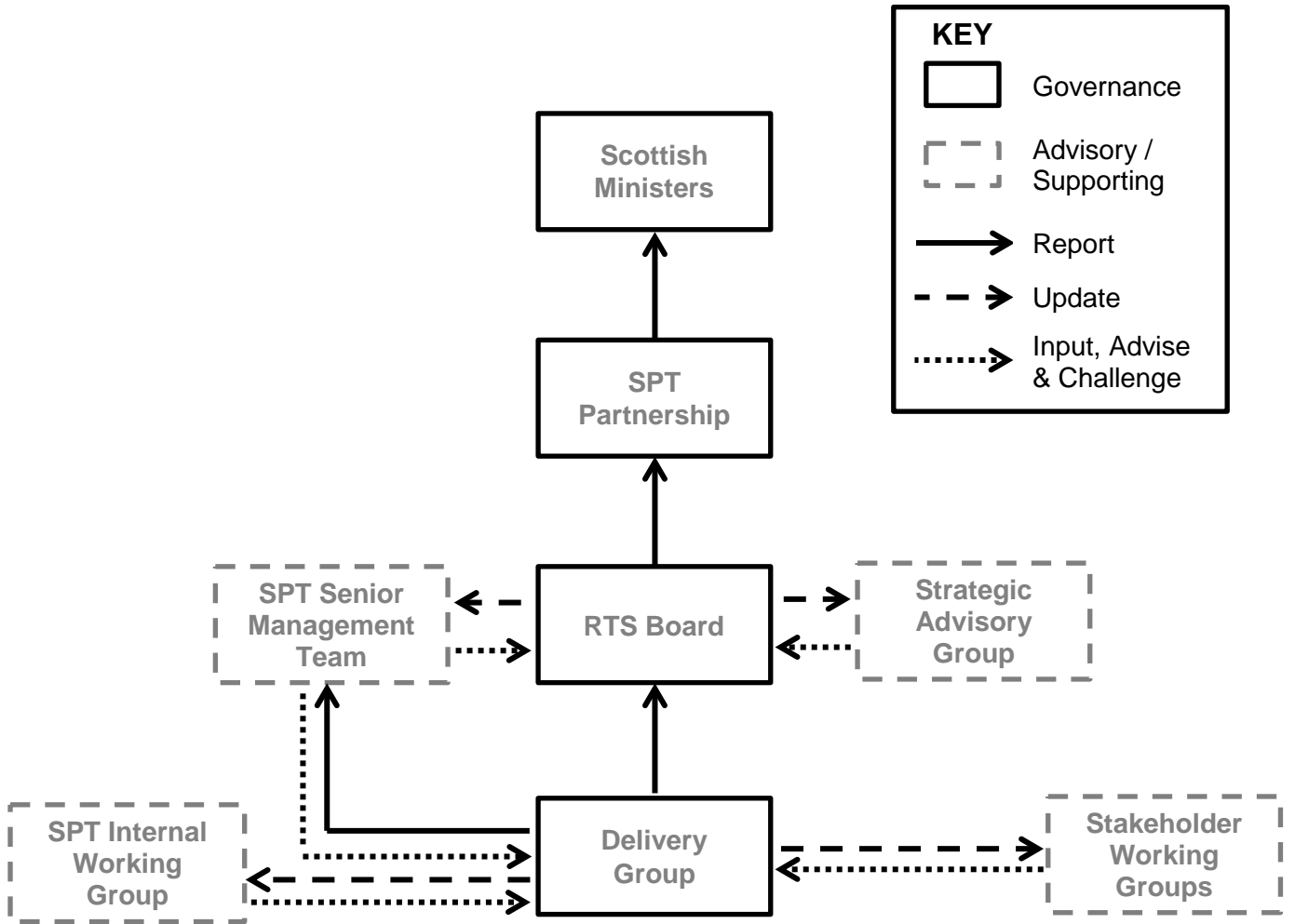


Figure 4-1: The new RTS outline organogram

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