



Regional Transport Strategy Review and Concordat between SPT and Clydeplan

Date of meeting 9 December 2016

Date of report 16 November 2016

Report by Assistant Chief Executive (Operations)

1. Object of report

To inform the Partnership of:

- the approach to the review of the Regional Transport Strategy (RTS) to inform the commencement of work on the new RTS in 2017; and,
- the creation of a concordat between SPT and Clydeplan regarding the integration of land-use and transport planning and provision. A copy of the draft concordat is attached at Appendix 1.

2. Background

- 2.1 Further to earlier reports, members will recall that the Transport Minister announced a National Transport Review (NTR) in August 2016¹, and that Scottish Ministers are undertaking a review of the Scottish planning system² which will culminate in a consultation towards the end of 2016. SPT officers continue to engage with Transport Scotland regarding the scope and process for the NTR, and a Partnership Group has been established, on which the Regional Transport Partnerships of Scotland will be represented.
- 2.2 Furthermore, members will recall that at the meeting of the Strategy and Programmes Committee³ in September 2016, the commencement of a review of the current RTS and the creation of a new RTS was approved.

3. Outline of proposals

RTS Review

- 3.1 It is prudent to ensure that SPT is well positioned to provide a co-ordinated view to feed into the NTR. The RTS Review will provide the opportunity to form an initial co-ordinated view from the west of Scotland perspective as to the key challenges and opportunities facing our transport network in the future. It is anticipated that the RTS

¹ <http://www.spt.co.uk/documents/sp090916agenda7.pdf> and

http://www.spt.co.uk/documents/sp240616_agenda8.pdf

² <https://beta.gov.scot/policies/planning-architecture/reforming-planning-system/>

³ <http://www.spt.co.uk/documents/sp090916agenda7.pdf>

Agenda 14

Review will be completed by March 2017 and provide the context for the subsequent development of the new RTS. The Review will:

- Outline the changing transport context and recent/emerging trends – for example, how, why, where and when people travel and how this may change in the future, with technological advances in transport, and changes in work patterns and lifestyles;
- Outline the wider policy, legislative, economic, social and environmental context since the RTS was developed including for example, the relationship between health and transport (particularly active travel), air quality, climate change and initiatives such as the Glasgow City Region City Deal and emerging Ayrshire Growth Deal;
- Review what has been delivered through the RTS and areas for improvement for the future, for example there has been significant investment in bus infrastructure and measures such as sQPs to drive up the quality of bus service provision, but at the same time there has been a significant reduction in bus patronage levels;
- Critique the RTS as a Policy document – how it has been used to inform wider policy, planning and delivery decisions, and how could it have been more effective;
- Review roles and responsibilities in transport, and identify issues and drivers for change to inform the new RTS.

3.2 Officers will take a collaborative approach to the review by involving key stakeholders. This will be achieved by the formation of a stakeholder reference group made up of representatives from:

- Transport Scotland, including from the NTR team;
- Scottish Government;
- Clydeplan;
- Glasgow City Region City Deal; and
- Ayrshire Growth Deal.

3.3 To guide the process of the RTS review, an internal steering group will be established comprising SPT senior officers. In addition Partnership members will receive an invite to an engagement session to inform the review following the Partnership meeting of 10 February 2017. Engagement with officers from SPT constituent councils will take place through the established SPT/Councils Liaison Group.

SPT and Clydeplan Concordat

3.4 There is a long history of partnership working between SPT and Clydeplan (and their former incarnations) including collaborative work on previous Structure Plans, transport strategies, analysis / research – the West of Scotland Conurbation Public Transport Study, for example – and modelling, including the Strathclyde Integrated Transport and Land Use Model (SITLUM).

Agenda 14

- 3.5 Building on this existing collaborative relationship between SPT and Clydeplan and the commitments set out in SDP2⁴ to review the strategic transport network and identify shared priorities for the future, a collaboration protocol (concordat) has been drawn up between the two organisations to highlight the commitment to work together on the integration of strategic transport and land use planning and provision within the Glasgow and Clyde Valley area. A copy of the draft concordat is attached at Appendix 1.

4. Conclusion

- 4.1 A collaborative approach will be taken for the RTS review which will provide a robust basis for the new RTS and for a co-ordinated view from the west of Scotland to inform the NTR. A report on the outcomes of the RTS review will be brought before the 31 March 2017 Partnership for approval, and officers will continue to engage with Transport Scotland as the NTR develops, including through the NTR Partnership Group.
- 4.2 The concordat between SPT and Clydeplan attached at Appendix 1 is a further demonstration of the commitment from both organisations to the integration of land-use and transport planning and provision. Clydeplan are concurrently taking the concordat through their governance procedures, likely to be in early 2017. Officers will continue to work with Clydeplan towards the integration of transport and land-use planning and delivery.

5. Partnership action

The Partnership is recommended to note this report.

6. Consequences

| | |
|-------------------------|---|
| Policy consequences | <i>The RTS review will provide a robust policy context for the development of the new RTS.</i> |
| | <i>SPT/Clydeplan concordat will ensure an integrated approach to transport and land-use planning and provision within the Glasgow and Clyde Valley City Region.</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 | Eric Stewart | Name | Gordon MacIennan |
| Title | Assistant Chief Executive (Operations) | Title | Chief Executive |

For further information, please contact *Charles Hoskins, Senior Director* on 0141 333 3285 or *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740.

⁴ http://www.spt.co.uk/documents/sp180316_agenda8.pdf



**Concordat
between
Strathclyde Partnership for Transport (SPT)
and
Clydeplan**

November 2016

About SPT

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the west of Scotland, covering 11 full council areas and part of one other. SPT has a range of planning, operational and project delivery roles and responsibilities, including the statutory Regional Transport Strategy.

“A Catalyst for Change”, the Regional Transport Strategy for the west of Scotland 2008-2021 (RTS) was approved by Scottish Ministers in 2008. The RTS sets out the vision, objectives and outcomes for the transport system of the west of Scotland. SPT is currently reviewing the RTS and will begin the development of the second RTS in 2017.

Further information on SPT and the RTS is available at www.spt.co.uk.

About Clydeplan

Clydeplan is the Strategic Development Planning Authority for the Glasgow and Clyde Valley area covering 8 full council areas. Clydeplan is responsible for preparing the statutory Strategic Development Plan (SDP) which sets the strategic development planning context for the city region.

The second Proposed Glasgow and the Clyde Valley SDP was submitted to Scottish Ministers for approval in May 2016, with adoption expected in spring 2017. The Proposed SDP sets out a Vision and Sustainable Development Strategy for its region.

Further information on Clydeplan and the Proposed SDP is available from www.clydeplan-sdpa.gov.uk.

Introduction

This concordat demonstrates the commitment between SPT and Clydeplan to work together in support of further integrating transport and land-use planning and delivery in the Glasgow and Clyde Valley city region.

Context

SPT and Clydeplan believe that integrated land-use and transport planning and provision plays a vital and essential role in creating a successful, accessible and sustainable city region.

An integrated approach to land-use and transport planning and provision can make a positive contribution to many national, regional and local priorities, including sustainable economic growth, placemaking and regeneration.

This approach will ensure that the transport network (including active travel networks) supports the city region's economy, providing access to residential, employment, education and healthcare facilities as well as reducing inequalities, promoting social inclusion, reducing harmful emissions and delivering improved health benefits.

This approach also supports land use decisions which support a '*compact city*' model, being the basis of the SDPs Vision and Spatial Development Strategy as this will

- limit dependency on motorised transport;
- encourage increased levels of active travel;
- encourage increased levels public transport patronage; and,
- maximise the use of existing transport networks.

Effective leadership is also required at all levels of policy and decision making to ensure that development and transport investment is well planned and integrated in support of the outcomes of the above approach.

SPT and Clydeplan are committed to the following

- a shared vision for integrating land-use and transport planning and provision;
- areas of joint working; and,
- principles of engagement.

Shared Vision for Integrated Land-Use and Transport Planning and Provision

“Through strengthened joint working and engagement, SPT and Clydeplan, in partnership with others, will seek to ensure a robust basis for integrated land-use and transport planning and provision in the region, ensuring Glasgow and the Clyde Valley fulfils its potential as Scotland’s foremost city region.”

Areas of Joint Working

SPT and Clydeplan are committed to the following Areas of Joint Working in seeking to deliver the Shared Vision:

| |
|---|
| 1. Regular dialogue to understand each other’s policy, planning, strategy, and delivery perspectives |
| 2. Working closely and collaboratively on policy, planning, strategy research, analysis issues which are of strategic importance to both |
| 3. An open exchange of information during joint working, respecting any confidentiality required by either party |
| 4. Developing a set of desired outcomes from the planning process as it relates to integrated land-use and transport planning and provision for the city region |
| 5. Building on current and previous studies, plans and strategies to identify future land-use and transport integration solutions for the city region, in partnership with Transport Scotland and the Glasgow City Region City Deal team, and others as required. |
| 6. identifying policies, actions and interventions which are based on a joint understanding of the development requirements of the city region which support the vision of the SDP and RTS and emerging Strathclyde Bus Alliance. |
| 7. Undertaking mutually beneficial joint transport and land-use modelling, research and analysis, and transport network modelling which will inform future planning and policy decision in the city region. |
| 8. Where appropriate and agreed, jointly lobby external organisations on matters of mutual interest in respect of planning, transport and related legislative and governance arrangements at the regional scale. |

Principles of Engagement

In support of the Shared Vision and Areas of Joint Working SPT and Clydeplan will commit to:

| |
|---|
| 1. SPT Head of Policy and Planning and Clydeplan Manager to meet every month, with a wider meeting of officers from each organisation at least four times per annum |
| 2. Clydeplan will be a member of the external advisory group for the RTS review and the development of RTS2 |
| 3. SPT will be a member of the external advisory group for development of future SDP's. |
| 4. Communications will be undertaken in an open and transparent manner, with mutual professional respect |