

Regional Transport Strategy Review

Date of meeting 23 June 2017

Date of report 30 May 2017

Report by Senior Director

1. Object of report

The object of this report is to update the Partnership on the Regional Transport Strategy (RTS) Review.

2. Background

2.1 The Transport (Scotland) Act 2005 ('the Act'), which created the framework for Regional Transport Partnerships (RTPs), sets out what the content of an RTS should be, and how it should be formulated. In summary, an RTS should:

- Identify the transport needs of the region, and what can practically be done to address them; and
- Show how transport in the region will be provided, developed, improved and operated so as to promote safety, enhance social and economic well-being, promote sustainability, social inclusion and equal opportunities, and improve access to healthcare and integration between modes.

The RTS should also prioritise any proposed interventions in regard to addressing the above.

2.2 Regarding the procedure for development of an RTS, the Act places a duty on the RTP to consult with constituent councils, health boards and other parties. Furthermore, the Act states that the RTP should keep its RTS under review, and modify or create a new one as necessary. In addition, the Act places a responsibility on councils, health boards and other specified public bodies to, so far as possible, perform those of its functions which relate to, or which affect or are affected by transport consistently with the relevant RTS.

2.3 To that end, beginning in 2006, SPT prepared "A Catalyst for Change – The Regional Transport Strategy for the West of Scotland 2008-21"¹ which was subsequently approved by Scottish Ministers in 2008.

2.4 In late 2016, the Partnership approved² a review of the RTS³. The objectives of the Review are:

¹ A copy of the RTS is available from - <http://www.spt.co.uk/corporate/about/strategy/regional-transport-strategy/>

- *Changing context/trends* - Outline the changing transport context and recent/emerging trends;
- *Policy/Legislative changes* - Outline the wider policy, legislative, economic, social and environmental context since the RTS was developed;
- *Delivery/Areas for Improvement* - Review what has been delivered through the RTS and areas for improvement for the future;
- *How the RTS has been used* – How has it informed wider policy, planning and delivery decisions, and how it could have been more effective; and
- *Roles and responsibilities* - Review roles and responsibilities in transport, and identify issues and drivers of change to inform the new RTS.

2.5 A key part of the approach to the Review was to undertake targeted engagement, the primary forum for which was the RTS Review Stakeholder Group. This Group included representatives of Transport Scotland (from both the National Transport Strategy and the Transport Policy teams), Glasgow City Region City Deal, Ayrshire Growth Deal, and Clydeplan. In addition, sessions were held with Partnership members, with council officers through the SPT Councils Liaison Group, through the West of Scotland Transport Integration Forum, and through various other forums as appropriate. A number of one-to-one discussions have also taken place with a range of organisations, including the NHS and Glasgow Centre for Population Health.

2.6 A review of relevant statistics and trends was also undertaken to provide a snapshot of what has changed since the publication of the RTS in 2008. Themes covered include travel to work, car ownership, demand, congestion, environmental issues, infrastructure, passenger satisfaction and others. The policy and legislative landscape was also reviewed, taking into account the impact of such initiatives as the Glasgow City Region City Deal, and legislation such as the Community Empowerment (Scotland) Act 2015. In addition, a review of performance towards RTS outcomes since 2008 has been undertaken.

3. Outline of proposals

3.1 Emerging key findings of the Review, under each objective, include:

- *Changing context/trends* – as could be expected, there is strong evidence of significant change since 2008, including the continuing decline of bus patronage, and emerging issues such as the impact of ‘disruptive’ technology initiatives such as autonomous vehicles and the collaborative economy (peer-to-peer car sharing, Mobility as a Service⁴, for example) which have the potential to fundamentally alter the way transport is designed, delivered and used.
- *Policy/legislative changes* – the Community Empowerment (Scotland) Act 2015, the Equalities Act 2010 and the Bus Services Act 2017 in England and Wales are examples of legislative change which could directly or indirectly impact on the west of Scotland. From a policy perspective, areas of change

² See Partnership paper from December 2016 - <http://www.spt.co.uk/documents/rtp091216agenda14.pdf> - and Strategy and Programmes Committee paper from September 2016 - <http://www.spt.co.uk/documents/sp090916agenda7.pdf>

³ The RTS is available at - http://www.spt.co.uk/wmslib/Documents_RTS/catalyst_for_change.pdf - and the current RTS Delivery Plan is available at - http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2

⁴ See <https://maas-alliance.eu/> for more information on MaaS.

include there now being a far greater emphasis on dealing with the negative impacts of poor air quality, and a greater appreciation of the physical and mental health benefits of transport (particularly active travel). Furthermore, the Glasgow City Region City Deal, the Ayrshire Growth Deal, and the emerging Rural Growth Deal being pursued by Argyll and Bute Council are economic development initiatives which have emerged since the last RTS and have the potential to deliver a step-change impact on transport in coming years.

- *Delivery/Areas for improvement* – A greater emphasis on how the RTS will be delivered emerged from the Review, along with a desire to much more closely align or integrate the RTS and its associated Delivery Plan. In addition, greater partner buy-in and shared ownership should be a focus for any future iteration of the RTS.
- *How the RTS has been used* – From the review, it is clear that the RTS has been used extensively by stakeholders in developing plans and projects, ensuring alignment of objectives and outcomes. In future, and perhaps reflecting a greater uncertainty of long-term funding since 2008, there emerged a clear desire for the RTS to be more flexible and responsive to change.
- *Roles and responsibilities* – It is clear from this element of the review that there remains a wide and varying range of opinions on roles and responsibilities in transport. More fundamentally, how transport works is viewed as complex and confusing, and there is a desire for this to be addressed through the RTS. Emerging or ongoing initiatives such as the Scottish Government's review of planning and the new National Transport Strategy are also seeking to address roles and responsibilities in transport and other areas.

3.2 In summary, and in conclusion, the RTS Review has proven to be a hugely useful piece of work and its findings indicate strong evidence, support and demand for a new Strategy.

4. Conclusion

4.1 The development of the RTS is one of SPT's key responsibilities, and it is essential that it is kept under review to ensure it remains relevant to societal changes. The outcome of the RTS Review to date points towards the need to ensure any changes since the original RTS in 2008 are taken into account and addressed as necessary in a new Strategy.

4.2 In terms of next steps, officers will continue engagement through a further session with Partnership members in August 2017, and through continued liaison with the RTS Stakeholder Group. A session with representatives of the Scottish Government from a range of portfolios is also being arranged and it is expected this will take place over the summer. SPT will also continue dialogue and collaboration with the Glasgow City Region City Deal representatives and Clydeplan on the RTS and the proposed Glasgow City Region Strategic Transport Plan⁵. A further update will be provided to members as the Review concludes in Autumn 2017.

5. Partnership action

The Partnership is recommended to:

⁵ 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>

- note the contents of this report;
- note the emerging key findings of the RTS Review in section 3.1; and
- note the next steps of the Review in section 4.2.

6. Consequences

Policy consequences	<i>In line with the RTS.</i>
Legal consequences	<i>Section 7(1)(a) and (b) of the Transport (Scotland) Act 2005 places a responsibility on Regional Transport Partnerships to keep their RTS under review, and to modify or prepare a new one.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>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.</i>
Risk consequences	<i>There are risks associated with not having an up-to-date RTS in place.</i>

Name Charles Hoskins
Title Senior Director

Name Gordon MacLennan
Title Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740.