

Stirling & Clackmannanshire City Region Deal

Heads of Terms Agreement

31 May 2018



Clackmannanshire
Council



UNIVERSITY of
STIRLING



Our signing of this document confirms our joint commitment to achieve full implementation of the Stirling and Clackmannanshire City Region Deal.

.....
Mr Keith Brown MSP
Cabinet Secretary for Economy, Jobs and Fair Work
Scottish Government

.....
Rt Hon David Mundell MP
Secretary of State for Scotland
UK Government

.....
Cllr Ellen Forson
Leader of Clackmannanshire Council

.....
Cllr Scott Farmer
Leader of Stirling Council

.....
Professor Gerry McCormac
Principal and Vice-Chancellor,
The University of Stirling

.....
Mr Neil McLean
Stirling City Commissioner

EXECUTIVE SUMMARY

1. The Stirling and Clackmannanshire City Region lies at the heart of Scotland, with its geographical location linking the Edinburgh and Glasgow City Regions to those of the Tay Cities, Aberdeen and Inverness.
2. Its regional economy is home to 140,000 people and it has key strengths in the tourism, digital and innovation sectors, complementing the adjacent area and the neighbouring City Regions. The Stirling and Clackmannanshire City Region has played a key role in Scotland's rich history and through this Deal we are enabling it to make a positive contribution to Scotland's future prosperity.
3. City Region Deals establish new collaborative regional partnerships, focused on long-term strategic approaches to improving regional economies. The two Local Authorities which constitute this city region have joined together with the local university, regional college and the business community. They have worked together to develop a coherent package of proposals that they consider will deliver a transformative step change to the region's economy, including a significant improvement to its inclusivity by valuing the productive capacity of all of its places and people.
4. The partners have developed their vision for the region by deploying an Inclusive Growth Diagnostic to identify the interventions that are required to make their City Region robust and resilient - a low carbon and digitally driven contributor to the Scottish and wider UK economies. Their vision is of a highly desirable place to live, work and visit: an attractive place in which to invest financial, human and social capital.
5. This Deal will provide the platform for the Stirling and Clackmannanshire City Region to thrive in new and emerging sectors with a highly-skilled, flexible workforce prepared for the changing demands of emerging industries, supported by outstanding infrastructure, making it an attractive and very well connected place in which to trade and do business.
6. The region's Entrepreneurial Ecosystem is one in which home grown talent is taking root, developing the area's key sectors to deliver inclusive growth and tackling the economic and social inequalities that exist between the most and least advantaged communities.
7. This Heads of Terms agreement sets out the scope of a City Region Deal that has the power to transform the economy, bringing sustained economic growth and positive social impact to all of its communities. This Deal represents fresh investment in the regional economy and will be jointly funded by the Scottish Government and the UK Government with each Government offering £45.1 million, subject to final approval of robust business cases, resulting in a total contribution from Government of up to £90.2 million. The UK Government funding will take the form of capital support and will be flat-profiled over the duration of the Deal (15 years).

8. Regional partners will match this investment with up to £123.8 million This will result in a Deal worth in excess of £214 million over a period of 10 to 15 years. This investment will help regional partners build on their existing strengths and ensure the region is able to deliver on its vision.
9. The Deal will deliver significant numbers of new jobs in key growth sectors and upskill people across the city region to take advantage of new opportunities.
10. City Region partners believe that over the next 10 to 15 years, these interventions will unlock private investment worth in excess of £640 million, delivering over 5,000 new jobs across a wide range of sectors in the City Region.

THE COMMITMENTS

Innovation

11. The region has particular expertise in Aquaculture and Environmental management and the Deal will deliver new investment and facilities to build up new industries and support sustainable growth in these areas.

Key commitments include:

12. The new Scotland's International Environment Centre will provide an integrated approach to cutting-edge research, innovation, skills development, inclusion and sustainable growth that tackles global environmental challenges. It will be supported with investment from both Governments with Scottish Government investing up to £17 million and UK Government investing up to £5 million and will comprise three core elements:
 - A Research and Policy Centre in Stirling;
 - Skills and Training Facilities in Alloa; and
 - An Environmental Business Incubator in Alloa.
13. The core partners in the project are Stirling University, Forth Valley College, and Clackmannanshire Council who will together contribute up to £8.8 million to the delivery of this key project.
14. In addition, Clackmannanshire Council will work with the regional partners and the RSPB to explore opportunities and possible synergies for a new wetlands centre on the River Forth.
15. A new Aquaculture Hub for Innovation that will be unique in Scotland and the UK, will operate four aquatic research facilities which between them will provide the full range of marine environmental conditions. The hub will create research and development opportunities that will secure jobs and an economic contribution in the process. The UK Government will invest up to £17 million to build the facility. Regional partners will match this with £15 million.
16. The new facility will work closely with the existing Scottish Aquaculture Innovation Centre, part of the national network of Innovation Centres supported by the Scottish Government.

Digital

17. The Digital District is a programme of investment in infrastructure and skills to transform and benefit urban, rural and disadvantaged areas of the region. Within 10 years, the Stirling and Clackmannanshire city region aims to be known as one of the UK's leading areas for digital technology and as a centre of excellence for digital skills and education.

Key commitments include:

18. The Scottish Government will invest up to £2 million to deliver a new Digital Hub which will build upon the recent successes in this sector and enable further growth of local digital companies. New high quality business space will allow growing companies in the digital sector to stay local and create new and exciting opportunities across the region.

19. The Scottish Government will invest up to a further £2 million to ensure the roll out of training and business development in the digital sector through a programme of digital hubs across the region including rural areas. Sites for the new digital hubs include Callander, Eastern Stirling and Alloa. These hubs will ensure that economic growth is spread to all parts of the region and will tackle digital exclusion and inequality.

Culture and Tourism

20. In recognition of the very significant opportunities to strengthen the regional economy's offering, investment in culture, heritage and tourism will form a key part of the deal.

Key commitments include:

21. Regional partners will work together with the private sector and national agencies to develop a programme of investments based around the potential for projects to grow the regional economy and deliver inclusive growth.

22. Subject to approval of a programme business case, the Scottish Government will make available up to £15 million of capital grant investment to develop and augment key economic assets in culture, heritage and tourism.

23. Separately, and subject to approval of a business case that demonstrates long term financial sustainability, recognising that there can be no expectation of public support for ongoing running costs, the UK Government will invest up to £10 million to support the development of a new international visitor centre in Stirling. The Scottish Tartan Centre will provide a historical narrative encapsulating key developments in the history and evolution of tartan along with related themes that will engage with a diverse audience. The development will contribute to an improved offer for visitors to the region.

Skills and Inclusion

24. Inclusive Growth lies at the heart of City Region Deals and this Deal will drive future inclusive economic growth and tackle inequality through growing local talent, creating new connections with the world and providing new opportunities and routes into employment for people across the region.

25. A new skills and inclusion programme will ensure that businesses and communities throughout the entire region are given the opportunity to engage with and benefit from the opportunities arising from the investments delivered through this Deal.

Key commitments include:

26. The Scottish Government will be supporting this through investment of up to £1.9 million funding for a Regional Skills & Inclusion Programme which will help harness the opportunities offered by the City Region Deal in order to promote equality, address inequality and maximise the economic benefits it offers to the residents of the city region. In doing so employers providing fair work opportunities will have access to a well prepared and well skilled pool of labour. The programme will comprise two distinct but complementary projects.

- Flexible Skills & Employability Delivery will link people across the region to the job opportunities provided by the City Region Deal in sectors such as digital, energy, tourism and construction. It will provide tailored employability and skills support from pre-entry to in-work progression.
- Complementing this, an Inclusion Workers & Investment Fund will offer intensive support to targeted individuals and families on a long term, holistic basis to help them develop wider skills for life and move into economic participation.

27. The UK Government will build on the work of Clackmannanshire Local Outcome Improvement Plan by investing up to £100k to assist lone parents achieve their potential. This targeted programme will include motivation/confidence building, aspirational workshops and provide outreach support, childcare and digital training. Delivery will focus on Alloa South and Alloa East areas of the region.

Infrastructure

28. The UK Government will use the opportunity represented by the Defence Estate Optimisation Programme to release land at Forthside for development, working with Stirling Council to align the site with their housing and business plans exploring joint ventures and other development vehicles. The UK Government will contribute the value of the land transferred to the Deal, reflected today in the Heads of Terms as £5 million new funding from the UK Government. This is indicative and the ultimate contribution will depend on the land's final market value and nature of the final business plans.

29. The Scottish Government supports the ambition of Stirling Council to work with other public sector partners to establish a Public Sector Hub at Stirling Harbour. This aims to build better alignment and collaboration across sectors and between organisations and to revitalise this area of the city, which has excellent public transport infrastructure.

Transport, connectivity and low carbon

30. Improving and investing in the region's transport infrastructure is a key and integral part of the Deal and will support the city region partners to deliver their vision of inclusive economic growth.

31. The River Forth is an important, yet underutilised, asset to the city region. The Deal will help reunite the region with the River, creating opportunities in travel, leisure, physical activity, sport and tourism, which will benefit the city region through social innovation, health and well-being, pathways to employment and the diversification of tourism.

Key commitments include:

32. Scottish Government will invest up to £7 million in new and improved Active Travel routes through the City Region Deal. Transport Scotland will work with the partners to identify investments to improve regional connectivity between Stirling City and Alloa, and outlying settlements, as well as improvements to the active travel network around Forthside. This will be matched by up to £7 million from local partners.

33. The partners have ambitions for wider transport interventions and investments and the Scottish Government will commit to establishing a regional Transport Working Group, similar to those being taken forward through the City Region Deals for both Aberdeen and Edinburgh and the South East Scotland.

34. This Group would look at the potential benefits, affordability and deliverability of the strategic transport schemes as well as the more local interventions. Transport Scotland will work as part of the group and this will enable the regional engagement to inform national transport appraisal considerations including the on-going Strategic Transport Projects Review.

35. Building on the current work to develop Local Heat and Energy Efficiency Strategies, the Scottish Government will support the low carbon ambitions of city region partners through support of up to £200k to develop a comprehensive regional energy masterplan which will support the local identification of priority projects and the region's key areas for development.

Clackmannanshire

36. In order to help achieve an investment balance across the region, the UK Government will invest a further £8 million (capital) in projects in Clackmannanshire to be developed collaboratively with Clackmannanshire Council and other local partners as part of the Deal.

GOVERNANCE AND ASSURANCE

37. Strong and effective leadership and governance is paramount to both successful implementation and in providing assurance to governments, local authorities and wider regional partners. To date, the city region deal has been developed through joint working by the region's local authorities and the partners have worked closely with local people, national agencies, all types of business, the Third sector, the University and College and the Stirling City Commission to develop proposals and a governance approach which will deliver transformative inclusive economic growth.

Key commitments include:

38. Local partners will demonstrate the value for money case for each project and programme before funding is made available. As such, all commitments in this document are subject to the approval of final business cases from the relevant Government, or from both Governments in the case of jointly funded projects.

39. Partners will establish and refine a new model of regional partnership governance that will meet with the expectations set out in the Regional Partnerships work stream of phase 2 of Scotland's Enterprise and Skills Review. As part of the Scottish Government's award of significant new investment in the regional economy, Ministers expect the new regional governance arrangements to include a role for effective engagement with Scottish Enterprise, Skills Development Scotland, the tertiary education and third sectors and incorporate senior business and industry leadership.

40. Local partners will work with both the Scottish and UK Government to develop a final City Region Deal document, a detailed implementation plan, a financial plan that takes account of affordability over the 10 year lifespan of the deal, together with monitoring and evaluation frameworks and associated business cases for all projects and/or programmes receiving funding from the UK and/or Scottish Governments.

41. The Scottish Government is developing an Inclusive Growth monitoring framework which will incorporate indicators to measure progress towards the five high level inclusive growth outcomes (Productivity, Participation, Population, People, and Place) and will expect the City Deal evaluation and monitoring reports to align with this.

42. Local partners will work with both the Scottish and UK Government to agree a communications strategy and an operating protocol. Both documents will set out how communications about the city deal and its associated activities are taken forward, in a way that meet the needs of the regional partners as well as the Scottish and UK Governments.

ENDS

Regional Transport Partnerships

Chairs Meeting

**Minute of Meeting held in the Alexandra Hotel, Fort William
on Wednesday 7 March 2018 at 0900hrs.**

PRESENT

Cllr Allan Henderson, Hitrans (Chair)
Cllr Martin Bartos, SPT
Cllr Brian Gordon, Tactran
Cllr Peter Argyle, Nestrans
Cllr Gordon Edgar, Sestrans
Cllr Andrew Wood, Swestrans
Cllr Robbie McGregor, ZetTrans

IN ATTENDANCE

Mr Ranald Robertson, Hitrans
Mr Bruce Kiloh, SPT
Mr Eric Stewart, SPT
Mr Jim Grieve, Sestrans
Mr Niall Gardiner, Tactran
Mr Douglas Kirkpatrick, Swestrans
Mr Michael Craigie, ZetTrans
Mr Derick Murray, Nestrans

APOLOGIES

Cllr Stephen Heddie, COSLA
Mr Robert Nicol, COSLA
Ms Joanne Gray, Transport Scotland
Mr Eric Guthrie, Tactran

1. Welcome and Apologies

Cllr Henderson welcomed everyone to the meeting, and to Fort William, and noted the apologies above.

2. Presentation by Host RTP - Hitrans

RR gave a presentation on the development of the Lochaber Smelter.

3. Minute of RTP Chairs Meeting on 6 December 2017 (attached) and Matters Arising

The Chairs approved the minute. Matters arising covered by the agenda.

4. National Transport Strategy

- a. Update from NTS Review Board

Cllr Edgar noted that the NTS Review Board due to take place on 28 February was cancelled due to bad weather.

Once the rearranged meeting has taken place, Cllr Edgar will prepare a briefing note and circulate to the Chairs.

- b. Update from TS

BK, DM, JG and RR gave update on the various NTS Working Groups which the RTPs are involved in.

5. *Consultation Responses*

- a. Scottish Parliament Local Govt and Communities Committee Cal for Evidence on Planning Bill

Response submitted within deadline.

- b. Scottish Government "A Connected Scotland: Tackling Social Isolation and Loneliness and Building Stronger Communities"

Chairs agreed that a joint RTP response be developed by Lead Officers and submitted.

- c. Bus, Free Bus, LEZ, Smart Ticketing, Roadworks Consultations - Update

BK and ECS gave an update on progress since the range of Scottish Government consultations in late 2017. Noted that the DfT were currently undertaking a consultation on Section 19 and 22 permits for operating public service vehicles, closing on 4 May. MC noted that ZetTrans had been provided with funding by Scot Govt to undertake a pilot project for free travel for Modern Apprentices.

6. *RTP Chairs Work Programme*

- a. Meeting with Transport Minister and Planning Minister

Meeting in process of being arranged. (*Post-meeting note 15 March - choice of dates now set as 3 or 10 May*).

- b. Meeting with COSLA Environment and Economy Spokesperson

Chairs agreed that a separate meeting be arranged with Cllr Stephen Heddie, COSLA Environment and Economy spokesperson. BK noted he is in dialogue with Robert Nicol of COSLA to arrange this.

c. Future Invitees Update

Chairs agreed that the Minister for Transport and the Islands be invited to the next RTP Chairs meeting in June which will be hosted by Swestrans. It was further agreed that Roy Brannen of Transport Scotland be invited to the Chairs meeting in September to be hosted by ZetTrans, and that Alex Hynds of the Scotrail Alliance be invited to the Chairs meeting in December to be hosted by Nestrans. Future invitees beyond then to include:

- **Mobility and Access Committee for Scotland**
- **Traffic Commissioner for Scotland**
- **Urban Transport Group**
- **Scottish Ambulance Service**
- **An air transport representative**
- **Young Scot.**

7. *Modal Updates*

a. Active Travel

RR update noted.

b. Bus

ECS and BK update noted.

At this stage, in light of Mr Eric Stewart's forthcoming retirement as Assistant Chief Executive (Operations) of SPT, the Chair paid tribute to Eric and thanked him for his significant contribution to the work of the RTPs of Scotland over many years, and wished him well in his future endeavours.

c. Ferries

MC and RR update noted.

Cllr Henderson vacated the Chair at this stage and left the meeting due to urgent prior engagement. Cllr Wood took over Chair.

d. Rail

DM update noted.

Chairs requested that a paper on East Coast Mainline Association / HS2 East be prepared for next Chairs meeting.

e. Air

DM update noted.

8. *RTP Secretariat*

The Chairs agreed that Nestrans take over role of RTP Secretariat for two years from April 2018.

9. *Next meeting - 6 June 2018 hosted by Swestrans.*

10. *AOB - Code of Conduct for Councillors*

Update from NL: Discussed the difficulty for Members of an **RTP** where they cannot discuss planning issues as they are then barred from doing so at other committees. Agreed that Kevin Stewart would put something before parliament this Spring to resolve this issue.

Meeting with CPT:

After lunch, the Chairs had a positive meeting with George Mair, Director CPT Scotland, discussing issues of mutual interest regarding bus services in Scotland. The Chairs thanked Mr Mair for the meeting and agreed to meet again in future, continuing the positive relationship between the RTPs and the CPT.



Regional Transport Partnerships Secretariat, Nestrans 27-29 King Street, Aberdeen, AB24 5AA

22nd May 2018

Mr Kevin Stewart MSP
 Minister for Local Government and Housing
 T3.22
 The Scottish Parliament
 Edinburgh
 EH99 2SP

Dear Minister

Thank you for meeting with the RTP Chairs at the Parliament on Thursday 3 May 2018. It was a very useful meeting in allowing us to share a number of our thoughts with you as you consider the relative merits of potential changes to planning and transport governance.

You suggested that it would be helpful for us to write to you to confirm these thoughts to inform your further considerations. Thank you for that opportunity; hopefully this letter can explain our thinking on the issues that we raised at the meeting.

1. Effective integration of planning and transport is essential for Scotland's future sustainable economic growth and delivery

It is important to recognise one of the key differences between the role of development planning and that of strategic transport planning, and the agencies involved in delivering these. That is that planning authorities are responsible for setting the direction of future development within their area, as well as those policies required to deliver that with implementation of development plans generally carried out others and largely by the private sector. Transport planning on the other hand carries out the function of setting strategic direction but is also, by and large, the delivery vehicle for implementation of the proposals. This differentiates the two issues because of the increased scrutiny and accountability that transport receives because of a direct impact projects can have on people and the spending of what can be very significant sums of public money.

Notwithstanding the difference in roles, the RTP Chairs believe that the greatest possible integration of planning and transports' strategic functions is of critical importance to providing a sustainable best value result for the citizens and communities of Scotland. The Chairs believe that any changes to the nature of both planning and transports' governance and delivery should be carried out with this integration as a priority. Unless land use and transport planning, including in respect of new development, is carried out as one properly integrated process it is likely that sustainable development and related transport policies and practices will not succeed. Therefore, the problems associated with single occupancy cars and other

less sustainable travel practices and behaviours will continue to prevail, acting against the current aims reduce the need to travel and to establish more walkable and sustainable developments, where amenities are within easy reach of communities.

2. The need for change to the current planning system has not been fully evidenced

The RTP Chairs do not believe that the Independent Panel or subsequently the development industry or others have evidenced how the current planning system is 'too bureaucratic' and 'difficult to understand' and are therefore not convinced that these are adequate and appropriate reasons for the fundamental and far-reaching changes proposed. The RTP Chairs consider that the current system clearly and simply brings together national (NPF/SPP), regional (SDPs), and local (LDPs) policies and plans through an agreed and evidence-based process, which has clearly and effectively aligned strategic land-use and transport policies and planning in a way that is relevant to local and regional needs. Many stakeholders and organisations we have discussed the proposed new planning system with, including the Scottish Parliaments Local Government and Communities Committee, remain unconvinced of the need for some of the proposed changes.

The RTP Chairs understand Ministers desire to simplify the system but believe that the loss of regional strategic planning could increase any perceived "difficult to understand" by reducing transparency on regional input into the National Planning Framework. Further, people will understand that the Locality Plans and Local Outcome Improvement Plans from the Community Planning System will influence their Local Development Plan and the Strategic Development Plan for their region but will have a lesser impact on a National Planning Framework due to the scale of that national document.

3. The need to build on the successes of the current system

The RTP Chairs believe that there is considerable advantage in bringing together Councils with a joint interest in a defined region to consider how the NPF and existing and emerging statutory regional and local plans can be integrated to the benefit of the regions and their local communities. We believe that having a statutory document to define agreed regional proposals is helpful, as is the statutory nature of the SDPAs and RTPs. Whilst a statutory NPF will be a valuable document, there needs to be regional strategic planning prepared at a regional level in order to ensure that regional proposals are given sufficient focus. The RTP Chairs and many RTP stakeholders believe that this current statutory relationship and process has worked effectively across large parts of the country and should be built upon to ensure the relatively recent benefits of a more integrated approach to strategic regional planning are preserved and achieved across all parts of the country.

Whilst understanding a desire by some to 'simplify' the system, the RTP Chairs do not believe that removing a statutory duty to be involved in regional planning and replacing this with a vague request to jointly and voluntarily provide regional information to an enhanced NPF will improve or make the planning system more effective in terms of policy or delivery. Where the current system is working well the proposed process could work less well and where it is not working so well, there is a distinct possibility the proposed process could make things worse.

The RTP Chairs believe that, in most cases, bringing Councils together under a statutory duty to agree strategic planning and transport frameworks and policies at a

regional level has benefitted not only consideration of these issues at a regional level but has built a level of trust between Councils. That in turn has fostered closer working between them to create a positive environment and agreement to move forward with City Region Deals and to work closer together with each other and their regional partner bodies on cross boundary issues. A good example of this is in the north east where Aberdeen City Council has agreed through their RTP to part fund a rail station in Aberdeenshire whilst Aberdeenshire Council is contributing through the City Region Deal to the new Aberdeen South Harbour at Nigg. This developed trust has also fostered joint working in the fields of waste and economic development.

The RTPs welcome the review of transport governance being carried out through the NTS Review. Twelve years on from the creation of the RTPs and Transport Scotland, and more than 20 years after establishment of the unitary local transport authorities, this is an appropriate time for a review of what has worked well and not so well. We also welcome the level of involvement of the RTPs in the process being carried out. We are guided that the feedback from our involvement so far has been positive with the RTPs being perceived as contributing positively to the process and bringing an open mind to issues. We do believe though that, in considering the future of transport governance, emerging findings appear to show strong evidence that regional consideration of issues where Councils share a common interest is the most appropriate way forward.

Consideration should be given to what functions are best carried out at a national, regional and local level and while we recognise this is being done in the NTS Review, we believe it is important to remember that regional and local needs and issues differ significantly across the country, and that regionally and locally relevant solutions for different places and circumstances, including the current system where it is working well, may well be the most effective answer.

We would also like to highlight the RTPs' strong democratic accountability, which is often not fully appreciated, and their significant role and contribution in representing transport in the community planning process, and in contributing more generally to community and locality planning. In particular the role and status of the publicly appointed non-councillor Members of the current RTPs will need to be considered within any future models of regional governance. The contribution of these Members has been a strong benefit to decision making and performance of the RTPs, including contributing positively to the RTPs' wider role and contribution in relation to strategic planning and community planning.

The RTP Chairs would strongly urge that the form of future regional governance should be considered after the functionality of that governance has been decided. We believe that the statutory nature of the "management and maintenance" function of the Roads Scotland Act 1984 would likely lead to a conclusion that a statutory regional transport body was essential. (See also item 2 above). Given the cross-boundary issues and relationships for many journeys undertaken, by car, bus, train or freight and the common interest in the usage of some transport forms, trunk roads, national rail, airport and harbours, the RTP Chairs believe that a statutory national transport strategy and regional transport strategies are appropriate and essential. Indeed, there is significant international evidence that the strongest regions are those that have an effective regional transport governance structure. It is also the case that, although journeys by active travel modes are typically short distance and local, the planning and encouragement of these at both the land-use and transport planning and policy level require to be considered strategically (regionally) as well as being delivered locally.

4. The need for effective delivery

The RTP Chairs welcome the assurance given by the Minister at the meeting that the Scottish Government is committed to the principle of the implementation of an Infrastructure Levy and understand and support his desire to ensure that it is done so having properly explored all of the relevant issues around it.

We recognise that the Levy will be set and collected by the local authorities in their planning authority role. We also recognise that the Levy will cover a number of infrastructure issues beyond transport. We would however ask that a proportion of the Levy be recognised as being for strategic transport improvements and that provision is included to require that RTPs, as the relevant Key Agencies for such matters, are involved in such decisions. As such, we would ask that the proportion collected by the local planning authority for strategic transport improvements be transferred on receipt to the regional transport body to be used to develop strategic improvements following consultation with local authorities and developers.

We trust that both the meeting and the content of this letter have provided some further food for thought in your own considerations of the future of planning and transport functions and governance. We would be happy to follow up on any queries either through the RTP Chairs' meeting or our officers.

The Chairs of the Regional Transport Partnerships of Scotland

Councillor Alan
Henderson
Chair of HITRANS

Councillor Peter
Argyle
Chair of Nestrans

Councillor Gordon
Edgar
Chair of SEStran

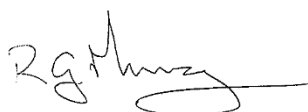
Cllr Martin Bartos
Chair of SPT

Councillor Andrew
Wood
Chair of SWESTrans

Councillor Brian
Gordon
Chair of Tactran

Councillor Ryan
Thomson
Chair of ZetTrans

Yours sincerely



Derick Murray
RTP Secretariat
(Signed by RTP Secretariat on behalf of RTP Chairs)



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Derick Murray
Regional Transport Partnerships Secretariat
Nestrans
27 – 29 King Street
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6 June 2018

Dear Derick,

Thank you for your letter of 22 May regarding the planning and transport matters raised at our meeting on Thursday 3 May. I found the discussion at the meeting very helpful and would be grateful if you would pass on my thanks to those who attended for their time and input.

I note that many of the points discussed on the day and included within your letter have been highlighted and detailed in your previous responses to both the National Transport Strategy and Planning Reform consultations and I can assure you that all of these points will be considered further as we continue to work through the on-going processes to deliver updated policy and guidance. As you are aware, debate on the Planning Bill is ongoing and I am sure you will be following this interest. I welcome your on-going engagement with the wide range of consultations and workshops as well as the feedback you have provided to date. I look forward to continued close working with the Regional Transport Partnerships as we consider and deliver these important changes to the planning and transport landscape over the course of this Parliament.

I am copying this reply to Humza Yousaf MSP, Minister for Transport and the Islands.

Yours aye,
Kevin

KEVIN STEWART

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

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NATIONAL TRANSPORT STRATEGY REVIEW BOARD**STRATEGIC FRAMEWORK UPDATE****Wednesday 9th May 2018**

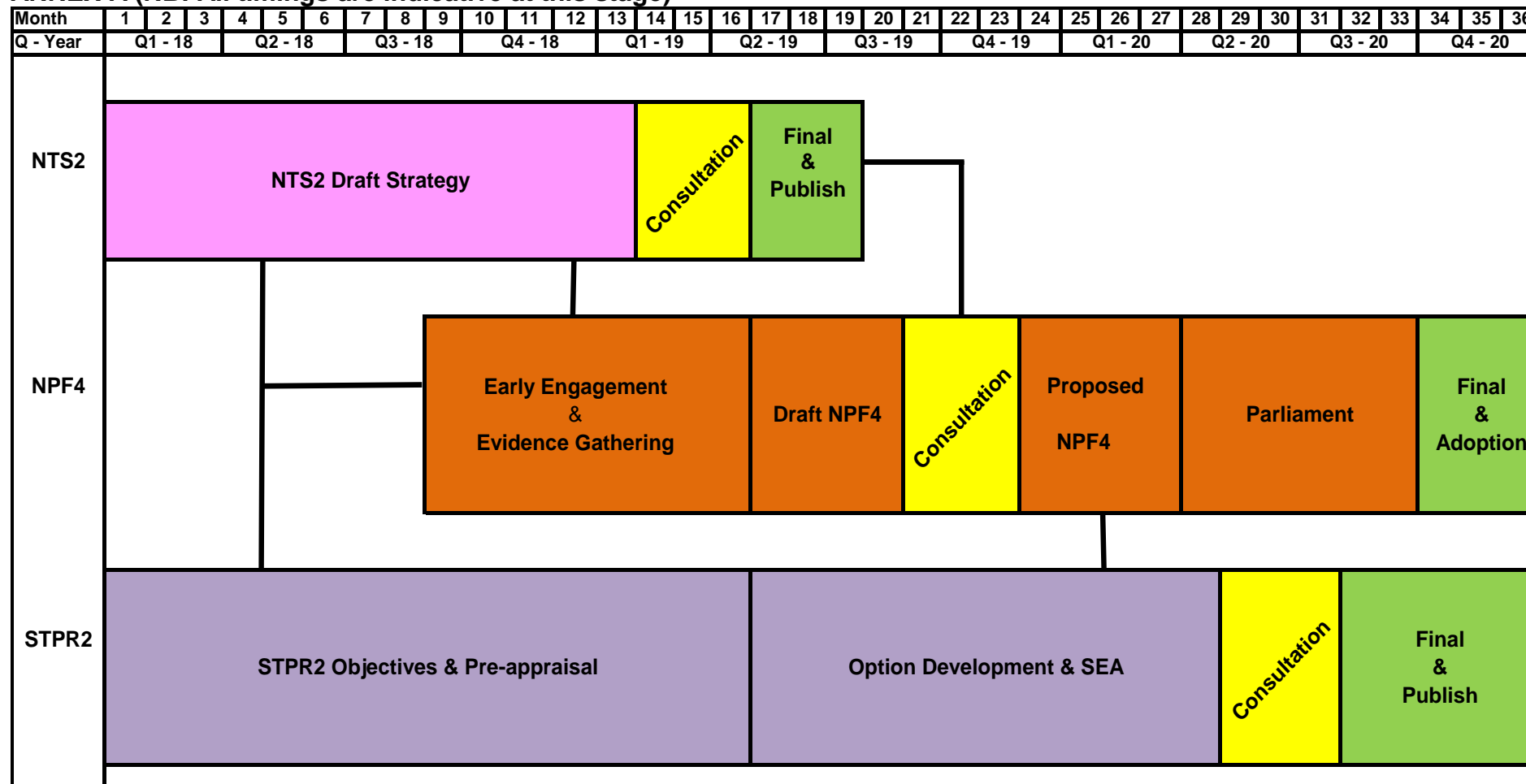
1. The first substantive output from the NTS review process has been delivered with the production of the draft strategic framework by a collaborative working group consisting of SCOTS, CoSLA, SPT, Transport Scotland and academic representation.
2. The vision and outcomes have been extensively tested and refined following feedback from NTS review governance and support bodies, including the Review Board, and all working groups. The strategic framework group has worked systemically through each individual item of feedback to determine a position relative to that feedback and this has resulted in the vision and outcomes framework shown below. Many of the comments were valid and interesting but in a number of cases more relevant to delivering the outcomes than specifying the outcomes and this is the area of work that the thematic groups are taking forward.
3. The latest diagrammatic presentation of the strategic framework is presented below. A brief accompanying narrative document will be finalised by the strategic framework group in the near future (for example, describing what is meant by the term 'we' when used in the vision and outcomes). The expectation is that having gone through this process the substantive content of the draft strategic framework will not change. Wider public engagement giving visibility of the framework will begin in summer 2018.
4. The thematic working groups (see paper 3.2) are producing policy proposals to support the delivery of the strategic framework. The groups will report on their initial policy proposals by the end of June 2018.
5. Next steps for the strategic framework group will be to develop a monitoring framework.
6. The Board is invited to note the draft strategic framework below and the proposed presentation.





Wednesday 9th May 2018

ANNEX A (NB: All timings are indicative at this stage)



Outline Programme for Delivery of STPR2 (showing essential inter-dependencies)