



### National Transport Review and Regional Transport Strategy

**Committee** Strategy and Programmes

**Date of meeting** 9 September 2016

**Date of report** 30 August 2016

#### Report by Assistant Chief Executive (Operations)

##### 1. Object of report

The object of this report is to:

- Inform the Committee of the Scottish Government's recent announcement regarding the National Transport Review (NTR); and,
- Recommend the Committee agree to review and update the existing Regional Transport Strategy (RTS), following and being informed by the NTR.

##### 2. Background

2.1 Further to earlier reports<sup>1</sup>, members will recall that the Scottish Government (SG) undertook a 'refresh' of the National Transport Strategy (NTS)<sup>2</sup> in 2015/16 and this was published in February 2016.

2.2 At a Transport Summit in Dumfries and Galloway on 22 August 2016, the Transport Minister announced a National Transport Review, which would include a fuller review of the NTS. In announcing the NTR, Transport Scotland outlined what it is expected to deliver:

- *"A strong, Scotland-wide demonstration of partnership working with stakeholders such as COSLA, Regional Transport Partnerships, transport operators, local authorities, businesses and the travelling public.*
- *The publication of a reference document (NTS2) with an updated vision and strategy endorsed and 'owned' by all.*
- *An associated outcomes framework to focus delivery of that vision and strategy, setting out contributions needed from all partners across all sectors.*

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<sup>1</sup> See [http://www.spt.co.uk/documents/latest/rtp140815\\_agenda8.pdf](http://www.spt.co.uk/documents/latest/rtp140815_agenda8.pdf) and [http://www.spt.co.uk/documents/latest/rtp120216\\_agenda7.pdf](http://www.spt.co.uk/documents/latest/rtp120216_agenda7.pdf)

<sup>2</sup> The 'refreshed' version of the National Transport Strategy is available here: <http://www.transport.gov.scot/system/files/documents/reports/Main%20doc%20-%20Transport%20Scotland%20-%20National%20Transport%20Strategy%20-%20January%202016%20-%20final%20online.pdf>

# Agenda 7

- *The articulation of a coherent transport narrative reflecting the Programme for Government and the principles of prosperity, fairness and participation; and with clearer alignment with SG National plans, Policies and Strategies, such as the National Planning Framework, Digital Strategy, RPP3, Infrastructure Investment and Community Planning.*
- *The articulation of priorities for the revised Strategic Transport Projects Review (STPR) (which would form part of the deliverables for NTS2).*
- *Clarification and possible modification of existing roles and responsibilities, as between central and local government and service providers.”*

2.3 The Regional Transport Strategy was approved by Scottish Ministers in 2008 and has a lifespan until 2021. Members will be aware that the RTS is, in line with Scottish Government guidance, a high-level strategic framework for delivery, and SPT has prepared regular RTS Delivery Plans<sup>3</sup> over recent years which guide investment by SPT and partners in the transport network in the west of Scotland. SPT has also ensured the RTS Delivery Plans complement the wider land-use planning agenda including, at regional level, Clydeplan.

2.4 However, there have been significant changes since 2008 in how and why people travel now and looking to the future, and also wider economic, social and environmental factors. For example, there has been the growth in electric/hybrid vehicles, the growing popularity of active travel, a digitalisation approach to many industries, and also a move towards autonomous vehicles over coming years. In addition, initiatives such as the Glasgow City Region City Deal and emerging Ayrshire Growth Deal are seeking to deliver a step-change in economic growth in the west of Scotland over future years.

2.5 Within this context, and particularly with the announcement of the NTR, it is therefore considered appropriate that SPT begin the process of refreshing and reviewing the RTS in line with and taking into account of the NTR and all other factors affecting transport across the region.

### 3. Outline of proposals

3.1 Officers are awaiting further detail on the NTR, including timescales, although it is expected it will be completed over the 5 year lifespan of the current Scottish Parliament. Through communications received from Transport Scotland, the Scottish Government has emphasised its commitment to a ‘fuller, collaborative review’, building on the work of the NTS refresh. These principles are very much in line with SPT’s proposed approach that was taken in developing the existing RTS and the manner in which we would propose the review and update is undertaken.

3.2 It is proposed that a collaborative approach be taken to the updated RTS, working in partnership with our constituent councils, Clydeplan, Transport Scotland, and other key stakeholders across planning, transport (including the emerging Strathclyde Bus Alliance), business and, at the heart of it, the public. For example, the recently approved Glasgow City Region City Deal and the emerging Ayrshire Growth deal contained significant investment across the region and will require to be factored into the RTS and as such it is expected that these key stakeholders will work in close partnership with SPT in reviewing and updating the RTS. In addition, from a policy

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<sup>3</sup> The RTS Delivery Plan 2014-17 is available at [http://www.spt.co.uk/wmslib/Documents\\_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2](http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2). A revised Delivery Plan will be drafted for approval in early 2017

# Agenda 7

perspective, SPT's 'Ten Point Plan for Bus' will be factored into any revision of the RTS.

- 3.3 It should also be noted that SPT and Transport Scotland are currently jointly developing a new Strathclyde Regional Transport Model for the west of Scotland which is the essential toolkit to be utilised in analysing the network and ensuring a new RTS is based on a robust evidence base.

## 4. Conclusions

- 4.1 Officers will seek to ensure that SPT has a key role in the NTR and, indeed, are already in dialogue with Transport Scotland in this regard. In addition, the NTR also provides a good opportunity for SPT to advance the development of a refreshed RTS for the west of Scotland, in partnership with and making use of the expertise of relevant stakeholders.
- 4.2 Officers will continue to seek to make progress in relation to both these workstreams and keep the Committee informed of developments.

## 5. Committee action

The Committee is recommended to:

- Note the update regarding the NTR; and
- Agree to commence the review and update of the Regional Transport Strategy, with a fuller scope to be provided to the Partnership Board once the finer details of the NTR are provided.

## 6. Consequences

Policy consequences	<i>A new RTS will seek to build on work done for the current RTS.</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>None at present.</i>
Risk consequences	<i>None at present.</i>

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