



Strategic issues update for the SPT area

Committee Strategy & Programmes

Date of meeting 30 August 2019

Date of report 5 August 2019

Report by Assistant Chief Executive

1. Object of report

The object of this report is to provide an update on strategic-level issues affecting transport in the west of Scotland.

2. Background

Further to an earlier report¹, members will be aware that there are a range of strategic-level policy, planning and delivery initiatives underway within transport and related sectors in Scotland at present, across national, regional or local levels. The impact of these on the people, communities and transport network of the west of Scotland could in some cases be significant, and it is therefore essential that SPT seeks to monitor progress and influence outcomes to maximise benefits for our area. This report summarises current progress on key workstreams and SPT activity in that regard.

3. Update

3.1 National

3.1.1 New National Transport Strategy (NTS2)

On 31 July 2019 at an event in Perth, the Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP, launched a public consultation on the draft NTS2². The twelve-week consultation is open until 23 October 2019³. At the launch, the Cabinet Secretary said that the NTS2 “sets a clear direction for a future where we have a sustainable, inclusive and accessible transport system that helps deliver a healthier, fairer and more prosperous Scotland”. As well as a new Vision and Outcomes for transport in Scotland over the next 20 years, Transport Scotland has said that the draft NTS2 “redefines investment priorities and introduces more accountability with proposals for Citizens’ Panels and a new delivery board.” As anticipated⁴, the

¹ http://www.spt.co.uk/documents/latest/SP080219_Agenda10.pdf

² Draft NTS: <https://www.transport.gov.scot/media/45149/national-transport-strategy-draft-for-consultation-july-2019.pdf>

³ Draft NTS consultation website: <https://consult.gov.scot/transport-scotland/national-transport-strategy/>

⁴ Section 3.4.1 of this report: http://www.spt.co.uk/documents/latest/SPTP210619_Agenda8.pdf

NTS2 also makes recommendations in relation to future governance arrangements for transport in Scotland.

Officers are in the process of reviewing the draft NTS2 in relation to both preparing a response and also in taking it into account within the context of the developing Regional Transport Strategy. Given the importance of the new NTS2 and its potential implications for transport in the west of Scotland, it is proposed that a workshop session with Partnership members is held to discuss SPT's developing views on the NTS2, with a report recommending approval of a draft response being presented to the Partnership at its meeting in September.

3.1.2 Strategic Transport Projects Review (STPR2)/Regional Transport Working Groups (RTWGs)

Further to an earlier report⁵, officers continue to engage with Transport Scotland, councils and other partners in relation to the STPR2. Meetings of the various RTWGs established for the west of Scotland have now taken place, with SPT officers in attendance. Workshops to identify problems and opportunities have also been held. Officers will continue to update the Partnership on the STPR2 as work progresses.

3.1.3 Transport (Scotland) Bill

The Bill has now completed Stage 2⁶ of the parliamentary process and will enter Stage 3 after the Scottish Parliament's summer recess. As it stands, the Bill as amended at Stage 2, contains various provisions which could have significant implications for transport in the west of Scotland. For example, in relation to 'municipally-owned/operated bus services', a Scottish Government amendment at Stage 2 facilitates a municipal operation being able to provide services which are both socially necessary (non-profitmaking) and local services (which could be profitmaking) provided they contribute to the implementation of the relevant authority's general policies. A further amendment approved at Stage 2 would allow Scottish councils to operate bus services directly. SPT is aware that there has been some interest in the above proposals and continues to have dialogue with constituent councils and other partners in relation to improving bus services and infrastructure across our area.

Notwithstanding the above, it is worth emphasising that there may be further changes to the Bill at Stage 3, and officers will continue to have dialogue with Transport Scotland and other stakeholders, and will keep the Partnership updated as the Bill progresses through parliamentary process. Once the Bill becomes statute, it is proposed that a full review of the opportunities presented by the new Act is undertaken by SPT in order to ascertain and maximise potential benefits arising from it for the west of Scotland.

3.1.4 Planning (Scotland) Act 2019

The Planning (Scotland) Act 2019⁷ received Royal Assent on 25 July 2019, and includes provisions in relation to development planning and management

⁵ Section 3.1.2 of this report: http://www.spt.co.uk/documents/latest/SP080219_Agenda10.pdf

⁶ Transport (Scotland) Bill as amended at Stage 2:

[https://www.parliament.scot/S5_Bills/Transport%20\(Scotland\)%20Bill/SPBill33AS052019.pdf](https://www.parliament.scot/S5_Bills/Transport%20(Scotland)%20Bill/SPBill33AS052019.pdf)

⁷ <http://www.legislation.gov.uk/asp/2019/13/contents/enacted>

(including the abolition of Strategic Development Planning Authorities), National Planning Framework 4, an infrastructure levy and others. Officers are reviewing the new Act and continuing to liaise with relevant partners, including Clydeplan to fully ascertain its implications. SPT is guided that further regulations and guidance in regard to the Act are due over coming months and officers will continue to monitor developments as work progresses.

3.1.5 Principles of Community Empowerment – report by Audit Scotland

In July, Audit Scotland published a report entitled “Principles of Community Empowerment”⁸. The report details a series of ‘Principles for Community Empowerment’ and also aims to promote high quality scrutiny by relevant bodies including the Auditor General for Scotland (AGS), Accounts Commission and Audit Scotland. The Principles are intended to support wider public sector bodies as they take forward their respective approaches to community empowerment. The Principles cover the following themes: Community control; Public sector leadership; Effective relationships; Improving outcomes; and, Accountability. The report also includes case studies demonstrating good practice, including for example in relation to citizens jury’s and participatory budgeting. Officers are reviewing the report with a view to adopting these principles in our ongoing engagement with local communities.

3.2 Regional

3.2.1 Regional Transport Strategy (RTS)

Further to the report⁹ to the Committee in February, good progress continues to be made in developing the Regional Transport Strategy, and the programme remains on target for publication of the RTS in 2021. The primary focus in recent months has been on preparations for the twelve-week public consultation on RTS Issues and Objectives which will take place towards the end of this calendar year, and will be the subject of a report to the Partnership in September.

3.2.2 Glasgow City Region City Deal/Ayrshire Growth Deal/Argyll and Bute Rural Deal

Officers continue to work with councils and other partners on the above Deals, which are at varying stages of development and delivery.

3.2.3 Glasgow City Region City Deal - Strathclyde Bus Investment Programme (SBIP)

Members will recall from earlier reports^{10,11} that SPT has been in dialogue with the City Deal Programme Management Office (PMO), constituent councils and others in relation to securing formal approval of the SBIP Strategic Business Case to further the process for utilising the £30m allocated within the City Deal for the SBIP.

At the request of the City Region City Deal team, SPT senior officers recently met with counterparts from East Dunbartonshire Council (EDC) and subsequently Glasgow City Council (GCC) in relation to potential alignment of

⁸ https://www.audit-scotland.gov.uk/uploads/docs/report/2019/briefing_190725_community_empowerment.pdf

⁹ RTS update to S&P Committee in February 2019:

http://www.spt.co.uk/documents/latest/SP080219_Agenda8.pdf

¹⁰ Section 3.2.2 of this report: http://www.spt.co.uk/documents/latest/SP080219_Agenda10.pdf.

¹¹ Glasgow City Region City Deal: Strathclyde Bus Investment Programme – Final Strategic Business Case – Partnership Paper, October 2016 - http://www.spt.co.uk/documents/latest/rtp071016_agenda6.pdf

the SBIP with EDC's proposals for the A803 corridor which are part of their proposed City Deal project, and GCC's wider aspirations in relation to bus improvements. Discussions are currently at an early stage, but it is anticipated that a report outlining a proposed way forward in this regard will be brought to the Committee in November for approval.

3.2.4 Glasgow City Region City Deal - Avenues programme/George Square

The Avenues programme¹² aims to deliver an integrated network of continuous pedestrian and cycle routes across Glasgow city centre. The first part of the programme, Sauchiehall Street was completed in May 2019, and the full Avenues programme is due to be delivered by 2024.

Glasgow City Council recently undertook a four week public consultation on future phases of the Avenues programme for Renfrew Street/Killermont Street and North Hanover Street. The plans include footway improvements, carriageway narrowing, introduction of a segregated two-way cycle route on both Renfrew Street/Killermont Street and North Hanover Street, and proposed alterations to the access and egress arrangements for Buchanan Bus Station (BBS). SPT has engaged with GCC on the proposals to highlight the potential direct impacts on the effective and efficient operation of BBS, the relationship of these routes with the operation of BBS and the strategic nature of the bus network in the area.

In addition, and further to a public consultation in September 2018, GCC is continuing to develop options for the removal of general traffic from George Square. SPT is guided that a further consultation on a range of proposals for the Square will take place towards the end of this year.

Officers will continue to engage with GCC and other partners on the above proposals as they emerge and will keep the Partnership updated as work progresses.

3.2.5 South West Scotland Transport Study

This study¹³, led by Transport Scotland with input from Dumfries and Galloway Council, East Ayrshire Council, South Ayrshire Council, SWESTrans and SPT has been undertaken to identify and address strategic transport issues in south west Scotland, with the final outputs being considered as part of the national-level STPR2. A draft report, "Initial Appraisal: Case for Change – South West Scotland Transport Study", has now been published and a public survey¹⁴ inviting comments has been launched. SPT officers will continue to input to the study and will keep the Partnership updated as work progresses.

3.3 Local

3.3.1 Glasgow Connectivity Commission

Further to the report to the previous Committee¹⁵, dialogue is continuing with various partners in relation to the Phase 1 and Phase 2 recommendations of the Glasgow Connectivity Commission. SPT is guided that a recommended way forward will be presented to a Glasgow City Council committee in October and

¹² Further details are available at: <https://www.glasgow.gov.uk/avenues>

¹³ <https://www.transport.gov.scot/publication/draft-report-initial-appraisal-case-for-change-south-west-scotland-transport-study/>

¹⁴ <https://www.surveymonkey.co.uk/r/SWScotland-Transport-Study-Case-For-Change-Feedback-Survey>

¹⁵ http://www.spt.co.uk/documents/latest/SP100519_Agenda8.pdf

officers will advise of next steps in due course after that meeting has taken place.

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 and will update the Committee as matters progress.

5. Committee action

The Committee is recommended to:

- Note the contents of this report; and
- Note that a workshop session with Partnership members in relation to SPT's response to the NTS2 consultation will be arranged.

6. Consequences

Policy consequences	<i>The new RTS will need to take account and/or address matters raised in this report.</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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