



Current Regional Transport Strategy: Delivery Plan 2018/19-2021/22 Update New Regional Transport Strategy: progress update

Date of meeting 18 June 2021

Date of report 26 May 2021

Report by Chief Executive

1. Object of report

The object of this report is:

- In relation to the current Regional Transport Strategy (RTS), to recommend approval of the RTS Delivery Plan 2018/19-2021/22 Update attached at Appendix 1; and
- To provide an update on the development of the new RTS.

2. Background

2.1 Current RTS

Since the current Regional Transport Strategy (RTS) was approved by Scottish Ministers in 2008, a series of RTS Delivery Plans have been prepared, outlining the proposals SPT and partners would be delivering to help achieve the vision, objectives and outcomes of the Strategy.

In that regard, members will recall that the Partnership approved the RTS Delivery Plan 2018/19-2020/21 in June 2018¹. Further to this, in November 2020², the Strategy and Programmes Committee approved updating and extending the time period covered by the Delivery Plan 2018/19-2020/21 to 2021/22 due to the impact of the Covid-19 pandemic on the development of the new Regional Transport Strategy and the workstreams and programmes of other partners.

2.2 Development of the new RTS

Further to the report presented to the Partnership in March³, the consultation on the RTS Case for Change began in late April and ended on 11 June, although requests for an extension to that deadline were considered if a respondent requested it.

3. Outline of proposals

3.1 Current RTS

The RTS Delivery Plan 2018/19-2021/22 Update (attached at Appendix 1) provides a progress update covering 2018/19 – 2020/21 and plans for 2021/22 on key actions and

¹ http://www.spt.co.uk/documents/latest/rtp220618_agenda9.pdf

² Section 3.6 of this report: http://www.spt.co.uk/documents/latest/SP201120_Agenda7.pdf

³ http://www.spt.co.uk/documents/latest/p120321_Agenda9.pdf

projects delivered by SPT or delivered by partners (such as local authorities) with support from SPT, including capital or revenue funding, planning, technical and operational support.

The Plan remains organised around the current four RTS outcomes – Attractive Seamless Reliable Travel, Improved Connectivity, Access for All and Reduced Emissions – and the linked Strategic Priorities, as shown in the current Regional Transport Strategy Framework (Figure 1 in Appendix 1).

Substantial progress has been made since 2018/19 in delivering improved transport infrastructure and services across the west of Scotland, and some examples of key projects delivered are noted below:

- Enhanced and more accessible bus passenger facilities in all local authority areas;
- New real time passenger information (RTPI) displays at nearly 400 additional locations;
- 450 additional park and ride spaces across the region;
- Delivery of new cycling infrastructure;
- Modernisation of several urban traffic control systems across the region including extension of the SCOOT⁴ advanced traffic control system;
- Completion of Cumnock Bus Station upgrade;
- Completion of Partick Bus Station redevelopment; and,
- Completion of Buchanan Bus Station Refurbishment.

For 2021/22, SPT will support the progression of a wide range of sustainable transport projects and initiatives, including:

- Further delivery of Subway Modernisation;
- Redevelopment of Ardrossan Harbour;
- Glasgow City Region Metro Feasibility study;
- Cumbrae/Largs Ferry Interchange upgrade;
- Access for All project at Port Glasgow rail station;
- Kilmarnock Bus Station upgrade;
- Dependent on success of applications from Glasgow City Region and Ayrshire, delivery of Bus Partnership Fund projects;
- In conjunction with the Zonocard Forum, redevelop the Zonocard product including as a Smartcard Solution;
- Motherwell interchange redevelopment; and,
- Lanark interchange improvements.

3.2 Development of the new RTS

Details of the RTS Case for Change consultation were shared with partners and stakeholders across the west of Scotland, and officers undertook various presentations and discussions in that regard throughout the consultation period. Current focus is on reviewing responses to the consultation, and work has also continued in relation to further refinement of the Options noted in the Case for Change, and the RTS methodology, including scenario planning and development of targets. Officers will

⁴ Split Cycle Offset Optimisation Technique. Further information at <https://trisoftware.com/products/traffic-control/scoot/>

continue to keep members updated on development of the new RTS through reports to the Strategy and Programmes Committee and Partnership as progress is made.

4. Conclusion

The Regional Transport Strategy Delivery Plan 2018/19-2021/22 Update attached at Appendix 1 demonstrates both the significant delivery and progress made by SPT and partners over the 2018/19-2020/21 period, and the continuing scale of ambition for 2021/22. As members are aware, the potentially significant challenges facing the transport network of the west of Scotland in coming years will require a strong, co-ordinated response and, for the long-term, the new RTS in development will, it is hoped, set an ambitious but realisable vision of how that can be achieved. For the meantime, however, the Delivery Plan 2018/19-2021/22 Update shows that SPT and partners are continuing to deliver a wide range of projects which, when taken in totality, deliver significant improvements to the transport network of our region.

5. Partnership action

The Partnership is recommended to:

- Note the contents of this report; and
- Approve the RTS Delivery Plan 2018/19-2021/22 Update attached at Appendix 1.

6. Consequences

Policy consequences	<i>The Delivery Plan at Appendix 1 supports the delivery of the RTS outcomes. The new RTS in development will set the future policy framework for transport in the west of Scotland.</i>
Legal consequences	<i>The preparation of an RTS and delivery plans is a statutory responsibility of SPT, in line with the Transport (Scotland) Act 2005.</i>
Financial consequences	<i>Within existing budgets.</i>
Personnel consequences	<i>None.</i>
Equalities consequences	<i>Equality impact assessments will be carried out for the new RTS and individual projects as required in line with due process.</i>
Risk consequences	<i>None.</i>

Name Valerie Davidson
Title Assistant Chief Executive

Name Gordon MacLennan
Title Chief Executive

For further information, please contact Bruce Kiloh, Head of Policy and Planning on 07891 715217 or Amanda Horn, Senior Transport Planner at amanda.horn@spt.co.uk.