

1. Introduction



1.1 West central Scotland is an area of extreme contrasts, from the conurbation of Glasgow and its surrounding towns, to the sparsely populated rural areas in parts of Lanarkshire, Ayrshire and Argyll. With a population of 2.2 million, west central Scotland accounts for almost half of Scotland's population and covers one fifth of its mainland area. The variety and distribution of settlements present special challenges in the provision of public transport.

1.2 The full Strathclyde public transport strategy (SPTS 2000) is presented in two parts. This first document sets out the vision, goals, objectives and strategic framework as a context for implementation by all partners. The second document comprises a detailed three-year SPT implementation programme within the framework of the vision, goals, objectives and strategic framework of the SPTS.

1.3 The 1998 Scottish white paper *Travel Choices for Scotland* announced that the government would encourage each local authority to develop a local transport strategy setting out *"plans and priorities for the development of an integrated transport policy within its area... consistent with our overall sustainable development objectives."*

1.4 The former Scottish Office published preliminary guidance on local transport strategies in February 1999. The preliminary guidance suggested that Strathclyde Passenger Transport (SPT) should lead in preparing a public transport strategy, while councils in the SPT area should prepare local transport strategies *"covering in particular the roads and planning dimensions."* The preliminary guidance provided the basis for preparing the interim public transport strategy for the SPT area, *Join us on a journey*, submitted to the Scottish Executive in August 1999.

1.5 More recent guidance on local transport strategies was published by the Scottish Executive in February 2000 and now provides a framework for the preparation of a full public transport strategy for Strathclyde. This guidance states that,

“In Glasgow and the surrounding area, the split of statutory responsibility between SPT and the 12 relevant local authorities for the policy and operational matters covered in this guidance is such that the Executive considers that it would be appropriate for a joint over-arching strategy to be prepared for the area in addition to individual strategies.”

1.6 The additional requirement for a regional transport strategy is being progressed in parallel to the preparation of the full Strathclyde public transport strategy and full local transport strategies covering local Council areas. The preparation of this over-arching strategy is being co-ordinated by the relevant structure plan teams, with input from SPT and from the roads authorities through WESTRANS, the west central Scotland partnership. The latter comprises representatives from the 12 roads authorities, with participation by the structure plan teams and SPT.



Figure 1.1 Strathclyde Passenger Transport Authority area

1.7 Like the interim public transport strategy, *Join us on a journey*, published in 1999, the full SPTS 2000 fulfils two main roles, reflected in two nesting documents:

- it represents a **public transport strategy** to be implemented in partnership with public transport operators, Railtrack, local roads and planning authorities, and other stakeholders; and
- it also provides a framework for **SPT's own corporate activities**.

1.8 The full SPTS 2000 has been subject to extensive consultation. An advertisement was placed in national and local newspapers. Around 1,500 copies of a consultative draft version were distributed to key consultees, including members of the public. The draft document was also made available in all main libraries and on SPT's website. Council transportation officers were invited to a meeting at an early stage in the process. Rail and bus operators were invited to a discussion forum. The responses to consultation have also been complemented by a market research survey. Appendix I summarises the results of consultation.

1.9 The full SPTS part 1 has been amended and supplemented since the preparation of a consultative draft version. It now supersedes the interim strategy *Join us on a journey* on which it is largely based. However, SPTS 2000 should be read in conjunction with *Join us on a journey* which contains background information in greater detail in some areas.

