



Glasgow City Region Transport Transition Plan – SPT progress update

Committee Strategy and Programmes

Date of meeting 28 August 2020

Date of report 10 August 2020

Report by Chief Executive

1. Object of report

The object of this report is to provide an update on the development of a Transport Transition Plan (TTP) for the Glasgow city region.

2. Background

- 2.1 Members will recall¹ that, in late May, Transport Scotland (TS) published a Transport Transition Plan, which covered how transport would evolve through the four phases outlined in the Scottish Government's route-map through and out of lockdown. The national TTP has four main elements: keeping transport safe; managing demand for travel; engaging with stakeholders; and adapting our transport systems to fit with the emerging new future. At the time of publication, TS emphasised that the TTP would be a dynamic and evolving document, reflecting any revised timelines, new evidence or changed circumstances which may occur as a result of moving out of each lockdown phase.
- 2.2 To oversee the implementation of the national TTP in the eight council areas of the Glasgow city region (GCR), a group has been established, and is co-chaired by Transport Scotland and Glasgow City Council. Further members include the remaining seven councils and SPT. The Glasgow City Region Transport Transition Plan (GCR TTP) group, which meets on a weekly basis, has provided a forum for discussion of the many issues facing the transport network at the current time, with a specific focus on delivery of the Spaces for People active travel projects, bidding to the Bus Priority Rapid Deployment Fund (BPRDF), preparing briefings, and other matters requiring a co-ordinated and complementary approach. Further, the group is preparing a city region-focused version of the national TTP, reflecting the specific requirements of the area.
- 2.3 It is worth highlighting at this stage that the knowledge and experience SPT has gained over many years in relation to strategic, cross-boundary transport planning, project delivery, funding, service operation and planning, multi-sector partnership working, major events and many other areas has proven hugely useful in supporting and assisting Glasgow city region and partners across the region in dealing with the current crisis.

¹ Sections 3.2 and 3.3 http://www.spt.co.uk/documents/latest/p260620_Agenda9.pdf

3. Outline of proposals

- 3.1 Given the announcement of the funding for the BPRDF in mid-July, the main recent focus of the GCRTTP group has naturally been on development work in regard to that, with a bid submitted to Transport Scotland on 7 August 2020. However, work on the GCR Transport Transition Plan continued concurrently with bid preparation.
- 3.2 At the time of writing, the current status of the GCR Transport Transition Plan is that a draft structure for the plan has been prepared and work to complete the various sections of the report is progressing. The proposed draft structure can be summarised as follows:
- *Section 1: Overview*
 - *Describes purpose, scope and focus of plan*
 - *Support delivery of national TTP & Route Map within Glasgow City Region*
 - *Focus on regional or cross-boundary issues and actions*
 - *Section 2: About the Group*
 - *Purpose of Group*
 - *Structure*
 - *Terms of reference*
 - *Section 3: Transport Challenges and Objectives*
 - *Outlines key challenges*
 - *Public health*
 - *Public transport capacity*
 - *Viability of public transport*
 - *Accessibility and inequality*
 - *Sets out the Group's objectives*
 - *Sets out 4 key thematic areas for action to help achieve the objectives*
 - *Active travel*
 - *Local bus*
 - *Travel Demand Management and sustainable travel behaviours*
 - *Accessibility and Equality*
 - *Sections 4 – 7 – Action Plans for each of the thematic areas*
 - *Final sections – Risk register and monitoring*
 - *Appendices – setting out details on challenges, options assessment framework for BPRDF, approach to Impact Assessment and risk register*
- 3.3 SPT's recent experience in developing the new Regional Transport Strategy (RTS) has helped to influence, shape and populate the emerging TTP; for example, work undertaken in the RTS Issues and Objectives stage has provided strong evidence for populating the 'transport challenges' section noted above. As regards the relationship between the emerging TTP and the developing RTS, the approach being followed will

broadly mirror that at national level between the National Transport Strategy (NTS) and the national-level TTP. TS has emphasised the importance of dealing with the crisis – through the TTP - while at the same time retaining focus on long term goals such as the climate emergency and inclusive growth through the NTS.

- 3.4 As noted above, RTS development work is helping to shape the emerging GCR TTP and, while this latter document will provide a shared focus for as long as the crisis exists, the RTS will remain the key strategic transport planning tool for the region in the long-term. However, it should be highlighted that experience and evidence gained through the TTP process will provide a valuable input into developing the RTS.
- 3.5 Over coming weeks, the GCR TTP group will be focusing on continuing to develop the thematic action plans identified above, and on developing effective monitoring arrangements. On completion of those sections, the full plan will be considered for approval by the group, via each partner's own governance processes, and subsequently be presented to Transport Scotland. The plan will then form a strong basis and structure for any future work required in addressing the impacts of the Covid-19 crisis on the transport network.
- 3.6 It is worth highlighting that SPT has provided significant support to the GCR TTP group in preparing both the BPRDF bid and the emerging GCR Transport Transition Plan. This has included technical expertise in strategy, planning and project delivery, data, bus operations, liaison with councils and operators, and procuring a consultant to assist the GCR TTP group in preparing the BPRDF bid. Further, SPT's knowledge and experience from previous work, including developing the Strathclyde Bus Improvement Programme for the Glasgow City Region City Deal, has proved very useful in dealing with the current issues being faced and preparation of the bid and the TTP.
- 3.7 Further, the discussions initiated by SPT regarding the needs and requirements of the three Ayrshire councils and Argyll & Bute arising from the crisis are continuing, and the outcome of that work will be communicated to Transport Scotland and other partners in due course, with a view to securing any appropriate funding required to deliver identified interventions.

4. Conclusions

The development of the GCR Transport Transition Plan is providing a useful focus for partners in the area in identifying an integrated and complementary approach to coming out of lockdown. Progress continues at pace to complete the plan, thereby providing an agreed basis to work from in future. As noted above, SPT has provided significant input to the plan as it develops. Officers will continue to keep the Committee updated as matters progress.

5. Committee action

The Committee is recommended to note the contents of this report.

6. Consequences

Policy consequences	<i>SPT is working to ensure that the GCR Transport Transition Plan is developed in line with the current and developing RTS.</i>
Legal consequences	<i>None.</i>
Financial consequences	<i>None at present.</i>

Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>Statutory assessments in relation to equalities requirements will be considered in developing the GCR Transport Transition Plan.</i>
Risk consequences	<i>None at present.</i>

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