

## Regional Transport Strategy Review

**Date of meeting** 29 September 2017

**Date of report** 12 September 2017

### Report by Senior Director

#### 1. Object of report

The object of this report is to:

- Update the Partnership on the outcome of the Regional Transport Strategy (RTS) Review; and
- Recommend the Partnership approve the creation of a new RTS.

#### 2. Background

Since the previous report to the Partnership<sup>1</sup>, further engagement has taken place with key stakeholders, specifically through two Partnership members' engagement sessions which took place on 25 August and 8 September 2017. In addition, SPT officers have continued dialogue with Glasgow City Region City Deal representatives in regard to future transport strategy development in the west of Scotland.

#### 3. Outline of proposals

##### 3.1 Partnership Members' Engagement Sessions

The two engagement sessions provided an opportunity for Partnership members to hear more about the RTS Review and work completed to date. Importantly, they also gave members the opportunity to challenge, and debate issues around the state of the current transport system in the west of Scotland, and how it could be shaped in future.

##### 3.2 Key points from the sessions included:

- Support for the RTS review and the work undertaken to date;
- The importance of a strong evidence base to build cases for investment;
- Availability of robust data in relation to petrol and diesel cars, and the understanding of people's attitudes to public transport;
- The need to be clear in creating a picture of what a convenient and attractive transport system looks like, and how it could be achieved;
- Understanding in more detail travel demand patterns across demographic groups and locations (urban/rural, for example) and how these change across the region;

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<sup>1</sup> Report to Partnership in June 2017: <http://www.spt.co.uk/documents/rtp230617agenda7.pdf>

- Learning more from best practice examples of sustainable transport systems across the UK, Europe and beyond;
- Understanding that, while funding for transport is of fundamental importance, this should not constrain collective ambitions for the development of the west of Scotland transport system;
- Ensuring that the RTS has buy-in and approval across the wide range of partners who will participate in its delivery;
- Enabling the RTS to have the flexibility to respond to changing circumstances;
- The impact of future initiatives such as the Planning Review, new National Transport Strategy and the proposed Transport Bill cannot yet be quantified but must be closely monitored in developing a new RTS; and
- Above all, there was strong support from members for the development of a new RTS.

### 3.3 Future Transport Strategy Development in the West of Scotland

Since the previous Partnership, SPT officers met with representatives of the Glasgow City Region City Deal in relation to the aspiration within the Glasgow City Region Economic Action Plan<sup>2</sup> to develop a Glasgow City Region Strategic Transport Plan (GCRSTP). The meeting was positive, and there was considerable support for taking an integrated and complementary approach to developing any future RTS and GCRSTP, utilising joint working where appropriate to avoid duplication.

## 4. Conclusion

- 4.1 The RTS Review has proven to be a hugely useful exercise, both in terms of analysis and through engagement undertaken during the process. It is also worth highlighting that the Review has been undertaken during the build-up to what is expected to be a period of change in the Scottish transport system: a new Transport Bill, a new National Transport Strategy, the outcomes of both the national Planning Review and the Enterprise & Skills Review, the proposed Low Emission Zones, and the consultation on the future of the National Concessionary Travel Scheme. These exciting developments serve to underline the importance of a new RTS for the west of Scotland.
- 4.2 In summary, and in conclusion, the findings of the RTS Review indicate strong evidence, support and demand for a new Strategy. Subject to approval of the creation of a new RTS, officers will begin the development process and keep the Partnership informed of progress through regular updates to future committees.

## 5. Partnership action

The Partnership is recommended to:

- note the contents of this report; and
- approve the creation of a new RTS for the west of Scotland.

## 6. Consequences

Policy consequences

*Section 7(1)(a) and (b) of the Transport (Scotland) Act 2005 places a responsibility on Regional*

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<sup>2</sup> See sections 9.1 and 9.2 of the Glasgow City Region Economic Action Plan - <http://www.glasgowcityregion.co.uk/CHttpHandler.ashx?id=19521&p=0>

*Transport Partnerships to keep their RTS under review, and to modify or prepare a new one.*

Legal consequences

*None identified.*

Financial consequences

*None at present.*

Personnel consequences

*None at present.*

Equalities consequences

*Any new RTS will require to take account of Equalities legislation and the views of Equalities groups will be central to the development of an effective RTS.*

Risk consequences

*None at present.*

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