



Regional Transport Strategy – progress update

Committee Strategy and Programmes

Date of meeting 8 February 2019

Date of report 17 January 2019

Report by Senior Director

1. Object of report

To update the Committee on progress in preparing the new Regional Transport Strategy (RTS).

2. Background

Further to previous reports¹, work has been progressing to develop the new Regional Transport Strategy for Strathclyde.

3. Update

3.1 Timescales

The RTS development is currently in the 'Issues and Objectives' stage which is anticipated to be completed by Summer 2019, although timescales will continue to be monitored, aligned and adjusted as necessary to ensure effective integration with the National Transport Strategy (NTS). The RTS programme remains on track to complete in 2021.

3.2 Governance and partnership working

Governance and partnership working arrangements have been established and Terms of Reference have been agreed by the RTS Board, Strategic Advisory Group and stakeholder working groups.

3.3 Issues and objectives

Progress updates on the key Issues and Objectives stage workstreams are noted below:

3.3.1 Strategic framework

Members will recall that the elements of the Strategic Framework to be defined during the Issues and Objectives stage are the Vision, Strategic Outcomes and the Transport Objectives.

The Vision expresses the strategic aims and purpose of the RTS and includes our long term, aspirational message for the Strategy. The Vision is being developed through stakeholder/partner discussion, public engagement through a survey, policy review and review of the emerging key issues and opportunities.

¹ http://www.spt.co.uk/documents/latest/SP231118_Agenda8.pdf

The Strategic Outcomes articulate the anticipated long term, beneficial effects on society, the economy and environment, resulting from collective delivery of the RTS and other related policies, strategies and plans that the RTS supports (e.g. National Transport Strategy, National Planning Framework, Glasgow City Region Economic Strategy).

The Transport Objectives set out what we aim to achieve directly through delivery of the Strategy. The initial Transport Objectives will be developed in February/March using a logic map process that builds up from the identified issues, problems and opportunities and aligns to the Vision & Strategic Outcomes.

It is worth noting that an iterative process is required to refine the Outcomes and Objectives during later stages of the Strategy development to ensure continued alignment with the emerging National Transport Strategy and to take on board feedback received during the consultation periods.

3.3.2 Data analysis

The data analysis workstream is continuing with the majority of baselining tasks now complete. The baselining analysis is undertaken within 3 main categories - areas, movements and networks. The area analysis is complete, and officers are in the process of reviewing 40 area profiles covering the west of Scotland. A draft area profile example will be presented at this Committee meeting. The movement and network analysis is on-going.

3.3.3 Engagement

The core engagement activities with key stakeholders are now substantially complete with workshops and individual interviews with key stakeholders nearing completion. Stakeholders engaged to date, in addition to sessions with SPT's Partnership Board, include our 12 constituent councils, Transport Scotland, ClydePlan, Scottish Enterprise, Visit Scotland, Federation of Small Businesses, Traffic Commissioner, Bus operators, Confederation of Passenger Transport (Scotland), Network Rail, ScotRail, SPT Subway, Road Hauliers Association, Freight Transport Association, Scottish Taxi Federation, Glasgow Airport, Prestwick Airport, Sustrans, Cycling Scotland, Paths for All, Living Streets, Car Clubs, Cycle Hire Scheme facilitators, Glasgow and Renfrewshire Chambers of Commerce, neighbouring Regional Transport Partnerships, and others.

The next stage of engagement will be with the large number of stakeholders additional to the above. This will be done via a briefing note and opportunity to comment, which is due to be issued in late January. This briefing note will be issued to all remaining stakeholders (as per the stakeholder diagram previously issued to the Committee in November 2018) including all local elected members and all community councils across the SPT area. Specifically focusing on local elected members, of which there are around 450 in total across Strathclyde, it is worth highlighting the value that this level of engagement will bring to the credibility of and buy-in to the RTS.

The final phase of engagement during the Issues and Objectives stage is the public survey, which is due to be launched in early February. The public survey will be promoted through a variety of channels including SPT and partners social media channels, stakeholder email lists, and poster adverts in public places.

3.3.4 Strategic Environmental Assessment (SEA)

The SEA Consultation Authorities responded to the SEA scoping report in November. The responses from the Consultation Authorities indicated support for the SEA Framework and methodology proposed to underpin the SEA process, with some additional baseline and policy analysis to be picked up within the first Environmental Report that will accompany the Issues and Objectives consultation report.

3.3.5 Equality Impact Assessment (EqIA)

The EqIA scoping report has been finalised and issued to key stakeholders and made available on the RTS microsite for comment. Stakeholders are being engaged at this stage specifically in relation to baseline information, key issues and the proposed assessment framework.

4. Conclusions

Progress on the development of the new Regional Transport Strategy is good and is continuing in line with anticipated timescales. Officers will seek to maintain this good progress and keep the Committee updated regularly through status reports.

5. Committee action

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

6. Consequences

Policy consequences	<i>The RTS is a statutory document which sets the policy for transport for the west of Scotland.</i>
Legal consequences	<i>Preparing an RTS is one of the key responsibilities of SPT.</i>
Financial consequences	<i>Within existing budgets.</i>
Personnel consequences	<i>Staff resource has been allocated for the development of the RTS.</i>
Equalities consequences	<i>EqIA being undertaken for the RTS.</i>
Risk consequences	<i>None identified at present.</i>

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