

Glasgow and the Clyde Valley Strategic Development Planning Authority

**To: Glasgow and the Clyde Valley Strategic Development Planning Authority
Joint Committee**

On: 13th March 2017

**Report by
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Proposed Clydeplan/Strathclyde Partnership for Transport Concordat

1. Summary

- 1.1 The purpose of this report is for the Joint Committee to consider and approve a joint working Concordat with Strathclyde Partnership for Transport.

2. Recommendation

- 2.1 It is recommended that the Joint Committee agree the joint working Concordat with Strathclyde Partnership for Transport as set in the Appendix.

3. Introduction

- 3.1 There is a long history of partnership working between Clydeplan and Strathclyde Partnership for Transport (SPT) (and their former incarnations) including collaborative work on previous Structure Plans, regional transport strategies, analysis/research e.g. the West of Scotland Conurbation Public Transport Study and transport modelling, including the Strathclyde Integrated Transport and Land Use Model (SITLUM).

4. Proposed Concordat

- 4.1 Clydeplan has been approached by SPT with the view of establishing a Concordat between the two organisations.
- 4.2 The Concordat would seek to formalise a joint working process building on their existing collaborative relationship and the policy commitment set out in SDP2, Policy 17, to review the strategic transport network and identify shared priorities for the future.
- 4.3 In light of future changes to regional partnership working as set out in the review of the Scottish Planning system, a collaboration protocol (Concordat) has been drawn up to highlight the commitment to working together on the integration of strategic transport and land use planning and provision within the Glasgow City Region. A copy of the draft Concordat is attached in the Appendix.

Appendix



**Concordat
between
Clydeplan
and
Strathclyde Partnership for Transport (SPT)**

February 2017

About Clydeplan

Clydeplan is the Strategic Development Planning Authority for the Glasgow and Clyde Valley City Region covering its 8 constituent local authority areas.

Clydeplan is responsible for preparing the statutory Strategic Development Plan (SDP) which sets the strategic land use development planning context for the Glasgow City Region.

The second Proposed Glasgow and the Clyde Valley SDP was submitted to Scottish Ministers for approval in May 2016, with adoption expected in Spring 2017.

The Proposed SDP sets out a Vision and Sustainable Development Strategy for the Glasgow City Region.

Further information on Clydeplan and the Proposed SDP can be found at www.clydeplan-sdpa.gov.uk.

About SPT

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the west of Scotland, covering 11 full council areas and part of one other.

SPT has a range of planning, operational and project delivery roles and responsibilities, including the statutory Regional Transport Strategy (RTS).

“A Catalyst for Change”, the Regional Transport Strategy for the west of Scotland 2008-2021 was approved by Scottish Ministers in 2008.

The RTS sets out the vision, objectives and outcomes for the transport system of the west of Scotland. SPT is currently reviewing the RTS and will begin the development of the second RTS in 2017.

Further information on SPT and the RTS can be found at www.spt.co.uk.

Introduction

This Concordat demonstrates the commitment between Clydeplan and SPT to work together in support of further integrating transport and land-use planning and delivery in the Glasgow and Clyde Valley city region.

Context

Clydeplan and SPT believe that integrated land-use and transport planning and provision plays a vital and essential role in creating a successful, accessible and sustainable city region.

An integrated approach to land-use and transport planning and provision can make a positive contribution to many national, regional and local priorities, including sustainable economic growth, placemaking and regeneration.

This approach will ensure that the transport network (including active travel networks) supports the city region's economy, providing access to residential, employment, education and healthcare facilities as well as reducing inequalities, promoting social inclusion, reducing harmful emissions and delivering improved health benefits.

This approach also supports land use decisions which support a '*compact city*' model, being the basis of the SDPs Vision and Spatial Development Strategy as this will

- limit dependency on motorised transport;
- encourage increased levels of active travel;
- encourage increased levels public transport patronage; and,
- maximise the use of existing transport networks.

Effective leadership is also required at all levels of policy and decision making to ensure that development and transport investment is well planned and integrated in support of the outcomes of the above approach.

Clydeplan and SPT are committed to the following

- a shared vision for integrating land-use and transport planning and provision;
- areas of joint working; and,
- principles of engagement.

Shared Vision for Integrated Land-Use and Transport Planning and Provision

“Through strengthened joint working and engagement, SPT and Clydeplan, in partnership with others, will seek to ensure a robust basis for integrated land-use and transport planning and provision in the region, ensuring Glasgow and the Clyde Valley fulfils its potential as Scotland’s foremost city region.”

Areas of Joint Working

Clydeplan and SPT are committed to the following areas of joint working in seeking to deliver the Shared Vision:

1. Regular dialogue to understand each other’s policy, planning, strategy, and delivery perspectives
2. Working closely and collaboratively on policy, planning, strategy research, analysis issues which are of strategic importance to both
3. An open exchange of information during joint working, respecting any confidentiality required by either party
4. Developing a set of desired outcomes from the planning process as it relates to integrated land-use and transport planning and provision for the city region
5. Building on current and previous studies, plans and strategies to identify future land-use and transport integration solutions for the city region, in partnership with Transport Scotland and the Glasgow City Region City Deal team, and others as required.
6. Identifying policies, actions and interventions which are based on a joint understanding of the development requirements of the city region which support the vision of the SDP and RTS and emerging Strathclyde Bus Alliance.
7. Undertaking mutually beneficial joint transport and land-use modelling, research and analysis, and transport network modelling which will inform future planning and policy decision in the city region.
8. Where appropriate and agreed, jointly lobby external organisations on matters of mutual interest in respect of planning, transport and related legislative and governance arrangements at the regional scale.

Principles of Engagement

In support of the Shared Vision and Areas of Joint Working SPT and Clydeplan will commit to:

1. SPT Head of Policy and Planning and Clydeplan Manager to meet every month, with a wider meeting of officers from each organisation at least four times per annum
2. Clydeplan will be a member of the external advisory group for the RTS review and the development of RTS2

3. SPT will be a member of the external advisory group for development of future SDP's.

4. Communications will be undertaken in an open and transparent manner, with mutual professional respect