



Strategic Issues Update for the SPT area

Committee Strategy & Programmes

Date of meeting 8 February 2019

Date of report 14 January 2019

Report by Senior Director

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 earlier reports¹, 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 and local spheres. 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 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 so far has been good with initial work phases for the majority of NTS groups complete. The NTS Roles and Responsibilities group, which is considering improvements to governance and delivery within transport in Scotland, and on which the Regional Transport Partnerships of Scotland are represented by SPT and Nestrans², has made recommendations on the future direction of this workstream and continues to await guidance from the Scottish Government on next steps.

¹ http://www.spt.co.uk/documents/latest/sp180518_agenda5.pdf

² Nestrans is the Regional Transport Partnership for the north east of Scotland, covering Aberdeen City and Aberdeenshire Council areas.

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

The STPR2 will set out the Scottish Government's investment priorities for coming years and is being developed concurrently with the NTS. In December 2018, TS appointed consultants³ to assist them with the development of STPR2 which is anticipated to take around two years. In addition, in early January 2019, TS wrote to all councils, National Parks and Regional Transport Partnerships in Scotland outlining how they wished to work with partners in taking forward the NTS and STPR2 (see Appendix 1). TS is keen that this is done on a regional basis in line with emerging Regional Economic Partnerships and, in an annex to the letter, noted their preferred regional groupings of how this could be taken forward. For the SPT area, their recommendations on regional groupings are:

- "Glasgow City Region (based around established Glasgow City Region Groupings and assisted as required by the Regional Economic Partnership)" comprising the following councils: East Dunbartonshire; East Renfrewshire; Glasgow City; Inverclyde; North Lanarkshire; Renfrewshire; South Lanarkshire; and West Dunbartonshire;
- "Ayrshire and Arran (based around the existing Regional Economic Partnership and Ayrshire Growth Deal)" comprising East, South and North Ayrshire councils"; and
- "Argyll and Bute (based around the local authority boundary and informed by the emerging Argyll and Bute Growth Deal work)".

The above would therefore mean that, for the purposes of developing the STPR2 (and, as TS note, potentially for the next National Planning Framework and other initiatives) the SPT area is being considered as three sub-regions.

TS has requested that organisations provide feedback on these proposals having first consulted with existing regional forums. To this end, SPT officers have begun engagement with relevant partners across the regional groupings, and while dialogue is at an early stage and no final decisions have been taken, it is expected that SPT will play a key/lead role in each of the three Regional Transport Working Groups in our area. Indeed, for the Glasgow City Region (GCR), it is expected that the RTWG will be based around the established SPT and GCR Regional Transport Strategy Working Group which is co-chaired by SPT and GCR. An initial approach has been made to Argyll and Bute Council about arrangements for the Helensburgh and Lomond area, and meetings have been arranged with the Ayrshire councils to discuss next steps.

It is worth highlighting that, as the statutory Regional Transport Partnership, SPT remain committed to working with partners to improve the west of Scotland transport network in an integrated and co-ordinated manner at the level established by our existing boundary, which itself was based on the regional travel to work area. In participating in each of the three RTWGs covering our area for the STPR2, we will continue to adopt this regional approach to ensure that emerging proposals are complementary to each other and seek to benefit all communities across the west of Scotland.

It is worth noting the apparent differences in approach to the 'regional groupings' suggested by TS. In the west, the SPT area has been split into three

³ <https://www.transport.gov.scot/news/strategic-transport-projects-review-update/>

distinct and wholly separate areas. In the east, the approach appears to have been more fluid and reflective of actual travel to work areas, with some councils straddling two regional groupings. Fife, for example, is in both the Tay Cities and Edinburgh City Regions; and Scottish Borders is part of Edinburgh City Region and is the South East Region in its own right.

3.1.3 Transport (Scotland) Bill

The current status of the Bill is that the Scottish Parliament Rural Economy and Connectivity (REC) Committee's Stage 1 report is anticipated to be published early in 2019. This will be followed by a plenary debate by the full Scottish Parliament, and the current deadline date by which Stage 1 of the Bill must be completed is 1 March 2019. Consideration of Stage 2 amendments by the REC Committee is scheduled for Spring 2019. Officers continue to have dialogue with Transport Scotland and other stakeholders about the Bill, and will keep the Partnership updated as it progresses through the parliamentary process.

3.1.4 Planning (Scotland) Bill

The Planning Bill is currently at Stage 3 of the parliamentary bill process, with further amendments being accepted based on the Bill as amended at Stage 2. Concerns have been highlighted by the Royal Town Planning Institute about the significant range of new duties and responsibilities which could be placed on planners should the Bill as it stands become law. In terms of amendments at Stage 2, these include a proposal that each council in Scotland should have a designated 'Chief Planner' was proposed and accepted, and also that Strategic Development Plans are retained and not abolished as originally proposed. There will be further debates in Parliament and amendments as the Bill progresses through Stage 3 and it is still anticipated that the Bill will become law in Summer 2019, with the secondary legislation and regulations process following on from that expected to complete by end 2020.

3.2 Regional

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

Further to the update at section 3.1.2 above, officers continue to work with councils on the GCR City Deal through the Transport and Connectivity Portfolio group, the Finance group, the Transport Appraisal Group and the Economic Intelligence Working Group.

3.2.2 City Deal - Strathclyde Bus Investment Programme (SBIP)

Officers met with City Deal Programme Management Office in late 2018 to discuss next steps in relation to the SBIP, given the new context created by the Low Emission Zone, the Glasgow Bus Partnership and Connectivity Commission. The discussion was positive and SPT officers are currently scoping future work to develop the business case on funding becoming available for this purpose from April 2019.

3.2.3 Glasgow Connectivity Commission

Further to the report to the Partnership in December⁴ regarding the Phase 1 recommendations of the Connectivity Commission, officers have been in

⁴ http://www.spt.co.uk/documents/latest/SPTP141218_Agenda9.pdf

contact with the Commission offering further assistance, evidence and input as they progress towards the conclusion of Phase 2 (focusing on regional issues including rail and road connections).

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.

6. Consequences

Policy consequences	<i>None at present.</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>

Name Charles Hoskins
Title Senior Director

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For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740.

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To
All Local Authorities (inc. National Parks as planning authorities) and Regional Transport Partnerships

REGIONAL TRANSPORT WORKING GROUPS

On behalf of Scottish Ministers, Transport Scotland is progressing two key pieces of policy development and transport planning work which would benefit from your input as local and regional partners involved in transport, land use and economic development planning. This work is intended to set the transport policy and strategic transport interventions for a 20 year horizon which will link with wider government planning and delivery to enable sustainable and inclusive growth across the country.

The review of the National Transport Strategy is now at the stage of sharing and testing emerging policies to support the Strategic Vision and Outcomes and would benefit from your input on a regional basis. The second Strategic Transport Projects Review (STPR2) will use the emerging policy priorities and the developing national and regional evidence base to identify objectives and potential transport interventions. The NTS work to date has been progressed in a co-creative and collaborative manner and STPR2 will be seeking to adopt a similar approach from early in 2019.

Initial preparatory work on STPR2 has been progressed over the past few months and Transport Scotland is currently in the process of appointing consultants to take forward the majority of the STPR2 evidence base, objective setting and appraisal work from early 2019. The first stages of work will set the approach to engagement and the regional element of this dialogue will be key.

The Scottish Government recognises the importance of addressing regional economic development, planning and strategic transport issues in tandem. That is why we are writing to you about formation of Regional Transport Working Groups. In establishing Regional Transport Working Groups, we would like to observe the principles guiding development of Regional Economic Partnership (REP) arrangements. This would allow the Working Groups to be tailored to regional conditions and work in cognisance of existing partnerships will assist partners to share data and evidence to inform regional priorities. We want regional groupings to be voluntary and self assembled around the bespoke requirements of particular regions. Whilst recognising the existing Regional Transport Partnership structure, in order to meet our objectives for these new groups, the existing and emerging REPs which are taking shape largely around City and Regional Growth Deals appear to be a reasonable starting point for this fresh engagement. However, this will be subject to your feedback. Although the new REPs are

starting to mature in many parts of Scotland, that is not the case everywhere at the current time. This will require a flexible approach to be taken in some areas, in order to achieve all Scotland coverage by Regional Transport Working Groups. Whilst it is too early to define the approach to the next National Planning Framework as long as scrutiny of the Planning Bill continues, it is expected that future engagement on strategic planning matters could also align well with this approach

The potential terms of reference are set out in Annex A along with initial groupings in Annex B to start discussion. We recognise the need for there to be liaison between the groups and for them to avoid operating in isolation.

Membership of the new Regional Transport Working Groups is not intended to be static and each meeting or piece of work can involve relevant partners and stakeholders, working across boundaries as appropriate, however we believe the core team should involve senior level officials responsible for Transport, Economic Development and Social Equity in the region. We will of course engage more widely than the core group including elected members. However, we think it makes sense to have a smaller group of lead professionals informing the wider work and means of engagement. We would also seek to align this with the preparation of NPF4 after Parliament's consideration of the Planning Bill has concluded, subject to the final form of the legislation.

I would be grateful if you would consider and discuss the above within your respective organisations and existing regional forums and provide initial feedback from a nominated contact person by end of January 2019. Your feedback will allow Transport Scotland and the appointed consultant team to consider the approach to regional engagement within the scoping and inception discussions. Please share your feedback with David Torrance, Head of Regional Transport and Development Planning David.Torrance@transport.gov.scot.

STPR2 Evidence Gathering

Transport Scotland have been involved in transport appraisal and transport planning with all of the authorities since the publication of the first STPR. We are aware of work and effort which organisations have put into transport appraisals, business cases, surveys, economic impact assessments, feasibility studies etc. We want to ensure this evidence is captured in the first stage of STPR2 i.e. establishing the case for change. Therefore it would be helpful if you can collate any previous work you would believe would provide evidence of problems, opportunities, issues and constraints, for your region – in order to share with the appointed consultants at the appropriate time. We recognise in areas where an Initial Appraisal has been undertaken very recently, this exercise has been completed.

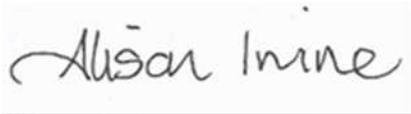
Next Steps

Feedback from authorities on regional groupings will be considered in discussion with the appointed STPR consultants from January 2019. From February / March 2019 Transport Scotland and the consultant team will meet with each of the emerging regional groupings. The agenda for these meetings will be dependent on recent work in that area, however each will set a plan for engagement and collaboration on NTS and STPR.

We intend to take a transparent and collaborative approach in the development of these Reviews. For information on the NTS review, please visit <https://www.transport.gov.scot/our-approach/strategy/national-transport-strategy/#> . Further information on STPR2 will be available in the New Year.

We look forward to working with you.

Kind Regards,

A handwritten signature in black ink that reads "Alison Irvine". The signature is written in a cursive style and is contained within a thin black rectangular border.

Alison Irvine
Director of Transport Strategy and Analysis

Annex A – Terms of Reference

Regional Transport Working Groups

General Terms of Reference for all Groups

This Regional Transport Working Group will assist Transport Scotland in its delivery of two key pieces of policy development and transport planning work. This work is aimed at setting the policy and strategic transport projects for a 20 year horizon which will link with wider government planning and delivery to enable sustainable and inclusive growth across the country. This requires input from the regional partners and members of this group agree to work collaboratively through the course of these projects.

The Regional Transport Working Group agree to share information, data and evidence, set direction and regional priorities for transport, be constructive and proactive in addressing challenges, in a co-creative and collaborative manner.

Membership includes commitment from senior level officials responsible for Transport, Economic Development and Social Equality within regional organisations, along with Transport Scotland supported by their consultants. The group commit to involving and engage other partners and stakeholders during the process as appropriate. The group will endeavour to keep discussions focussed, specific and outcome orientated.

Regional Transport Working Group – Specific Terms of Reference

To be developed by working groups as appropriate.

Annex B – Existing Groupings

City Region Groupings

- Aberdeen City Region (Based around the City Region Transport Working Group with input from the Regional Economic Partnership/ ONE Group)
- Edinburgh City Region (Based around the emerging City Region Transport Appraisal Board involving those partners leading on the development of the Regional Economic Partnership and implementation of the city region deal)
- Glasgow City Region (Based around the emerging City Region Transport Groupings and assisted as required by the Regional Economic Partnership)
- Inverness and Highlands (Potential to consider sub areas of the Highlands as appropriate)
- Tay Cities Region (Based around the recently agreed HoT and developing Regional Economic Partnership)
- Stirling / Clackmannanshire / Falkirk (Based around the emerging Stirling and Clackmannanshire City Region Transport Grouping; early regional economic partnership arrangements, and featuring the collaborative participation of Falkirk Council)

Regional Groupings

- Argyll and Bute (Based around the local authority boundary and informed by the emerging Argyll and Bute Growth Deal work)
- Ayrshire and Arran (Based around the emerging Regional Economic Partnership and Ayrshire Growth Deal involving all three Ayrshire Councils)
- South West (Based around the South West study)
- South East (Based around the Borders Connectivity work)
 - We recognise that the SE and SW groupings will need to work closely together to support the South of Scotland and the two Scottish local authorities that are part of the Borderlands Inclusive Growth Deal.
- Moray (Based on emerging discussions around the Moray Growth Deal)
 - Moray area could consider potential alignment and interaction with Aberdeen City Region and Inverness / Highlands area.
- Northern Isles (Recognising the routes to and interconnectivity of Orkney and Shetland and the emerging Islands Growth Deal discussions)
- Western Isles (Recognising the routes to and interconnectivity of the Western Isles and the emerging Islands Growth Deal discussions)