



Regional Transport Strategy - Draft for Public Consultation

Date of meeting 24 June 2022

Date of report 25 May 2022

Report by Chief Executive

1. Object of report

The object of this report is to recommend approval of the draft Regional Transport Strategy (RTS), attached at Appendix 1, for public consultation.

2. Background

Further to earlier reports¹ to the Partnership and Strategy & Programmes Committee, the development of the new RTS is now reaching its conclusion. Recent work has focused on various workstreams to enable preparation of the draft RTS for public consultation, including the completion of two studies into the affordability of public transport, and the decarbonisation of road transport, the outcomes of which have fed into the content of the draft RTS.

3. Outline of proposals

3.1 The draft RTS is attached at Appendix 1. Reflecting the collective desire of stakeholders and respondents to the earlier public survey and RTS Case for Change public consultation, and the outcome of discussions following the publication of the “Transport for Strathclyde” discussion paper², the draft RTS is a bold agenda for change. It comes at a pivotal time as public transport has been severely impacted by the effects of the Covid-19 pandemic, the cost of living crisis is taking effect, and there remains the ongoing pressing need to achieve climate change targets. A summary of the content of the draft RTS is provided below.

3.2 Structure of Draft RTS

The draft RTS is structured into the following sections as follows:

- *Vision* – Our long-term vision for the regional transport system, developed from engagement with our partners.
- *Background* – How the draft RTS was developed, and information on how people can respond to the consultation.
- *Context* – The key policy drivers, spatial context and transport trends within which the RTS has been developed and will be delivered; the transport problems that the RTS will help tackle; and the opportunities that the RTS can build upon.

¹ Most recent update to Partnership: https://www.spt.co.uk/media/hxgnyd3j/p180322_agenda10.pdf ; and to Strategy and Programmes Committee: https://www.spt.co.uk/media/vh5prl5y/sp180222_agenda11.pdf .

² <https://www.spt.co.uk/spt-across-the-region/what-we-are-doing/transport-for-strathclyde/>

- *Strategic Framework* – The Strategic Framework – the Vision, Priorities, Targets, Objectives and Policies will guide decision-making about transport in the region and provide the basis for evaluating the success of those decisions.
- *Policies* – The detailed RTS Policies, grouped under Policy Themes, set out the principles for investment and action.
- *Delivering the Strategy* – Next steps to be taken to enable delivery of the RTS.
- *Monitoring and Evaluation Framework* – How SPT will monitor and evaluate progress and success in delivering the RTS.
- *Appendices* – Further information on the RTS, including how the RTS contributes to the National Transport Strategy framework.

3.3 RTS Strategic Framework

The RTS Strategic Framework will guide decision making about transport in the region and provide the basis for evaluating the success of those decisions. The Strategic Framework consists of the following elements:

- **RTS Vision:** the Vision sets a long-term ambition of what the transport system needs to become in order for our region to thrive and succeed economically, socially and environmentally.
- **RTS Priorities:** the Priorities describe the wider environmental, societal and economic goals for the region that the RTS will support, to help realise a healthier environment, inclusive economic growth and improved quality of life, for all.
- **RTS Targets:** the Targets provide focus for the RTS on three strategic challenges – transport emissions, modal shift to more sustainable ways of travelling, and reducing unnecessary car usage.
- **RTS Objectives:** the Objectives set out what the RTS needs to achieve in terms of transport system change, in response to the transport problems identified in the ‘Key Issues’.
- **RTS Policies:** The RTS Policies set out the principles for investment and action, in order to achieve the objectives and targets and realise the wider Priorities and Vision. The Policies will guide detailed decision making on specific transport plans, projects and programmes. The RTS Policies are grouped into ten Themes in the Strategic Framework; the detail of the Policies is set out in the draft RTS at Appendix 1.

The Monitoring and Evaluation Framework ensures that progress is tracked and monitoring regularly to ensure investment and action are directed effectively. Further details on Monitoring and Evaluation are set out later in this report.

The RTS Strategic Framework is summarised in Figure 1 below:

Figure 1: RTS Strategic Framework

RTS Strategic Framework					
VISION & PRIORITIES	The west of Scotland will be a well-connected, attractive and low carbon place with active, liveable communities and accessible, vibrant centres facilitated by a high quality, sustainable and resilient transport system shaped by the needs of all.				
	A healthier environment, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all.	Inclusive economic growth, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.	Improved quality of life, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.		
TARGETS	<p>T1: By 2030, car kilometres in the region will be reduced by at least 20%.</p> <p>T2: By 2030, transport emissions will be reduced by at least 56% from the 1990 national baseline.</p> <p>T3: By 2030, at least 45% of journeys will be made by means other than private car as the main mode</p>				
OBJECTIVES	OBJ1: To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs	OBJ2: To reduce carbon emissions and other harmful pollutants from transport in the region	OBJ3: To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys	OBJ4: To make public transport a desirable and convenient travel choice for everyone	OBJ5: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight
POLICY THEMES	<p>Accessing and using Transport</p> <p>Reducing the need to travel and managing demand for car travel</p> <p>Enabling walking, wheeling and cycling</p> <p>Enhancing quality and integration of public transport</p> <p>Improving road safety</p>		<p>Greening the fleet and improving air quality</p> <p>Moving goods more sustainably</p> <p>Increasing resilience and adapting to climate change</p> <p>Protecting and enhancing the built & natural environment</p> <p>Connecting Places</p>		
MONITORING AND EVALUATION	<p>Annual Progress and Monitoring report including monitoring indicators</p> <p>Evaluation of RTS Priorities and Targets</p>				

3.4 RTS Policies

The RTS Policies act as drivers for change to tackle the transport problems identified in the RTS Case for Change, achieve the Objectives and Targets and, ultimately, help realise the wider Vision and Priorities for a healthier environment, inclusive economic growth, and improved quality of life.

The detailed RTS Policies are grouped within the ten Policy Themes represented in the Strategic Framework:

- Accessing and using transport
- Reducing the need to travel and managing demand for car travel
- Enabling walking, wheeling and cycling
- Enhancing quality and integration of public transport
- Improving road safety
- Decarbonising vehicles and improving air quality
- Moving goods more sustainably
- Increasing resilience and adapting to climate change
- Protecting and enhancing the built & natural environment
- Connecting places

A summary of the content of the detailed Policies under each Policy Theme is provided below:

- Policy Theme: Accessing and using transport
This policy theme focuses on ensuring everyone can use the transport system by improving the accessibility, affordability, availability and safety of the transport system.
- Policy Theme: Reducing the need to travel and managing demand for car travel
This policy theme focuses on reducing the need to travel and, in particular, reducing travel by car to help reduce harmful transport emissions, improve our health and overall quality of life, and enable investment in sustainable transport.
- Policy Theme: Enabling walking, wheeling and cycling
This policy theme focuses on making walking, wheeling and cycling the natural choice for shorter everyday journeys to improve our quality of life and to support a modal shift to more sustainable travel.
- Policy Theme: Enhancing quality and integration of public transport
This policy theme focuses on improving the quality of public transport particularly reliability, punctuality and value for money and facilitating an integrated public transport system including networks and services, ticketing, information and journey planning, and integration with other modes including active travel, Community Transport and Park and Ride, and ensuring governance models for public transport enable delivery of an integrated transport system and the RTS.
- Policy Theme: Improving road safety
The policy theme focuses on improving road safety in the region particularly to improve safety for vulnerable road users and enable more walking, wheeling

and cycling and development of high-quality places designed for the movement of people.

- Policy Theme: Decarbonising vehicles and improving air quality
This policy theme focuses on the transition from conventionally fuelled vehicles to electric, hydrogen and other alternative fuels whilst continuing to support councils to manage and improve air quality in Air Quality Management Areas and deliver Low Emission Zones.
- Policy Theme: Moving goods more sustainably
This policy theme focuses on the sustainable movement of goods in the region, particularly increasing rail freight and increasing sustainability of delivery of goods.
- Policy Theme: Increasing resilience and adapting to climate change
This policy theme focuses on the resilience of the regional transport system to disruption and adapting to climate change impacts.
- Policy Theme: Protecting and enhancing natural and built environments
This policy theme focuses on the design and development of the transport system to protect and enhance natural and built environments, particularly helping improve biodiversity and human health through incorporation and integration of green infrastructure and other nature-based solutions, green networks and placemaking into transport strategies, plans and projects.
- Policy Theme: Connecting Places
This policy theme focuses on the spatial context for the RTS and future RTS Delivery Plans, setting out the strategic gateways, corridors and locations that will be a focus for future transport appraisal and investment to support regional development priorities, economic strategies and the Growth Deals.

3.5 Delivering the Strategy

- RTS Delivery Plan
All of the RTS Policies are important but prioritising action and investment towards their delivery is necessary in order to have immediate and significant impact on the most pressing issues, and to ensure that best use of resources is achieved. Following approval of the RTS, and aligning with further developments such as Transport Scotland's Route-map to 20% reduction in car kilometres by 2030 and the STPR2, SPT will work with partners to develop the RTS Delivery Plan for the first 5 years of the Strategy.

An Initial Set of Actions has been developed – attached at Appendix 2 – in partnership with our stakeholders through the RTS development process and based on responses to and dialogue conducted as part of the earlier RTS Case for Change consultation. Acknowledging that this initial set of actions requires further development and dialogue with partners, it is anticipated that they will form the basis of future discussion in preparing the RTS Delivery Plan, which will seek to prioritise actions based on addressing the most pressing issues and making best use of available resources. Taking this into account, the Initial Set of Actions at Appendix 2 will not formally be part of the public consultation but is included in this report to give an indication of the type of projects, initiatives and workstreams which will be generated from the RTS upon approval, and to stimulate debate and dialogue as part of the draft RTS public consultation.

- Transport Governance

Current governance arrangements for transport in the west of Scotland need to be strengthened, and used as the basis of resource allocation to ensure effective delivery if they are to achieve the level of change required in coming years. Our stakeholders and respondents to earlier consultations on the RTS and discussions arising from the earlier “Transport for Strathclyde” discussion paper, supported the need for change, and in that regard SPT will hold further discussions with our local authority partners to consider optimal governance arrangements to deliver the RTS and support the region’s environmental, social, economic and health goals.

Upon conclusion of those discussions, and subject to Partnership approval, SPT will seek dialogue with Transport Scotland, the Scottish Government, the Regional Transport Partnerships of Scotland, COSLA and other relevant partners in that regard. This workstream will also run concurrently with and complementary to the NTS Governance and Collaboration workstream currently underway, led by Transport Scotland, and will form the basis of SPT’s input to that process. It is worth highlighting that the NTS Governance and Collaboration workstream builds on the work of a previous NTS group looking at roles and responsibilities, which concluded that the future for transport governance in Scotland should be based on regional models, provided these were workable in practice.

- Monitoring and evaluation framework

It is important to monitor and evaluate the RTS to understand what is working well and what areas may need additional focus. SPT is required to monitor the RTS, and update Scottish Ministers on its performance, on an annual basis. This annual monitoring will include an update and trend information on a set of indicators and progress report on plans, actions and projects within the RTS Delivery Plan. This will include equality data and monitoring, where possible, and SPT will aim to improve availability and quality of equality data.

In addition, SPT recognises the importance of evaluating the strategy on a regular basis to understand progress towards achieving the RTS targets and the wider RTS Priorities for improved environmental, social and economic outcomes for the region. The evaluation process will include evaluating the RTS targets at sub-regional areas, particularly in relation to the 20% reduction in car kilometres and modal shift targets, and making comparisons with other regions in Scotland.

3.6 Consultation

Consultation on the draft RTS is a requirement set out in the Transport (Scotland) Act 2005. The consultation will be open to the general public, partners, and stakeholders, and the draft RTS document, supporting documents, and consultation questionnaire will be made available through SPT’s website and will be provided in paper copies and in other formats or languages upon request. Further work on the draft RTS in terms of graphic design and insertion of maps will take place before the consultation begins. The consultation will be promoted through stakeholder contact lists, social media and a poster campaign in local libraries and community centres. In order to generate as big a response as possible, the consultation will launch in late July/early August in order to avoid the main part of the summer break, and be open for 12 weeks.

4. Conclusions

The draft RTS is a strong and ambitious agenda for change. It has been developed in partnership with our partners and stakeholders, including two previous public consultation exercises: the RTS Public Survey at the beginning of the development process, which generated over 4,000 responses, and at the RTS Case for Change stage. Further, dialogue arising from the publication of the “Transport for Strathclyde” discussion paper has also been taken into account. It is hoped that partners and stakeholders will engage positively in the consultation exercise, and officers will liaise with them in that regard throughout the consultation process. Above all, however, it is hoped that there is a good response from the people and communities of the west of Scotland, and social media will be key in stimulating that engagement and generating interest.

The RTS development process remains on track to complete in late 2022, subject to it being approved by the Partnership, after which it will be submitted to Scottish Ministers for approval and become a statutory document. Officers will update members on the consultation exercise and wider RTS development process as matters progress.

5. Partnership action

The Partnership is recommended to approve the draft RTS at Appendix 1 for public consultation.

6. Consequences

Policy consequences	<i>The new RTS will set the framework for transport policy, projects and initiatives for the next 10-15 years.</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>An EQIA is being undertaken as part of the development process for the new RTS.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation and Carbon consequences	<i>A Strategic Environmental Assessment is being undertaken as part of the RTS development process. The draft RTS contains various proposals to positively address climate change, adaptation and carbon reduction issues.</i>

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