

Regional Transport Strategy - Policy Review

Strathclyde Partnership for Transport

Last updated: December 2020

Contents

Tables	v
1. Summary	1
2. National Performance Framework	2
National Performance Framework	2
3. Programme for Government	3
Programme for Government	3
4. Transport	5
4.1. National.....	5
The National Transport Strategy.....	5
Strategic Transport Projects Review 2 (underway)	8
4.2. Regional.....	12
TACTRAN Regional Transport Strategy 2015 – 2036 Refresh (2015).....	12
SWESTRANS Regional Transport Strategy (2008)	14
SESTRAN Regional Transport Strategy (2015).....	15
HITRANS Regional Transport Strategy (2017).....	18
4.3. Local Transport Strategies	20
East Dunbartonshire LTS Local Transport Strategy 2020-2025	20
East Renfrewshire Local Transport Strategy.....	20
Glasgow City Centre Transport Strategy (2015)	21
North Ayrshire Local Transport Strategy 2015-2020	23
North Lanarkshire Local Transport Strategy 2010	24
Renfrewshire Local Transport Strategy 2007 (Refreshed 2017).....	25
South Ayrshire Local Transport Strategy (2009)	26
South Lanarkshire Local Transport Strategy (2013).....	27
West Dunbartonshire Local Transport Strategy (2013)	28
5. Active Travel	30
5.1. National Strategy	30
Active Travel Framework (2019).....	30
A long-term vision for Active Travel in Scotland (2014)	30
The Cycling Action Plan 2017-2020.....	31
The National Walking Strategy (2014)	32
The National Walking Strategy Action Plan 2016-2026	33
Active Travel Task Force Report (2018) and Delivery Plan (2019).....	34
5.2. Regional policy	37
ClydePlan Strategic Development Plan – Policy 18 (2017)	37
5.3. Local Active Travel Strategies	37
East Dunbartonshire Active Travel Strategy (2015- 2020).....	37
East Renfrewshire Active Travel Action Plan (2015).....	37
Glasgow Strategic Plan for Cycling 2016 - 2025.....	38
Inverclyde Active Travel Strategy (2018)	39

Renfrewshire Cycling Strategy 2016 - 2025	39
South Lanarkshire Cycling Strategy 2015 - 2020.....	40
6. Other Transport.....	42
6.1. Rail.....	42
Scotland’s Railways (2006).....	42
High Level Output Specification (HLOS) for Rail Control Period 6 (2017).....	42
The Scottish Ministers’ Guidance to the Office of Rail and Road (2018).....	42
Rail Enhancements and Capital Investment Strategy (2018) & Local Rail Development Fund	43
Scotland’s Railway (Control Period 6: 2019 - 2024).....	44
6.2. Ferries	45
Scottish Ferry Services - Ferries Plan (2013 - 2022) (2012)	45
6.3. Canals.....	46
Making the most of Scotland’s canals (2013)	46
6.4. Roads and Road Safety.....	46
Roads for All: Good Practice Guide for Roads (2013, updated 2018).....	46
Maintaining Scotland’s roads: A follow up report (2016).....	46
Go Safe on Scotland’s Roads – it’s Everyone’s Responsibility - Scotland’s Road Safety Framework to 2020 (2009)	46
The Road Safety Framework Mid-term Review (2016).....	47
Strategic Road Safety Plan (2016).....	48
The Good Practice Guide to 20mph speed restrictions (2016).....	48
Scotland's Road Safety Framework to 2030 Draft (2020).....	48
6.5. Freight.....	50
Delivering the goods - Scotland's rail freight strategy (2016).....	50
Ayrshire Freight Strategy (2016).....	51
Strathclyde Freight Strategy (2017).....	52
6.6. Ticketing.....	53
Smart and Integrated Ticketing and Payments Delivery Strategy (2018).....	53
6.7. Future transport.....	54
Scotland’s Trunk Road & Motorway Network Future intelligent transport systems strategy (2017).....	54
A CAV Roadmap for Scotland (2019)	56
7. Economy and Economic Development.....	60
7.1. Economic Strategy	60
Scotland’s Economic Strategy (2015).....	60
The Glasgow City Region Economic Strategy (2017)	62
Argyll and Bute Economic Strategy 2019 – 2023	63
7.2. Labour markets	64
Scotland’s Labour Market Strategy (2016)	64
7.3. Youth employment	65
Developing the Young Workforce Scotland’s Youth Employment Strategy (2014).....	65
7.4. Infrastructure	65

Infrastructure Investment Plan (2015)	65
Infrastructure Commission for Scotland	67
7.5. Trade	68
Global Scotland: trade and investment strategy 2016-2021 (2016).....	68
A Trading Nation – a plan for growing Scotland’s exports (2019)	69
7.6. City and Regional Growth Deals.....	70
Glasgow and Clyde Valley City Deal (2014).....	70
Ayrshire Growth Deal (2019)	71
Argyll and Bute Rural Growth Deal	71
7.7. Cities and Town Centres	72
Town Centre Action Plan (2013) and A New Future for Scotland's Town Centres (2021)	72
Scotland’s Agenda for Cities (2016)	74
7.8. Rural Economy	74
7.9. Tourism	75
Tourism Scotland 2020 (2012)	75
Tourism Development Framework (2016).....	75
Scotland Outlook 2030: Responsible Tourism for A Sustainable Future (2020).....	76
Glasgow City Region Tourism Strategy 2018-2023	77
8. Land Use and Development.....	79
8.1. Planning and Place	79
National Planning Framework 3 (2014)	79
Scottish Planning Policy (2014)	81
Creating Places (2013)	83
Designing Streets (2010)	85
The Planning (Scotland) Act (2019).....	85
National Planning Framework 4 (NPF4) (2020)	86
The Place Principle (2018).....	1
Regional Spatial Strategies (indicative) (2020)	1
8.2. Land Use and Housing.....	3
Land Use Strategy (2016)	3
Housing to 2040 (2019).....	4
8.3. Green networks	6
Central Scotland Green Network Vision	6
Glasgow and Clyde Valley Green Network Strategy and Blueprint	6
9. Digital connectivity	8
Realising Scotland's full potential in a digital world: a digital strategy for Scotland (2017).....	8
5G: strategy for Scotland (2019)	8
10. Health and Wellbeing.....	10
10.1. Healthy Weight	10
Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight (2010).....	10
A Healthier Future – Scotland’s Diet & Healthy Weight Delivery Plan (2018).....	10
Active Scotland Outcomes Framework (2018)	11

10.2.Mental Health and Wellbeing	11
Mental Health Strategy 2017 – 2022 (2017).....	11
10.3.Social Isolation and Loneliness.....	11
A Connected Scotland (2018).....	12
10.4.Noise Pollution.....	12
Environmental Noise (Scotland) Regulations 2006.....	12
10.5.Access to Healthcare.....	13
Transport for Health and Social Care (2011)	13
Transport to Health and Social Care – Report (2020).....	13
11. Climate Change and the Environment.....	14
11.1.Climate Change	14
Climate Change (Scotland) Act 2009.....	14
Climate Change (Emissions Reduction Targets) (Scotland) Act 2019	14
Climate Change Plan update (2020)	14
Carbon Account for Transport (2020).....	14
The future of energy in Scotland: Scottish energy strategy (2017)	15
Climate Ready Scotland: climate change adaptation programme 2019-2024.....	16
Climate Ready Clyde Climate Risk & Opportunity Assessment for Glasgow City Region (2018)..	16
Ayrshire Shoreline Management Plan	16
Clyde Regional Marine Plan	17
Flood Risk Management Strategies	17
Flood Risk Management Strategy Clyde and Loch Lomond (2015)	18
Ayrshire Local Flood Risk Management Plan (2015).....	19
11.2.Environment.....	20
Scottish Biodiversity Strategy, “Scotland’s Biodiversity: It’s in Your Hands” (2004)	20
2020 Challenge for Scotland's Biodiversity (2013)	20
Route Map to 2020 - 6 Big Steps for Nature (2015)	20
The Environment Strategy for Scotland: vision and outcomes (2020)	20
12. Air Quality	22
12.1.National Air Quality Strategy	22
Cleaner Air for Scotland - The Road to a Healthier Future (CAFS)(2015)	22
12.2.Local Air Quality Management	24
Air Quality Management Areas.....	24
12.3.Low Emission Zones	28
12.4.Electric vehicles.....	29
Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013)	29
Switched On Scotland Phase 2: An Action Plan for Growth (2017)	29
13. Equality and human rights.....	30
13.1.Tackling discrimination and promoting equality	30
Equality Act 2010	30
13.2.Human Rights.....	30

The Children & Young People (Scotland) Act 2014.....	30
A Fairer Scotland for Disabled People (2016)	31
13.3.Accessible Transport	32
Going Further - Scotland’s Accessible Travel Framework (2016)	32
14. Inequality, poverty and cohesion	33
14.1.Socio-economic inequality	33
Fairer Scotland Duty (2018)	33
Poverty and Income Inequality in Scotland 2017 - 2020 (2021).....	33
Child Poverty (Scotland) Act (2017)	35
Tackling Child Poverty Delivery Plan (2018)	36
14.2.Gender Inequality	37
Equally Safe (2018).....	37
A Fairer Scotland for Women: Gender Pay Gap Action Plan (2019).....	37
14.3.Inequalities experienced by older people.....	38
A Fairer Scotland for Older People: A framework for Action (2019)	38
14.4.Transport Poverty	39
Transport and poverty in Scotland (2019)	39
14.5.Islands	41
The Islands (Scotland) Act 2018	41
The National Plan for Scotland's Islands (2019).....	42
15. Community Planning.....	44
15.1.Local Outcome Improvement Planning	44
15.2.Local Outcome Improvement Plans in the SPT area.....	45
References	134

Tables

Table 1: National Transport Strategy Vision, Priorities and Outcomes.....	5
Table 2: National Transport Strategy Priorities, Challenges and Policies.....	5
Table 3: STPR2 Regional Sub-objectives.....	9
Table 4: TACTRAN RTS objectives.....	12
Table 5: TACTRAN RTS strategic themes and key policies.....	13
Table 6: SWESTRANS RTS policies	14
Table 7: SESTRAN RTS Themes and Policies	15
Table 8: HITRANS RTS Strategic Themes and Policies	18
Table 9: Strathclyde Freight Strategy	53
Table 10: Rural Economic Framework infrastructure actions.....	74
Table 11: NPF 3 Summary	80
Table 12: Local Air Quality Management Areas	25
Table 13: Transport and Poverty in Scotland Framework Principles	39
Table 14: Local Outcome Improvement Plans of SPT partner councils	46

1. Summary

A review of key policy, plans and programmes was carried out to support the identification of RTS Key Issues and development of the RTS strategic framework. The review predominantly focused on policy and plans from national (Scottish), regional and local partners covering transport policy and a large range of themes relevant to the wider transport policy environment.

The role of transport in supporting the delivery of many social, environmental, health and economic outcomes means that the RTS sits within a complex policy environment and needs to be responsive to national, regional and local context. However, consistent themes and priorities from the policy review can be identified. It is clear the RTS will need to:

- Support the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy and delivery of the National Transport Strategy 2;
- Support sustainable development, better integration of land use and transport planning, and alignment with Regional Spatial Strategies;
- Support the delivery of the City / Regional Growth Deals and strategies for inclusive economic growth and the green recovery from COVID19 including increasing efficient and reliable connectivity and improving access to employment;
- Reduce the adverse environmental and health impacts of transport and help achieve the national Climate Change targets and outcomes;
- Support a greater uptake of active and sustainable modes of transport for all people and increase more sustainable travel behaviours;
- Support place making and safer, more liveable streets with priority given to the movement of people over vehicles, improved access to green and blue space and green networks and improving local access to every day needs;
- Reduce barriers to transport and travel and ensure the transport system contributes to a more equal and fair economy and society; and,
- Actively promote good physical and mental health and wellbeing, reduce social isolation and increase participation in society.

2. National Performance Framework

National Performance Framework

The National Performance Framework (NPF)¹ provides a framework for public policy in Scotland, aiming to ensure policy coherence across Government and public bodies through an outcomes-based approach focused on results achieved rather than inputs and outputs. The NPF aims to get everyone in Scotland to work together to achieve a national purpose to “create a more successful country, give opportunities to all people living in Scotland, increase the wellbeing of people living in Scotland, and create sustainable and inclusive growth”. There are 11 national outcomes that describe the kind of Scotland that the framework aims to create:

- We grow up loved, safe and respected so that they realise their full potential
- We live in communities that are inclusive, empowered, resilient and safe
- We are creative and their vibrant and diverse cultures are expressed and enjoyed widely
- We have a globally competitive, entrepreneurial, inclusive and sustainable economy
- We are well educated, skilled and able to contribute to society
- We value, enjoy, protect and enhance the environment
- We have thriving and innovative businesses, with quality jobs and fair work for everyone
- We are healthy and active
- We respect, protect and fulfil human rights and live free from discrimination
- We are open, connected and make a positive contribution internationally
- We tackle poverty by sharing opportunities, wealth and power more equally

The NPF includes 81 indicators (some of which are developing) to measure progress towards the national outcomes. Transport policy is relevant to large number of the indicators including journeys by active travel, physical activity, mental wellbeing, healthy life expectancy, greenhouse gas emissions, carbon footprint, wealth inequalities, access to green and blue space and loneliness.

3. Programme for Government

Programme for Government

The Scottish Government's Programme for Government (PfG)² is published every year at the beginning of September and sets out the actions that the Government will take in the coming year and beyond including the legislative programme for the next parliamentary year. The 2020-21 programme includes commitments to providing over £500 million over five years for large scale, transformational active travel infrastructure projects, access to bikes and behaviour change schemes and to introducing Low Emissions Zones in Scotland's major cities in the first half of 2022. Transport featured strongly in the 2019-20 programme including key commitments in relation to Ending Scotland's Contribution to Climate Change and A Successful, Fair and Green Economy:

Ending Scotland's Contribution to Climate Change

It is recognised that transport is an area where action can be taken immediately to tackle carbon emissions. The PfG commits to changes across all transport modes:

- Decarbonise scheduled flights within Scotland by 2040 support the trialing and introduction of low or zero emission planes operating between airports across the Scottish Highlands and Islands
- Decarbonise Scotland's passenger rail services by 2035 including electrification of lines and investment in battery-powered trains and work with developers of hydrogen fuel cell trains to accelerate their development and deployment through practical trials in Scotland
- Investment of over £500 million to improve bus priority infrastructure to tackle the impacts of congestion on bus services and raise bus usage
- design a scheme in 2020 to reallocate road space to high occupancy vehicles, such as buses, on parts of the motorway around Glasgow
- explore the potential for new forms of patient and innovative financing to radically accelerate the pace of deployment of zero emission buses across Scotland
- work with public bodies to phase out petrol and diesel cars from our public sector fleet and phase out the need for any new petrol and diesel light commercial vehicles by 2025
- £17 million to support the demand for ULEVs through the Low Carbon Transport Loan scheme, while expanding the scheme to include used electric vehicles
- deliver trial projects with network companies to improve knowledge and demonstrate the critical role they will play in accelerating universal access to key public infrastructure
- £20 million to support investment in electric vehicle charging infrastructure by local authorities, homes and business
- £80 million investment in active travel infrastructure
- Support for introduction of Low Emission Zones

- Support transport innovation in low carbon solutions including:
 - invest £2 million to take ideas for sustainable and zero carbon mobility to fully-formed propositions suitable for large-scale investments
 - develop proposals for new centres of expertise for emerging technologies and business models in sustainable mobility
 - establish an Expert Advisory Group to advise on how Scotland’s automotive sector can benefit from the transition to zero emission vehicles
 - establish a new supply chain accelerator programme to help public bodies and commercial partners develop innovative solutions to the challenge of decarbonising public sector vehicle fleets
 - work with industry partners to assess the skills the Scottish motor trade will need to support the transition to zero emission mobility
 - launch a new Hydrogen Accelerator Programme to attract technical experts to help scale up and quicken the deployment of hydrogen technologies across Scotland, with an emphasis on sustainable mobility

A Successful, Fair and Green Economy

- investing in the evidence base for Mobility as a Service to provide innovative solutions to reduce reliance on private cars by integrating different modes of transport and providing information and payment functions in a single mobility system including the £2 million Mobility as a Service Investment Fund launched in summer this year and funding will
- encouraging advances in Connected and Autonomous Vehicles or driverless vehicles and supporting an autonomous bus trial on trunk roads between Fife and Edinburgh
- review the services on the West Highland rail corridor to find opportunities to integrate rail services with other transport modes as well as active travel
- identify opportunities across the rural rail network in the south west of Scotland
- as part of the second Strategic Transport Projects Review, consider the potential for a Glasgow Metro, which builds on the planned City Region Deal investment to link Glasgow Airport and the new National Manufacturing Institute for Scotland to Paisley Gilmour Street
- invest in ferries and port infrastructure
- investing £4.85 billion between this year and 2024 to support a high performing, more resilient rail infrastructure, as well as a range of improvements identified in and through the Rail Investment strategy
- continue to work with the UK Government on its review of the structure of the rail industry and the way passenger rail services are delivered
- working to extend the National Concessionary Travel Scheme on local bus services

- focus on securing the investment needed to complete the dualling of the A9 between Perth and Inverness

4. Transport

4.1. National

The National Transport Strategy

Scotland’s National Transport Strategy: Protecting our Climate and Improving Lives³ (NTS) was published in February 2020 and sets out a new long term vision for the transport system in Scotland. The NTS vision is underpinned by 4 priorities, each with 3 associated outcomes, as set out below.

Table 1: National Transport Strategy Vision, Priorities and Outcomes

NTS Vision	<i>We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.</i>
Priorities & Outcomes	Reduces inequalities <ul style="list-style-type: none"> ● Will provide fair access to services we need ● Will be easy to use for all ● Will be affordable for all
	Takes climate action <ul style="list-style-type: none"> ● Will help deliver our net-zero target ● Will adapt to the effects of climate change ● Will promote greener, cleaner choices
	Helps deliver inclusive economic growth <ul style="list-style-type: none"> ● Will get people and goods where they need to get to ● Will be reliable, efficient and high quality ● Will use beneficial innovation
	Improves our health and wellbeing <ul style="list-style-type: none"> ● Will be safe and secure for all ● Will enable us to make healthy travel choices ● Will help make our communities great places to live

The NTS identifies the key challenges facing Scotland’s transport system that the Strategy will need to help tackle. The NTS sets out a range of policies that will act as the drivers of change to address the challenges and deliver the vision. The challenges and policies are arranged under the 4 key priorities within the strategy, although it is acknowledged that most of these are cross-cutting in some way.

Table 2: National Transport Strategy Priorities, Challenges and Policies

Key priority	Challenges	Policies
Reduces Inequalities	<ul style="list-style-type: none"> ● Poverty and Child Poverty ● Social Isolation ● Gender Inequalities 	<ul style="list-style-type: none"> ● Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of

Key priority	Challenges	Policies
	<ul style="list-style-type: none"> • Changing transport needs of younger people • Meeting the needs of an ageing population • The transport needs of disabled people • Regional differences 	<p>lifeline services</p> <ul style="list-style-type: none"> • Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework • Remove barriers to public transport connectivity and accessibility within Scotland • Improve sustainable access to healthcare facilities for staff, patients and visitors • Ensure sustainable, public and active travel access to employment, education and training locations
Takes Climate Action	<ul style="list-style-type: none"> • Global climate emergency • Adapting to climate change • Air quality • Changing complex behaviour • Decline in bus use 	<ul style="list-style-type: none"> • Reduce emissions generated by the transport system to mitigate climate change • Reduce emissions generated by the transport system to improve air quality • Ensure the transport system adapts to the projected climate change impacts • Support management of demand to encourage more sustainable transport choices • Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods • Improve the quality and availability of information to enable all to make more sustainable transport choices
Helps Deliver Inclusive Economic Growth	<ul style="list-style-type: none"> • Productivity • Labour markets • Future skilled workforce • Trade and connectivity • Aviation • Freight • Tourism • Digital and energy • Reliability • Funding and resources 	<ul style="list-style-type: none"> • Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility • Increase the use of asset management across the transport system • Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally • Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland • Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations

Key priority	Challenges	Policies
		<ul style="list-style-type: none"> • Meet the changing employment and skills demands of the transport industry and upskill workers • Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits
Improves our health and wellbeing	Spatial planning Safety and security Physical activity Information and integration Resilience	<ul style="list-style-type: none"> • Increase safety of the transport system and meet casualty reduction targets • Implement measures that will improve perceived and actual security of Scotland’s transport system • Ensure that transport assets and services adopt the Place Principle • Reduce the negative impacts which transport has on the safety, health and wellbeing of people • Provide a transport system that promotes and facilitates active travel choices which help to improve people’s health and wellbeing across mainland Scotland and the Islands • Embed the implications for transport in spatial planning and land use decision making

The NTS provides a strategic framework within which future decisions on transport investment will be made. Significantly, the NTS states that the Sustainable Travel Hierarchy is embedded in decision making to achieve the Strategy’s priorities and vision. The Hierarchy promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people whilst efficient and sustainable freight transport, particularly the shift from road to rail, will be promoted for the movement of goods. Specific projects, interventions and programmes will be set out in a NTS Delivery Plan.

Strategic Transport Projects Review 1 (2008)

The Strategic Transport Projects Review (2008)⁴ sets out 29 recommendations for delivering nationally important strategic interventions for the period 2012 – 2032, based upon a tiered approach to transport investment:

- maintaining and safely operating existing assets;
- promoting a range of measures, including innovative solutions, that make better use of existing capacity; and,

- promoting targeted infrastructure improvements where these are necessary, affordable and practicable.

Strategic Transport Projects Review 2 (underway)

The second Strategic Transport Projects Review commenced in March 2019. The STPR2 is a Scotland-wide review of the performance of the strategic transport system across all transport modes. STPR2 will guide Scottish Government's transport investment programme in Scotland for the next 20 years and help to deliver the vision, priorities and outcomes that are set out in the new National Transport Strategy and will align with other national plans including the Infrastructure Investment Plan, National Planning Framework (NPF4) and the Climate Change Plan.

The primary objectives of STPR2 are:

- To recommend to Transport Scotland a programme of interventions to the strategic transport network and systems which will make a significant contribution to delivering the new NTS2 over the period 2022- 2042;
- To ensure that the outcomes of STPR2 align with other Scottish Government national plans, policies and strategies, such as the fourth National Planning Framework (NPF4) and the Climate Change Plan Update;
- Using the established Scottish Transport Appraisal Guidance (STAG) methodology, to re-consider the extant recommendations of the first STPR and other candidate interventions and, in the light of NTS2 policies, as part of the initial optioneering exercise.

STPR2 focuses on Scotland's strategic transport assets defined as:

- Any transport project that plays a significant part in supporting the four NTS2 priorities and related outcomes;
- Projects or groups of projects related to transport networks owned, operated and funded directly by Transport Scotland;
- Passenger and freight access to ports and airports of national significance; and
- The inter-urban bus and active travel networks and principal corridors within urban areas.

The options that may be considered within the STPR2:

- Demand management measures, including use of technology and innovation, behavioural change and regulatory control;
- Strategic maintenance and safety measures;
- Strategic measures to increase travel by active travel modes;
- Public transport improvements, including interchanges, road space allocation, technology and ticketing;

- Links to/from areas of economic activity of national significance;
- Appropriate policy and financial instruments (that are within the responsibility of Scottish Government);
- Targeted infrastructure improvements on the transport networks owned, operated and funded directly by Transport Scotland;
- Changes to the operation of air and ferry terminals and services;
- Infrastructure measures at ports and harbours of national significance; and
- Improved access to airports of national significance.

STPR2 is being progressed at both national and regional level, with eleven regions established including Argyll and Bute, Ayrshire & Arran, and Glasgow City Region covering the SPT region.

To date, five national transport planning objectives have been developed including:

- A sustainable strategic transport system that contributes significantly to the Scottish Government’s net zero emissions target
- An inclusive strategic transport system that improves the affordability and accessibility of public transport
- A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing.
- An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland.
- A reliable and resilient strategic transport system that is safe and secure for users.

A series of regional sub-objectives have also been developed, as outlined in Table 3.

Table 3: STPR2 Regional Sub-objectives

	Ayrshire and Arran Sub-Objectives
1a	Reduce the consumption of fossil fuels from the strategic transport system in Ayrshire and Arran and enable a shift to more sustainable modes of transport
1b	Increase the mode share of active travel, particularly for shorter, everyday journeys, and for visitors travelling within the Ayrshire and Arran region
1c	Increase the mode share of public transport throughout the region by providing viable alternatives to single occupancy car use
1d	Reduce emissions generated by the strategic transport system with a focus on the strategic road network, including the most congested interchanges.
2a	Increase public transport share in the Ayrshire and Arran region by improving integration opportunities for active travel on public transport and at key transport interchanges including ferry terminals
2b	Improve mobility and inclusion, recognising the needs of remote communities in Ayrshire and Arran and disadvantaged and vulnerable groups
2c	Reduce transport poverty by increasing travel choice, with a particular focus on communities in Ayrshire and Arran with high levels of deprivation

2d	Reduce the reliance on private car for access to key centres for healthcare, employment and education by improving public transport connectivity in the region
3a	Reduce the adverse impacts of the strategic transport system on communities by embedding the place principle in changes to the strategic transport system
3b	Increase the share of active travel, particularly for shorter everyday journeys and for visitors travelling within Ayrshire and Arran region
3c	Reduce demand for unsustainable travel arising from nationally significant growth areas, taking cognisance of Local Development Plans and emerging NPF4
4a	Increase sustainable access between labour markets and key centres of employment, education and training across the region
4b	Increase the competitiveness of key domestic and international markets by reducing transport costs and improving journey time reliability for commercial transport routes including links to Glasgow, Glasgow Airport, Prestwick Airport, the M74 Corridor and the ports at Cairnryan
4c	Increase resilience of access to key domestic and international markets to encourage people to live, study, visit and invest in Ayrshire
4d	Increase the mode share of freight by sustainable modes In Ayrshire and Arran
5a	Improve resilience of strategic transport system to reduce the impacts of disruption, with a particular focus on the corridors serving Glasgow, the ports at Cairnryan, the Glasgow South Western Line and lifeline ferry services
5b	Reduce transport related casualties in the region in line with reduction targets
5c	Improve resilience in the region through climate change adaptation within the management and maintenance of trunk road, rail and ferry infrastructure
Argyll and Bute Sub- Objectives	
1a	Reduce the consumption of fossil fuels from the strategic transport system in Argyll and Bute and enable a shift to more sustainable modes of transport, including shared transport
1b	Increase the mode share of active travel to, within and through the main settlements in the region for shorter, everyday journeys
1c	Increase the mode share of public transport to, within and through the main settlements in the region by providing viable alternatives to single occupancy car use
1d	Reduce emissions generated by the strategic transport system
2a	Increase public transport share by improving the connections at transport interchanges, and recognising needs of remote communities
2b	Improve mobility and inclusion, recognising the needs of remote communities in Argyll and Bute, and disadvantaged and vulnerable groups
2c	Reduce transport poverty in Argyll and Bute with a focus on increasing travel choice in the top 15% most access deprived zones in Scotland.
2d	Reduce the reliance on private car for access to key centres for healthcare, employment and education, with a focus on shared transport in targeted areas
3a	Reduce the adverse impacts of the strategic transport system on communities by embedding the place principle in changes to the strategic transport system
3b	Increase the share of active travel to, within and through the main settlements in the region for shorter everyday journeys to key attractors
3c	Reduce demand for unsustainable travel arising from nationally significant growth areas, taking cognisance of Local Development Plans and emerging NPF4
4a	Increase sustainable access between labour markets and key centres of employment, education and training
4b	Increase competitive transport access between Argyll and Bute and key markets, by reducing costs and improving journey time reliability for commercial transport between Argyll and central belt
4c	Increase resilience of access to key domestic and international markets to encourage people to live, study, visit and invest in Argyll and Bute
4d	Make better use of existing transport infrastructure in Argyll and Bute through the adoption of

	beneficial innovations, particularly those contributing to sustainable public/shared transport
4e	Increase the mode share of freight by sustainable modes, by improving the sustainable intra and inter region movement of goods on, and between, the mainland and islands
5a	Improve travel times and reliability on the transport system in Argyll and Bute, taking cognisance of the potential for future growth in key sectors, including marine sciences, forestry, tourism aquaculture and the wider food and drink sector.
5b	Improve resilience from disruption on the strategic transport system in Argyll and Bute to strengthen connectivity within, and to/from the region
5c	Reduce transport related casualties in line with reduction targets, with a particular focus on the A82, A83, and A85
5d	Improve resilience in the region through climate change adaptation within the management and maintenance of trunk road, rail and ferry infrastructure
5e	Improve actual and perceived personal security on the transport system, particularly on parts of the transport network with poor mobile coverage
	Glasgow City Region Sub-Objectives
1a	Reduce the consumption of fossil fuels through managing travel demand and enable a shift to more sustainable modes of transport in the Glasgow City Region
1b	Increase the share of active travel, particularly for shorter everyday journeys within the region and as part of longer multi-modal end-to-end journeys
1c	Increase the share of public transport, with a particular focus on the key corridors in the region that link to the main current and future employment centres
1d	Reduce emissions generated by the strategic transport system.
2a	Increase public transport share by improving the interchange opportunities for active travel and public transport modes to facilitate integrated journeys across the region
2b	Improve mobility and inclusion, with a particular focus on improving inclusion in locations identified as being in the 15% most deprived zones (according to SIMD).
2c	Reduce transport poverty in relation to the level of household income spent on transport, particularly in more deprived areas of the region.
2d	Reduce the reliance on private car, by improving public transport as a viable alternative for a greater proportion of the region's population to access hospitals, key employment centres and further education opportunities (university/colleges) in the region.
3a	Reduce demand for unsustainable travel and the adverse impacts of transport on people and places/communities by supporting and embedding place principles in the strategic transport system across the region.
3b	Increase the share of active travel, particularly for shorter everyday journeys within the region and as part of longer multi-modal end-to-end journeys.
3c	Reduce demand for unsustainable travel arising from nationally significant growth areas, taking cognisance of the emerging NPF4, and local development plans
4a	Increase sustainable labour market accessibility to key centres for employment, education and training particularly focused on those areas not well served by public transport and recognising demand for cross regional movements.
4b	Increase competitive transport access to key domestic and international markets, by reducing costs and improving journey time reliability for commercial transport, including via cross border road and rail, and to Clyde Ports, and Glasgow airport
4c	Increase resilience of accesses to key domestic and international markets, including via cross border road and rail, and to Clyde Ports, and Glasgow airport to encourage people to live, study, visit and invest in the Glasgow City Region.
4d	Make better use of existing transport infrastructure through the adoption of beneficial transport innovations
4e	Increase the mode share of freight by sustainable modes
5a	Increase resilience from disruption on the region's trunk road and rail infrastructure.

5b	Reduce transport related casualties in line with reduction targets, with a focus on reducing killed or seriously injured (KSI) accidents on trunk roads in the region.
5c	Improve resilience through climate change adaptation within the management and maintenance of Glasgow City Region’s strategic road, rail and ferry infrastructure.
5d	Improve perceived and actual security of the transport system. With a particular focus on public transport and active travel networks.

Due to the impacts of COVID19, STPR2 will now report in two phases. Phase 1 makes recommendations on transport interventions for investment in the short term, as the world deals with the COVID-19 pandemic and the Scottish Government plans for a green recovery. Phase 2 will report in Autumn 2021, providing a programme of potential transport investment opportunities for the period 2022-2042.

4.2. Regional

The Regional Transport Strategies covering areas that border the SPT area are summarised below.

TACTRAN Regional Transport Strategy 2015 – 2036 Refresh (2015)

The Tayside and Central Scotland Transport Partnership (TACTRAN) is the statutory Regional Transport Partnership for the Tayside and Central region encompassing the local authority areas of Angus, Dundee City, Perth and Kinross and Stirling. The first TACTRAN Regional Transport Strategy,⁵ published in 2008, sets out a vision for a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all.

The RTS was refreshed in 2015,⁶ which sets out strategic objectives under 6 broad themes for the economy; health & wellbeing; safety and security; accessibility, equality and social inclusion; environment; and integration. The overarching objectives are supported by a range of specific objectives, as listed in the table below:

Table 4: TACTRAN RTS objectives

Theme / Strategic Objectives	Objectives
Economy – to ensure transport helps to deliver regional prosperity.	<ul style="list-style-type: none"> • Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors, and in supporting town centres • Improving the efficiency, reliability and integration of the movement of goods and people • Addressing issues of peripherality associated with the Tactran region • Ensuring good connectivity between Tactran’s cities and those in the rest of the UK, and with major airports.
Accessibility, equity and social inclusion - to improve accessibility for all, particularly for those suffering from social exclusion.	<ul style="list-style-type: none"> • Improving access to employment • Improving access to public services, including health and education • Improving access to retail, recreation, leisure and tourist facilities • Reducing severance and social and economic isolation caused by transport, or by a lack of it • Improving the accessibility and inclusivity of the transport system.

Theme / Strategic Objectives	Objectives
Environment - to ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement.	<ul style="list-style-type: none"> Contributing to achievement of the Scottish national targets and obligations on greenhouse gas emissions Promoting a transport system that respects both the natural and the built environment Promoting a shift towards more sustainable modes.
Health and Wellbeing - to promote the health and well-being of communities.	<ul style="list-style-type: none"> Helping to meet or better all statutory air quality requirements in the Tactran region Helping to reduce noise generated on the Tactran transport network. Promoting a culture of active and healthy lifestyles.
Safety and Security - to improve the real and perceived safety and security of the transport network.	<ul style="list-style-type: none"> Improving transport-related safety Improving real or perceived levels of personal security related to the transport network.
Integration - to improve integration, both within transport and between transport and other policy areas.	<ul style="list-style-type: none"> Improving integration of all transport modes Ensuring integration with land-use planning Ensuring a fit with other relevant national, regional and local strategies and policies.

The Strategy has three strategy themes at its core, each with a set of policies and proposals that will be pursued and under which detailed strategies and interventions will be planned. These are set out in the table below:

Table 5: TACTRAN RTS strategic themes and key policies

Strategic Themes	Policies and proposals
Economic prosperity	<ul style="list-style-type: none"> ensuring good connectivity between the Tactran region and the rest of the UK ensuring good connectivity between the region's three cities, Dundee, Perth and Stirling, their surrounding rural areas and Scotland's other cities ensuring that all transport supports efforts to encourage town centre growth securing improvements to and improving road safety on the Regional Road network, in particular removing delays and bottlenecks which hinder the efficient movement of people and goods and undermine the economic performance of the region enhancing the role of buses in providing access to employment, tourism and enhancing the region's economy securing improvements to the rail network within the STPR, to enable increased provision and opportunities for the movement of passengers and freight by rail supporting efficient movement of freight within or through the region ensuring that the role of ports and airports in supporting the economy of the region is supported by appropriate transport infrastructure including improved road and rail connections working with relevant airport authorities to promote flights from Dundee and improved facilities at Dundee and other major Scottish Airports managing growing demands on our transport system in a more sustainable wa
Connecting communities and being socially inclusive	<ul style="list-style-type: none"> ensuring that the transport network provides the links between individual communities, which enable people to access goods and services, whether by private or public transport developing a public transport network, including DRT schemes, private hire cars and taxis, that is accessible to all and enables people to access the region's main centres of employment, retail, education and tourism

Strategic Themes	Policies and proposals
	<ul style="list-style-type: none"> • ensuring that health and transport provision are considered and planned in a coordinated manner • improving the quality and integration of our public transport services across the region, • maximising the role and contribution of Community Transport, social enterprise and car clubs in improving general accessibility and social inclusion • ensuring that walking and cycling form part of an integrated accessible transport system • recognising the role that motorcycling can play in enhancing accessibility • recognising and addressing the accessibility needs of rural communities • encouraging the application of innovative solutions to address transport issues.
Environmental sustainability and promoting health and well being	<ul style="list-style-type: none"> • supporting improvements in the movement of people and goods that are sustainable, including maximising the use of public transport and rail and water-borne freight • promoting the use of alternative fuels, in particular electric and hydrogen power, and the use of renewable sources of energy in infrastructure • encouraging development proposals to contribute to sustainability and implement effective Travel Plans that maximise the potential for walking, cycling, public transport and other sustainable travel choices, including through continued use of planning agreements • engaging with Development Planning Authorities to ensure that the RTS is fully integrated within land use planning processes across the region • taking a lead in the promotion and development of active Travel Plans at major centres of employment, hospitals and other main health establishments, in partnership with Councils, Health Boards and the private sector • promoting a range of behaviour change measures ensuring that, where network infrastructure improvements are undertaken, measures are taken to minimise impacts on landscape and communities and adopt high standards of mitigation where necessary • promoting and enhancing transport safety, reducing road casualties and removing barriers caused by real and perceived safety issues • promoting infrastructure improvements to safely promote the active travel options of walking and cycling in both the urban and rural environment • supporting initiatives that address transport related air quality and noise impacts • ensuring that transport in the region contributes to the achievement of the Scottish national targets and obligations on greenhouse gas emissions • promoting active travel modes to contribute to healthy lifestyles and making effective use of Green Networks for work, education, shopping and leisure purposes.

SWESTRANS Regional Transport Strategy (2008)

The South West Scotland Transport Partnership (SWESTRANS) is the statutory Regional Transport Partnership for the South West of Scotland, encompassing the local authority area of Dumfries and Galloway. The SWESTRANS Regional Transport Strategy⁷ sets out a vision for a transport system for the South West of Scotland that delivers the internal and external connectivity required to sustain and enhance the region’s economy and communities whilst minimising the impact of transport on the environment. The Strategy sets out 10 objectives for improved connectivity, economic growth, social inclusion, environment, limiting road traffic growth, tourism, accessibility and quality of life. A range of policies are set out to achieve the objectives, as listed in the table below:

Table 6: SWESTRANS RTS policies

Policies

Policies	
	<ul style="list-style-type: none"> • The Partnership will promote schemes which will not only benefit Dumfries and Galloway but will add value to the broader Scottish economy and underpin increased sustainable national economic growth, aligning to local and national policy objectives. • Transport interventions promoted through the Regional Transport Strategy will support the regional economy in relation to local jobs and also facilitate sustainable connectivity internally as well as externally to key business centres in the central belt and other locations such as Ayrshire and Cumbria. • The Regional Transport Strategy seeks to improve quality of life by promoting vibrant places which provide access for all to employment, healthcare, education and other services. • Transport interventions incorporated in the Regional Transport Strategy seek to address peripherality between the region’s main settlements and outlying areas, and between the region and its external markets. • The Partnership will adopt a balanced approach to competing needs, recognising the role transport plays in sustaining local economies while at the same time making use of alternative approaches in locations where different transport policies focused on minimising car use are more appropriate and more effective. • The Partnership will assist the Scottish Government in delivering on its five high level national objectives and the National Transport Strategy. A presumption will be given in favour of transport improvements linked to the strategic vision based on well-defined economic, social and environmental objectives.

SESTRAN Regional Transport Strategy (2015)

The South East of Scotland Transport Partnership (SEStran) is the statutory Regional Transport Partnership for the South East of Scotland. SEStran encompasses eight local authorities: City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian. The SEStran Regional Transport Strategy⁸ sets out a vision that South East Scotland is a dynamic and growing area which aspires to become one of northern Europe’s leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region’s success through high quality access to services and opportunities, respects the environment, and contributes to better health. The Strategy sets out 4 strategic objectives for the economy, accessibility, environment, and safety and health, supported by a range of specific transport objectives. A range of policies within 23 themes are set out to achieve the objectives, as listed in the table below:

Table 7: SESTRAN RTS Themes and Policies

Theme	Policy
Connectivity	<ul style="list-style-type: none"> • The RTS will support improvements to the connectivity of the SEStran area to key national and international destinations by supporting appropriate infrastructure investment and service improvements, and supporting improvements to key gateways such as airports, main rail stations, ports and freight terminals including local access to these especially by sustainable modes.
Improvements to public transport (bus)	<ul style="list-style-type: none"> • There will be a general presumption in favour of schemes that improve the efficiency and effectiveness of public transport, and make it a more attractive option for existing car users. • The improvement of all aspects of bus services (services, vehicle quality, fares, infrastructure, bus rapid transit, and integration) as a means of reducing congestion and enhancing accessibility, will be encouraged.

Theme	Policy
Improvements to public transport (rail)	<ul style="list-style-type: none"> • Encouragement will be given by SEStran to Transport Scotland for cost-effective investment and service support that builds an integrated rail-based regional transport network, including trams where appropriate, fully integrated with existing and planned development. • There will be a presumption in favour of supporting the targeting of rail investment to enhance the public transport capacity (including, where appropriate, station capacity) of existing heavily-used and congested rail corridors for passengers and/or freight. • SEStran will support intervention where affordability is recognised by the Partnership as a barrier to the use of public transport.
Information campaigns	<ul style="list-style-type: none"> • The RTS will give support to the promotion of 'soft' measures such as information, marketing, personalised travel assistance, awareness campaigns and travel plans. • Investment in new infrastructure and services will generally be complemented by 'soft' measures such as information, marketing, personalised travel assistance, awareness campaigns (including the promotion of the links between transport, safety, health and environment) travel plans and, where relevant, traffic management measures to ensure that the benefits will not be eroded by induced traffic.
Parking	<ul style="list-style-type: none"> • A consistent framework for parking standards for new development will be promoted across the region in line with our Regional Parking Standards, to ensure that comparable developments have similar parking standards. • Town and city centre parking provision (including areas on the edge of centres) will favour shoppers, essential business users and residents. Commuter parking in town or city centres will be discouraged with decriminalised parking control where viable and the provision of Park and Ride (see the SEStran Park and Ride Strategy) • The efficient use of parking provision at major employment and essential service centres outwith town and city centres (e.g. hospitals, areas around business parks) will be supported. This will be in line with the SEStran Parking Management Strategy.
Traffic reduction	<ul style="list-style-type: none"> • The RTS will seek to reduce road traffic levels, especially single occupant cars in the most congested places at the most congested times.
Freight	<ul style="list-style-type: none"> • SEStran will work with the freight transport industry to facilitate the sustainable movement of freight to key destinations, including, where appropriate promoting greater use of rail and waterborne transport and to encourage more efficient logistical distribution; and including logistics relating to sustainable energy projects.
Infrastructure and roads	<ul style="list-style-type: none"> • The RTS will give high priority to the maintenance of public transport networks and infrastructure • There will be a presumption in favour of addressing problems of congestion through measures to reduce demand for car travel and promote modal shift. • Any additional capacity on commuter corridors that are congested, or forecast to become congested within the lifetime of the strategy, will normally be used to benefit space-efficient modes such as bus, train, high-occupancy vehicle and cycles. • New road capacity, to improve journey times and reliability, will be supported where it can be demonstrated that these benefits will not be eroded by induced traffic in the medium to long term, and that other alternatives have been appraised and found to be less effective.
Accessibility	<ul style="list-style-type: none"> • SEStran will seek to support communities with poor access to employment by PT and low car ownership/high deprivation and areas of peripherality less well served by public transport. • Where improvements in accessibility are found to be required, the RTS will seek to support measures which enhance conditions for pedestrians, cyclists and public transport users (including community transport/DRT).

Theme	Policy
New development	<ul style="list-style-type: none"> • SEStran will use its influence to support strategies set out in Strategic and Local Development Plans by seeking to ensure that major trip generating sites – including housing – are located in areas that are capable of being well served by walking, cycling and public transport, or will be made so by transport investment delivered in phase with the development. • SEStran will support planning authorities in using their land-use planning powers to reduce the need to travel, to promote the provision of non-car access to and within new developments and to promote travel plans (see SEStran Sustainable Development Guidelines).
City and Town Centres	<ul style="list-style-type: none"> • Support will be given to interventions which reinforce and strengthen the role of Edinburgh city centre and of other town centres, as centres of economic activity including retailing and tourism.
Sustainable modes	<ul style="list-style-type: none"> • Affording a higher priority to schemes that improve the accessibility by public transport, walking and cycling of key development areas as identified in Strategic and Local Development Plans will be supported. • The RTS will prioritise interventions in all types of area (city, town, local community) that promote the use of more sustainable modes of transport, in particular non-motorised modes for shorter journeys.
Equalities	<ul style="list-style-type: none"> • All relevant interventions will be subject to an equality audit to ensure that they promote equalities in accordance with the law. • SEStran will seek to ensure that people who have difficulties in using transport due to disability will be the subject of targeted measures to address this.
Access to health	<ul style="list-style-type: none"> • SEStran and its constituent authorities will work in partnership with Health Boards and the Scottish Ambulance Service to improve access to health services and to reduce congestion caused by travel to these services. • SEStran will seek to ensure that Health Boards take into account transport issues in all service decisions, and make necessary provisions to meet any transport impacts of these decisions, including where necessary funding for public transport services.
Environmental Impact	<ul style="list-style-type: none"> • Transport interventions should be designed and operated to minimise their impact on the environment. • Interventions in the RTS should contribute to the achievement of national and international targets related to local air quality and climate change, through reducing emissions of NOx, CO, Particulates, CO2 and other greenhouse gases. • New transport infrastructure proposals which could have significant adverse effects on areas designated for their natural or cultural heritage and environmental quality, including air quality, will not normally be supported.
Energy Use / Efficiency	<ul style="list-style-type: none"> • The RTS will promote interventions that will reduce the consumption of non-renewable resources and will improve energy and resource efficiency.
Accident reduction	<ul style="list-style-type: none"> • Interventions that are cost-effective in reducing accidents will be supported.
Health Promotion	<ul style="list-style-type: none"> • There will be a presumption in favour of schemes that lead to greater physical activity, and that facilitate independent travel especially by children.
Personal security in transport	<ul style="list-style-type: none"> • There will be support for measures that enhance personal security, especially for pedestrians, cyclists, and public transport users.
Air quality	<ul style="list-style-type: none"> • There will be support for measures that assist the achievement of local air quality targets.
Transport noise	<ul style="list-style-type: none"> • In association with new infrastructure, appropriate measures will be supported to minimise the adverse impacts of transport noise.

Theme	Policy
Strategy and policy integration	<ul style="list-style-type: none"> • Schemes supported in national and other regional strategy and policy documents will be supported in the RTS. • SEStran will work with member authorities, regional planning bodies and the Scottish government to promote the shared policies and objectives of the RTS and LTSs and the Single Outcome Agreements of member authorities. • All relevant projects and interventions will be subject of a Quality Audit to ensure they maximise opportunities to meet all RTS objectives and policies and that the needs of all groups are given due consideration in the assessment and design of RTS measures.
Local funding	<ul style="list-style-type: none"> • SEStran will set aside funding to support cost-effective local projects and services consistent with initiatives in the RTS.

HITRANS Regional Transport Strategy (2017)

The Highlands and Islands Transport Partnership (HITRANS) is the statutory Regional Transport Partnership covering Eilean Siar (Western Isles), Orkney, Highland, Moray and most of Argyll and Bute save Helensburgh and Lomond area. The HITRANS Regional Transport Strategy⁹ sets out a vision To deliver connectivity across the region which enables sustainable economic growth and helps communities to actively participate in economic and social activities. The Strategy sets out high level objectives to support sustainable economic growth and reduce barriers to participation in employment, learning, social, leisure, health and cultural opportunities. The high level objectives are supported by 4 transport objectives to reduce journey times, improve resilience and reliability; improve safety, tackle capacity constraints, and improve quality, integration, accessibility and availability of transport. The Strategy seeks to support achievement of two strategic societal outcomes for the environment and health & wellbeing. The Strategy sets out a range of policies against three strategic themes, as set out in the table below.

Table 8: HITRANS RTS Strategic Themes and Policies

Strategic Themes	Policies
Maintain and improve lifeline transport services	<ul style="list-style-type: none"> • For business to grow and to thrive: Communities across the region should be able to access be accessed from the Central Belt within 2-3 hours by rail or air. Some more remote areas may need to travel to an airport or main centre to start / end the journey, perhaps by local plane or ferry, but the onward connection to / from the central belt will allow a day's business to be undertaken. • For communities and individuals: There should be good access to and around the nearest local centre; this might be by bus, ferry, plane, community transport, on foot or by bike, with generally, for all but some distant communities, a minimum of three return public transport journeys per weekday, allowing for full and part-time employment and attendance at appointments and leisure opportunities. Normally this will be a mix of many of these means in an area suited to the geographical, social and accessibility needs of the community. • Businesses should be able to move goods into and from the region with minimal delay, with good reliability and at a reasonable and consistent cost across the region. Good local transport will allow local business activity to thrive and distribute goods efficiently. It is essential that there is good access to the national networks of road, rail and ferry for onward travel.

Strategic Themes	Policies
Promote efficient business connectivity & import/export	<ul style="list-style-type: none"> • Safeguarding good connectivity and improving journey times and journey reliability between the region and the rest of the UK. • Ensuring good connectivity from local centres to the main Scottish gateways of Inverness, Aberdeen, Edinburgh and Glasgow. • Removing delays and bottlenecks across the network which hinder the efficient movement of people and goods within, into and out of the region; and subsequently which undermine the region's economic performance. • Boosting the role of buses, rail, ferries, community transport and active travel in providing access to employment, for tourism and so enhancing the region's economy. • Securing improvements across the rail network to enable more reliance on rail for the movement of passengers and freight. • Making the case for investment in the ports and airports / air strips around the region, and their role in supporting the economy of the region. Suitable transport infrastructure is required, including improved road, rail and public transport connections. • Managing growing demands on our transport system and focussing on the most fragile and or under pressure points in the network. • Supporting the delivery of the Inverness City Region Deal including the implementation of strategic road improvements and identifying mechanisms for improving Regional Air Access
Support active communities	<ul style="list-style-type: none"> • Helping to deliver the Cycling Action Plan for Scotland and the National Walking Strategy • Promoting innovative solutions to address transport issues that face the region. • Ensuring that the transport network efficiently and reliably links communities, enabling people to access goods and services, by a choice of private or public transport. • Supporting and working with local authorities to deliver an efficient public transport network, including demand responsive transport, hire cars and taxis that are accessible to all, and which enable people to access the main centres of employment and learning. • Ensuring that access to health care is considered and planned for in a coordinated manner, involving local authorities, NHS Territorial Boards, Scottish Ambulance Service, the voluntary sector and the public, including disabled people. • Optimising the role of community transport and the third sector in enhancing accessibility and social inclusion. • Actively facilitating or helping to deliver improved integration and higher quality of transport services across the region. • Growing the opportunities for walking and cycling to constitute an increasing share of the local transport system. • Promoting the use of alternative fuels, focussing on electric and hydrogen power, and the use of renewable sources of energy in infrastructure. • Taking an active role in the promotion, development and delivery of active travel plans in local centres, focussed around access to jobs, hospitals and education, and including continuing to promote behavioural change. • Safeguarding improvements in road safety; reducing road casualties and tackling barriers caused by real and perceived safety issues. • Supporting initiatives that tackle transport-related air quality impacts such as the Air Quality Management Area Action Plan within Inverness City Centre or any adverse noise impacts that may arise from strategic transport projects.

4.3. Local Transport Strategies

Local transport strategies in the SPT area are summarised below.

East Dunbartonshire LTS Local Transport Strategy 2020-2025

The East Dunbartonshire Local Transport Strategy¹⁰ is a 5-year strategy with a strong focus on a shift to more sustainable transport particularly walking, cycling, public transport and also emerging technologies such as Ultra Low Emission Vehicles. The Strategy sets out how a shift to more sustainable transport can improve the environment, reduce inequality and improve health. The Strategy has six transport planning objectives, providing a clear set of aspirations for the LTS to work to achieve, including:

- Increase modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips
- Reduce inequality by providing high quality access for all
- Reduce emissions through reduced vehicle mileage in East Dunbartonshire
- Facilitate sustainable economic growth by improving connections across our boundaries and between our communities
- Improve health by increasing walking and cycling rates
- Improve safety on all modes of transport

The EDC LTS is implemented through an action plan, with actions for active travel, public transport, roads, parking and town improvements. There are area-wide actions covering actions applicable to the whole of the council area and 4 groupings of actions by the following local communities:

- Bearsden and Milngavie
- Bishopbriggs, Torrance, Balmore and Bardowie
- Kirkintilloch, Lenzie, Waterside and Twechar
- Lennoxton, Milton of Campsie, Haughhead and Clachan of Campsie

East Renfrewshire Local Transport Strategy

The East Renfrewshire Local Transport Strategy¹¹ was a 3-year strategy approved in 2008, but the Strategy contains longer term schemes to be pursued beyond 2011 and therefore is relevant for this policy review. The Strategy was developed in line with STAG, with a range of issues and priorities identified through analysis and stakeholder engagement including high car ownership across most of the local authority area with associated issues such as congestion and environmental issues, intra-East Renfrewshire public transport links including east-west links, road maintenance, enforcement of parking, and safety and security on transport networks and services. The Strategy sets out 9 objectives

to deliver a transport network which caters for the needs of everyone, supports the economic prosperity of the area and minimizes negative environmental impacts, as specifically:

- Reduce the need to travel and stimulate sustainable economic development in the local area.
- Reduce car dependency and stimulate modal shift to walking, cycling and public transport.
- Enhance access to jobs and services by a variety of modes of transport for all members of society.
- Reduce the negative environmental impacts of transport.
- Reduce congestion on all modes and services.
- Improve safety and security on transport networks and services.
- Enhance integration and efficiency of transport networks, infrastructure and services.
- Promote awareness of alternatives to the private car.
- Maintain roads and other transport infrastructure in a condition that ensures it is fit for purpose.

The ERC LTS is focused upon 5 key themes to achieve the vision and objectives including encouraging modal shift and reducing car use, integration of land use and transport, accessibility and social inclusion, safe and efficient management of transport networks and reducing impact of transport on the environment. The LTS is implemented by East Renfrewshire Council and through working in partnership with Transport Scotland, SPT, Sustrans, other local authorities, transport service operators and transport infrastructure providers and others.

Glasgow City Centre Transport Strategy (2015)

The Glasgow City Centre Transport Strategy¹² forms part of a broader strategy for Glasgow City Centre with an overall aim to *ensure that Glasgow's city centre is an attractive and sustainable place for residents, visitors and businesses*. The strategy was developed in line with STAG, identifying key transport issues in the City Centre including: poor pedestrian environment including surface conditions, conflicts with vehicles including taxis and lighting; poor conditions for cycling including poor links between routes, safety concerns and gradients; air quality issues including for pedestrians and cyclists; public transport network challenges including bus congestion and lack of integration between walking, cycling and public transport hubs; quality of public transport provision including issues with bus routes, connections between Queen St and Central stations, missing or out of date public transport information, few integrated ticketing choices, lack of consistent high quality public transport infrastructure across the City Centre; traffic movement restrictions including complex network of one way streets and accessibility for freight and logistics; traffic demand issues including congestion at peak travel times; road safety issues particularly pedestrian and vehicle conflicts at junctions; and parking

supply issues. The strategy sets out 5 key objectives to address the issues in line with the available evidence, specifically:

- Improve the health of Glasgow's citizens by increasing the modal share of trips to/from and within the city centre by active travel modes (walking, cycling and public transport)
- Support the growth in economic vibrancy of the city centre, by ensuring access for residents, blue badge holders, tourists and traffic essential to sustain economic functions
- Enhance the quality of main pedestrian spaces, key development areas and main access routes
- Reduce harmful traffic emissions and noise
- Enhance road safety and personal security for all city centre users

The strategy sets out a framework for action based upon the transport hierarchy and in line with the objectives. The framework is based upon two key concepts with a series of actions for each, as follows:

Priority for Pedestrians, Public Transport and Cyclists

- Avenues – to encourage more sustainable travel choices, create people-centred streets and improve connectivity between city centre districts
- Network of linked Cycle Routes and Infrastructure – to create seamless travel by bicycle across and between city centre districts
- Network of linked Bus Corridors – to improve quality and safety, improve accessibility through/to/within the city centre, and reduce impacts on air quality
- Supporting Rail and Subway – to improve access to city centre through rail link to Glasgow Airport, Glasgow City Union Scheme, High Speed Rail, relocation of High St Station, and redevelopment of Queen St Station and supporting completion of Subway Modernisation.

Minimising the Impact of Private Cars

- Traffic Management – to discourage through trips across the city centre whilst still ensuring access for essential users
- Encourage Parking at Periphery of city centre – to discourage unnecessary car travel through and around the city centre
- Electric Vehicle Charging Points – to encourage uptake and use of electric vehicles
- City Car Club – to encourage alternatives to car ownership especially for city centre residents
- Noise Management Areas – to avoid, prevent, reduce and mitigate the harmful effects of noise pollution on city centre residents within designated Noise Management Areas

The City Centre Strategy is implemented through a range of short, medium and long term actions with funding achieved from a variety of sources including Glasgow City Council,

Glasgow and Clyde Valley City Deal, Transport Scotland, SPT and Sustrans as well as private sector opportunities.

North Ayrshire Local Transport Strategy 2015-2020

The North Ayrshire Local Transport Strategy¹³ is 5-year strategy that sets out a vision to provide an integrated transport network for North Ayrshire that supports long term, sustainable, economic growth in the area, and reduces inequality through improving the accessibility and connectivity of communities to employment opportunities and local amenities. The LTS was developed in line with STAG, with a range of challenges and opportunities identified through analysis and engagement including supporting economic growth at key development sites at Hunterston, Adreer and i3, improving connectivity between North Ayrshire and Glasgow including strengthening road and rail links, improving access to employment across North Ayrshire including for rural communities and by improving local public transport and rail services, reducing congestion in towns, supporting route development at Prestwick Airport and improving access to Glasgow airport, improved harbour facilities at Ardrossan, improving interchange at Ardrossan to support rural communities and improve accessibility for island communities, promote behavioural change to reduce traffic congestion and environmental impacts of car use, improving public transport facilities, services and interchange and demand responsive and community transport services, enforcement and provision of parking, providing for active travel to promote good health and reduce car use, and providing for access to healthcare services and facilities.

The LTS has 3 key priorities – economic growth, improving accessibility and connectivity to reduce inequality and reducing the negative impact of transport on communities, business and the environment - and 10 objectives to support the realization of the vision, specifically:

- Strengthen North Ayrshire's links to Glasgow ensuring improved journey time reliability by all travel modes.
- Understand and provide for the needs of Freight movements including creating opportunities for freight transfer from road to air, rail, and sea
- Ensure connections to key business areas to allow quality staff to access jobs easily by a range of alternative travel modes
- Encourage tourism through increased accessibility to North Ayrshire's islands and coastline and through island road improvement works
- Improve public transport connections between communities and facilities and services
- Improve accessibility by all travel modes for all users
- Reduce accidents on North Ayrshire's roads
- Enhance the safety and security of all transport network users
- Reduce transport emissions

- Minimise the impacts of transport infrastructure and operations on the environment
- Improve transport integration, ticketing and information provision.

The LTS has four key actions to be delivered through partnership working:

- Strengthen links to Glasgow and regional centres
- Increase the accessibility and awareness of i3 Irvine Enterprise Area
- Improve Ardrossan Harbour and Ferry Terminal
- Develop Community Transport in North Ayrshire Actions

The LTS is implemented through a delivery plan, aligned to the strategy objectives, setting out short, medium and long term actions within 5 thematic actions plan for economy, social inclusion and accessibility, safety, integration and environment. The actions are delivered by North Ayrshire Council and in partnership with Transport Scotland, SPT, Sustrans, local bus operators, Network Rail, ClydePort, Freight Transport Association, Timber Transport Group, Caledonian MacBrayne, economic development partners and others.

North Lanarkshire Local Transport Strategy 2010

The North Lanarkshire Local Transport Strategy¹⁴ sets out a vision to create a North Lanarkshire that is an attractive place to live, work and invest and a place where all people enjoy a high quality of life with equal opportunities. The LTS was developed in line with STAG, with a range of challenges and opportunities including road congestion and traffic growth, air quality, access to employment, asset management, rail connectivity, improving rail freight facilities and connectivity, improving parking enforcement and provision, improving coverage and quality of local bus networks and community transport, increasing the walking and cycling network and encouraging active travel and improving road safety. The LTS sets out 4 objectives to improve the economy, improve accessibility, enhance safety and security, and improve the environment and health, specifically:

- To stimulate business and the economy and develop North Lanarkshire as an attractive place to invest, work and do business.
- To provide equal opportunities and enhance the choice, accessibility and availability of transport, particularly for those in deprived areas and those with limited access to the transport network.
- To promote safety in the community and enhance actual and perceived safety when travelling on the transport network.
- To protect North Lanarkshire's natural and built environment and to improve the health of its population.

The LTS sets out a range of policies under 5 key themes of safety and security, improving access by public transport, walking & cycling, reducing congestion and improving network performance, parking in town centres, and road and footway maintenance and improvement. The implementation plan sets out a range of actions, in line with the policies, to be delivered by North Lanarkshire Council and in partnership with Transport Scotland, SPT, neighbouring local authorities, freight industry partners, Sustrans, bus operators, Network Rail, Developers and others.

Renfrewshire Local Transport Strategy 2007 (Refreshed 2017)

The Renfrewshire Local Transport Strategy¹⁵ is a 10-to-20-year strategy setting out a vision for Renfrewshire where people can improve their health and travel to where they want to get to within a set timescale using all modes including walking, cycling, public transport or their car for essential trips; business can operate effectively and efficiently creating prosperity and job opportunities; visitors are attracted to enjoy the tourism facilities; and all this is accommodated without compromising our future environment and at best value to the council. The LTS was developed in line with STAG and identified key challenges and opportunities including high number of cross-boundary commuting trips from/to Renfrewshire and via Renfrewshire between Ayrshire and Glasgow, crowding on rail services, encouraging more public transport and active travel use, traffic growth and congestion, demand for park and ride facilities, journey times and road safety. The Strategy sets out 5 key objectives guided by the vision and to address the identified challenges and priorities, specifically:

- Regenerate the local economy wherever possible.
- Extend opportunities for all by :
 - combating poverty and promoting equality including supporting behavioural change,
 - encouraging healthier lifestyles,
 - encouraging a choice of transport options and
 - improving access for all, including the mobility impaired.
- Ensure a healthy and sustainable environment.
- Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.
- Encourage integration of services and an integrated approach by public bodies whilst achieving best value.

The LTS is implemented through a range of actions for both Renfrewshire-wide measures and settlement-specific measures, delivered by Renfrewshire Council and in partnership with Transport Scotland, SPT, bus operators, neighbouring local authorities, Network Rail, ScotRail, Sustrans, local business partners and others. The LTS was refreshed in 2017 with a commitment to prepare a new LTS following delivery of the new Regional Transport Strategy.

The refreshed LTS updates the policy context to include the key developments in national, regional and local policy including the refreshed National Transport Strategy (2016), ClydePlan Strategic Development Plan, Glasgow and Clyde Valley City Deal, Glasgow City Region Regional Economic Strategy, Renfrewshire Community Plan, Renfrewshire Strategic Economic Framework, and Renfrewshire Local Development Plan (2014), Renfrewshire Cycling Strategy and Core Access Strategy, Paisley Town Centre Action Plan and key legislation since 2007. It sets out key achievements since 2007 and a review of monitoring indicators which finds that Renfrewshire Councils has exceeded targets for road casualty reductions, journey time and traffic growth has been mostly static between 2008 – 2016 and walking is becoming less popular as a means to travel to work or to make short journeys. It updates the Renfrewshire area-wide actions in light of achievements and policy developments since 2007 with actions for Active Travel, Demand Management, Road Network Performance, Development, Network Maintenance, Road and Community Safety and Biodiversity.

The refreshed LTS notes that the existing Strategy Objectives remain largely relevant but that there is likely to be a change in priority due to changes in the transport landscape and policy context including in relation to town centre first principle, tackling inequalities and ensuring accessibility for mobility impaired, improving health through more physical activity including active travel, encouraging a choice of more sustainable travel options including improving bus services and supporting low carbon vehicles, supporting climate change targets, impact of new technologies and lifestyles, increasing need for new forms of partnership working to deliver long term change and changing and clarifying roles and responsibilities in the transport sector.

South Ayrshire Local Transport Strategy (2009)

The South Ayrshire Local Transport Strategy¹⁶ was a 5-year strategy approved in 2009, but the LTS contains longer term schemes to be pursued beyond 2014 and therefore is relevant for this policy review. The LTS sets out a vision for a high quality, integrated local transport system that is efficient, safe and reliable to support sustainable economic growth, meets the travel needs of all residents and supports an active lifestyle, improves road safety and reduces the health and environmental consequences of transport use, improves accessibility and encourages use of sustainable transport. The LTS was developed in line with STAG and identifies a range of challenges and opportunities including addressing active travel problems through improved infrastructure and facilities, addressing poor integration and coverage of public transport services through improving services, infrastructure and traffic management, capacity and service frequency of rail services, journey delays and congestion on key routes and in towns, surface access to Prestwick Airport, access to ports and harbours, road safety, parking supply, access for freight movements and modal shift from road to rail, improving transport

information and accessibility issues for rural communities. The LTS has 10 objectives to achieve the vision and to address the identified challenges and opportunities, specifically:

- Encourage modal shift to walking and cycling to assist in the promotion of a healthier lifestyle and lessen environmental impact during the period of the LTS;
- Prioritise the protection of human health in urban areas and flora and fauna in more rural areas, from the adverse effects of transport activities;
- Achieve a year-on-year reduction in the number of road users killed and seriously injured and enhance the personal safety of those in South Ayrshire;
- Identify locations of concern for the safety and security of the travelling public and work with partners to address these;
- Support economic development by promoting interventions that reduce constraints such as congestion and parking, and enhance the efficiency of the transport network for both users and operators;
- Better integrate transport and land-use planning in order to promote economic vitality and inform the Development Plan process;
- Better integrate different modes of travel and contribute to the development of multimodal interchanges;
- Provide guidance to users, operators, developers and others on matters of local policy, priorities and potential schemes;
- Increase opportunities, for walking and cycling and improve the quality, affordability and accessibility of public transport for accessing key community facilities; and
- Provide a deliverable and measurable action plan covering all aspects of transportation over the short, medium and longer term as part of the LTS.

The LTS is implemented through an action plan setting out short, medium and long term actions to be delivered by South Ayrshire Council and in partnership with Transport Scotland, SPT, bus operators, Network Rail, freight industry partners, developers and others.

South Lanarkshire Local Transport Strategy (2013)

The South Lanarkshire Local Transport Strategy¹⁷ is a 10-year strategy guided by a vision that “our transportation network and assets will be high quality, safe and well maintained. It will be accessible and integrated with well served internal and external links to essential services, employment and education opportunities. It will support economic recovery and regeneration whilst protecting and preserving the environment and will be safe and attractive for users. It will be sustainable and offer genuine travel choice.” The LTS was developed in line with STAG and identified challenges and opportunities including ageing population, increase in car use for commuting, dependency on public

transport services, congestion in towns, parking supply, increasing active travel routes and facilities, accessibility issues for people with mobility impairment, road safety, accessibility for rural communities, traffic speeds in residential areas and encouraging low carbon vehicle uptake and use. The LTS has six objectives, developed from identification of local issues and priorities and aligned to local strategies and the local, regional and national policy drivers, specifically:

- Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development.
- Improve quality and safety for all by improving condition of road and footway infrastructure.
- Alleviate the impacts of traffic congestion and traffic growth throughout South Lanarkshire
- Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks
- Promote accessibility to key services, job opportunities and community facilities through the development and influencing of public transport improvements.
- Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities.

The LTS sets out 48 policies within themes of Maintenance and Asset Management, Road Safety, Economy, Sustainable Travel and Environment. The LTS is implemented through an action plan delivered by South Lanarkshire Council and in partnership with Transport Scotland, SPT, Sustrans and others. Actions are prioritised, in light of available funding and other factors, with actions to improve the road network, improve sustainable travel and improve road safety identified as Council Priorities.

West Dunbartonshire Local Transport Strategy (2013)

The West Dunbartonshire Local Transport Strategy¹⁸ is a 5-year strategy to improve transport in West Dunbartonshire. The LTS development identified a range of local and strategic problems and issues to be addressed by the strategy including need to improve public transport services including interchange, road congestion at specific locations and routes, lack of diversionary route to the A82 at Dumbuck and Dunglass, accessibility issues to essential services and in town centres, desire for modal shift from car to active travel and public transport, gaps in the walking and cycling network, connectivity to key development locations and the national park and traffic management in Alexandria. The LTS sets out 6 key objectives to improve local transport services and support West Dunbartonshire's strategic location between the Highlands & Loch Lomond and Glasgow, specifically:

- Economy: to support a vibrant and sustainable local economy that stimulates business development and economic growth;
- Environment: to support West Dunbartonshire as an attractive and sustainable place to live, work and visit;

- Integration: to enhance integration and efficiency of transport networks, infrastructure and services;
- Accessibility & Social: to facilitate access to services and opportunities, promote physical and mental well-being, prevent ill health and reduce inequality;
- Safety: to support communities in which people feel safe to live, work and enjoy their leisure time; and
- Maintenance: to maintain the transport network to a high standard that ensures it is safe and fit for purpose.

Three policy pillars guide the LTS implementation plan - Sustainable Transport including improving and encouraging active travel and public transport , Access for All including improving accessibility for most vulnerable communities and improving safety, and Supporting Development & Economic Activity including supporting regeneration, place making, town centres and sustainable development. The LTS is implemented through an action plan with actions aligned to the identified problems and delivered by West Dunbartonshire Council and in partnership with Transport Scotland, SPT and others.

5. Active Travel

5.1. National Strategy

Active Travel Framework (2019)

The Active Travel Framework¹⁹ brings together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel. The Framework incorporates the aims of the National Walking Strategy and the Cycling Action Plan and their related indicators and contributes to the Scottish Government's overall strategic purpose and National Outcomes that feature as part of the National Performance Framework. The Framework is also informed by a range of other outcome frameworks, including Active Scotland; the Climate Change Plan; Fairer Scotland Action Plan; Road Safety Framework; and National Planning Framework.

The Framework sets a vision for active travel to 2030: "Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys." The Framework sets out 5 objectives for active travel that promote healthier, fairer, and more environmentally friendly choices while creating more pleasant, economically viable, safer and sustainable places:

- Cut carbon emissions and other pollution
- Delivering liveable, more pleasant communities
- Better health and safer travel for all
- Reducing inequalities - jobs, services, leisure
- Supporting delivery of sustainable economic growth

The Framework sets out 5 outcomes for active travel that will contribute to realising the long-term vision and achieving the strategic objectives for active travel policy at both a national and local level:

- Increase the number of people choosing walking, cycling and wheeling in Scotland
- High quality walking, cycling and wheeling infrastructure is available to all
- Walking, cycling and wheeling is safer for all
- Walking, cycling and wheeling is available to all
- Delivery of walking, cycling and wheeling is promoted and supported by a range of partners

The Framework also identifies key indicators to monitor progress.

A long-term vision for Active Travel in Scotland (2014)

A long term vision for Active Travel in Scotland²⁰ (2014) sets out a vision to 2030 for communities to be shaped around people, with walking and cycling as the most popular choice for shorter everyday journeys. The vision describes a country where roads are quieter and safer with many more people

choosing to make shorter journeys by walking or cycling for all types of journey purposes, a built environment and town centres that support and prioritise people who are walking and cycling above people who are driving with comprehensive, pleasant and well maintained walking and cycling networks integrated with public transport services, a shift in behaviour and attitudes towards walking and cycling as the natural choice for shorter everyday journeys, and a recognition by all partners of the benefits of active travel and their roles in supporting the achievement of the vision.

The vision is supported by 5 objectives:

- Better health and safer travel for all;
- Reducing inequalities;
- Cutting carbon emissions and other pollution;
- Delivering liveable, more pleasant communities; and
- Supporting delivery of sustainable economic growth.

This requires infrastructure provision and a built environment that puts people and place before movement of motor vehicles including contiguous active travel routes that link key destinations and are safe and create a perception of safety. Schools have safe routes to them which pupils are confident to walk or cycle on. Pedestrian and cycleways are well maintained and active travel is integrated with a high quality public transport system to provide an attractive to private car use for longer journeys.

The Cycling Action Plan 2017-2020

This third iteration of the Cycling Action Plan²¹ (CAPS) sets out actions outlining how Transport Scotland, Sustrans, Cycling Scotland, Local Authorities, RTPs, Paths for All, Living Streets and other partners will work in partnership to achieve the Scottish Government's 2020 vision of 10% of everyday journeys to be made by bike, by 2020. This vision should be supported by local cycling strategies and delivery plans at council and regional level and the cities will be the key driver in achieving the modal shift required.

Cycling Scotland assessed progress on the 2013 CAPS to inform the development of the 2017 CAPS. Their report included 6 pre-requisites for success including a continued commitment to the national vision, an aspiration for reduction in car use especially for shorter journeys, a long term increase in sustained funding, continuing support for local and regional cycling strategies, co-ordination of local mode share targets with the national vision especially focused upon cities achieving 10% modal share through implementing best practice, focusing on changing the physical environment to enable anyone to cycle shorter journeys, and build and maintaining staff capacity at all levels of government to manage cycle infrastructure on the local road network.

The Actions are grouped into 5 sections, as set out below:

- **Leadership and Partnership:** continued support for local authorities and Regional Transport Partnerships in developing cycling/active travel strategies/plans.
- **Infrastructure, Integration and Road Safety:** continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys particularly in urban areas where the highest levels of cycling are likely. Continue to grow and maintain the National Cycle Network (NCN), support Bikeability Scotland cycle training, improve integration with public transport, through partnership working and encourage and the implementation of 20 mph streets/zones in communities across Scotland.
- **Promotion and Behaviour Change:** Continue to promote a national training programme on cycling design and promote the use of planning policy. Develop Active Travel Hubs across Scotland, and support educational campaigns such as the ‘Give Everyone Cycle Space’ campaign aimed at all road users. Increase levels of access to bikes through projects that support inclusive cycling initiatives, work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities. Invest in and deliver a “Cycle Friendly” package of support for workplaces, campuses, communities and schools, to install improved cycling and support the Smarter Choices, Smarter Places Programme to enable local authorities to encourage and support people to choose active travel through local behaviour change initiatives.
- **Resourcing:** - Commitment to maintaining record levels of funding for active travel for the term of this Parliament.
- **Monitoring and Reporting :** Agree national indicators to inform the national picture of cycling participation and encourage and support all 7 Scottish cities to develop and publish a Bike Life report by the end of 2018.

The National Walking Strategy (2014)

The National Walking Strategy²² sets out the vision of a Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking. The strategy has 3 strategic aims:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone
- Enable easy, convenient and safe independent mobility for everyone.

The Strategy notes that there are 3 main reasons for walking including functional, recreational and health and wellbeing. It recognises that walking is the easiest way for inactive people to become active and the improving conditions for walking has significant wider benefits including economic, health, safety, access to services and social contact, including a sense of community. The walking connects across a wide range of policy sectors. In relation to travel, the strategy notes that walking is the most sustainable means of travel, along with cycling, and most economical for both individuals and investment in public infrastructure. The Strategy recognizes the range of barriers to increasing walking levels in everyday life including physical, practical, knowledge and socio-cultural barriers.

The strategy sets out a number of key recommendation and actions that will be required to significantly increase the number of people walking on a daily basis. These are set out around the themes of:

- To achieve better quality walking environments with attractive, well designed and managed built and natural spaces for everyone;
- To deliver on creating a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being; and
- To enable easy, convenient and safe independent mobility for everyone.

Paths for All is tasked with creating the delivery forum to take the Strategy forward.

The National Walking Strategy Action Plan 2016-2026

The National Walking Strategy Action Plan²³ is a high level plan developed to assist in the delivery of Let's Get Scotland Walking towards achieving walking levels on a par with the best performing countries such as the Netherlands, Norway and Switzerland. In the latter, well over 30% of journeys are walked. Walking in this context includes the use of wheelchairs, buggies and similar mobility aids with the aim of ensuring easy and convenient independent mobility for all.

The Action has been developed around the Walking Strategy's key principles of:

- **Access and availability:** There must be equal opportunity for all people to participate in activities, and access infrastructure, programmes and services regardless of their gender, age, disability or cultural background. This will address disparities and reduce inequalities.
- **Quality:** Create the highest possible quality environment, with a focus on supportive infrastructure to create walkable communities.
- **Adaptability:** Provide for flexibility and adaptability to suit changing community needs. This can be achieved through a commitment to integrated approaches to planning and provision.

The Action Plan has 2 strategic aims under which are Delivery Themes with outcomes and actions:

- **Strategic Aim 1: Develop a daily walking culture – everyone, everyday.** To deliver on creating a culture of walking where everyone walks more often as part of their everyday travel and for recreation and wellbeing.

Delivery Themes

- | | |
|--|---|
| 1. Walking supports Health & Wellbeing | 5. Walking increases Active Travel |
| 2. Walking supports Education | 6. Walking supports the Economy |
| 3. Walking supports Communities | 7. Walking improves Air Quality |
| 4. Walking increases Productivity | 8. Walking as part of Research & Innovation |

- **Strategic Aim 2: Develop walkable places and spaces for everyone** - To achieve better quality walking environments with attractive, well designed and managed built and natural spaces and places for everyone

Delivery Themes

- | | |
|---|-------------------------------------|
| 9. Walking influences the Built Environment | 12. Walking increases Active Travel |
| 10. Walking supports Green Infrastructure | 13. Walking supports Communities |
| 11. Walking improves Path Networks | 14.. Walking supports the Economy |

Active Travel Plans and giving prominence to walking within transport strategies at the local, regional and national level are considered vital in develop and support modal shift and encourage active travel

Active Travel Task Force Report (2018) and Delivery Plan (2019)

The Active Travel Task Force was created in 2016 with a remit to ‘To identify and make recommendations to the Minister for Transport and the Islands on ways to improve delivery of ambitious and inclusive walking and cycling projects in Scotland, helping to create high quality places and communities that support health and wellbeing.’

Active Travel Task Force Report ²⁴ brings together the oral and written evidence presented to the Task Force Members during 2017 and makes recommendations on how to tackle the barriers to delivering new, innovative and popular infrastructure which encourages walking and cycling.

The Task Force’s work culminated in 18 specific recommendations to overcome barriers to the delivery of innovative and new walking and cycling infrastructure. The recommendations are set out within 4 themes, as follows:

Infrastructure

- Criteria for funding for walking, cycling and place-making projects must include the delivery of infrastructure combined with appropriate behaviour change programmes, in a way that is enforced and timely, sequential and coordinated, using planning policy and international best practice.
- As a preventative spend measure, cross-portfolio policy investment (e.g. from Health, Transport, Environment and Education Directorates) should prioritise the delivery of a network of continuous and safe walking and cycling infrastructure routes, working in partnership with local authorities and other relevant stakeholders.
- Formally approved, overarching design guidance for Scotland should be produced for local and trunk roads, and places, enabling people of all ages and abilities to access schools, workplaces and community destinations by foot, bike, public transport, ensuring accessibility for all users. National policy requirements should be reinforced for infrastructure, referencing Designing Streets, Cycling by Design and the Place Standard Tool.
- Funding for long term maintenance for active travel projects, identified as a local or national priority, should be included as part of Community Links/PLUS projects.

Policies, processes and resources

- Increased, continuous, multi-year funding and resources, is required, along with simplifying the current bidding processes and conditions.
- The match funding criteria should be reconsidered and the range of those organisations able to bid for active travel funding should be widened to ensure an open, fair and transparent process.
- The collective impact of active travel strategies/plans, and related policies across national, regional and local levels, should be measured, and monitored longitudinally.
- National, regional and local ownership and planning and delivery of active travel projects between policy departments must be more coordinated, and include as a minimum, planning, environment, health and education departments within central and local governments. Regional Transport Partnerships need to be better resourced to address cross-boundary issues, in partnership with other stakeholders.
- There must be prominent and consistent national government and stakeholder support to enhance strong leadership at the local level to help make the often unpopular, but right decisions.
- Professional training in community engagement and consultation and planning, delivering and maintaining active travel projects should be made available as CPD accredited courses to all public and private sector professionals, including elected members.
- A policy of reducing urban traffic and transferring carriageway space to active travel should be considered, including workplace parking levy, road user charging and encouraging more car-sharing.

- The National Transport Strategy Review must deliver the sustainable travel hierarchy, prioritising walking and cycling. Active travel should be mainstreamed into Regional and Local Transport Strategies.
- The Strategic Transport Project Review should include Active Travel as a theme for nationwide projects, for example the National Walking and Cycling Network.

Community engagement

- The active travel message should be promoted clearly to the general public and politicians, as being primarily about 'place', and having pride in their communities and local environment. Infrastructure projects are not just about walking or cycling. Community Planning Partnerships and local communities need to be included from the outset and consider wider public transport requirements, such as walking routes to bus stops.
- Delivery partners must ensure they conduct strong public consultation exercises and community engagement from the very start of design and planning. This must be inclusive and representative, using appropriate and innovative techniques that enable the target population to understand the project and processes and be properly involved. This will include community groups, businesses and Police Scotland and must follow legislation in The Fairer Scotland Duty.

Behaviour change and culture

- There must be investment in behaviour change programmes for the longer term, in order to normalise walking and cycling for everyday journeys, including walking to public transport venues as part of a multi-modal journey. These should be balanced and coordinated with infrastructure/place making, media campaigns and must include enforcement of road safety and parking legislation in favour of pedestrians and cyclists.
- All spheres of governance, led by the Scottish Government, must ensure the benefits of active travel are widely promoted across all portfolios and integral to all relevant Scottish Government policy.
- The Fairer Scotland Duty, which is a key component in changing behaviour in relation to active travel, will challenge all public sector bodies, including the Scottish Government, NHS and local authorities, to tackle social and economic disadvantage in local areas. This will include tackling transport poverty and increasing access to bikes.

The Active Travel Taskforce Delivery Plan (2019)²⁵ sets out what is already being done and the actions that will be taken to deliver on the recommendations from the Active Travel Taskforce Report. It is aimed at all delivery partners involved in active travel projects in Scotland. Key actions are set out for each of the recommendations from the Taskforce Report. In particular for the RTS, active travel needs to be mainstreamed within regional transport strategies whilst local authorities are tasked with

developing long term, costed transport strategies/plans identifying “pipeline projects” with monitoring and evaluation aligned to active travel and other relevant strategies including the RTS.

5.2. Regional policy

ClydePlan Strategic Development Plan – Policy 18 (2017)

Policy 18 - Strategic Walking and Cycling Network from ClydePlan SDP²⁶ sets out an indicative strategic active travel network set out in the SDP. The Plan sets out a policy to prioritise investment to deliver the indicative strategic walking and cycling network (as set out in the Plan), LDPs to identify and safeguard existing walking and cycling networks and to promote opportunities for the enhancement of the strategic walking and cycling network, and development proposals to maintain and enhance the strategic walking and cycling network. The strategic network includes long distance routes and local links that have or potential to have significant demand for walking and cycling including for example between residential areas and workplaces.

5.3. Local Active Travel Strategies

East Dunbartonshire Active Travel Strategy (2015- 2020)

The East Dunbartonshire Active Travel Strategy²⁷ is a 5-year strategy to achieve 3 aims for active travel in East Dunbartonshire, as follows:

- Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire;
- Deliver a more connected network of active travel routes and infrastructure incorporating high environmental and design standards; and
- Facilitate delivery of behavioural change, through activities such as training and promotion of active travel.

A network review, SWOT analysis and engagement and consultation activities were undertaken to inform the Strategy development including key actions under two main themes – Infrastructure and Behaviour Change. The actions are delivered by East Dunbartonshire Council and in partnership with Sustrans, neighbouring authorities, SPT, Scottish Canals, Paths for All, Central Scotland Green Network Partnership, Cycling Scotland, NHS, local business, public transport operators and others.

East Renfrewshire Active Travel Action Plan (2015)

The East Renfrewshire Active Travel Action Plan²⁸ sets out a range of actions within two main themes – Infrastructure and Behaviour Change to achieve the following outcomes:

- Increase active travel to school

- Improve connections to public transport
- Increase active travel to work and key destinations
- Support local projects that support walking and cycling
- Increase Active Travel for Recreation

The Infrastructure Action Plan sets out actions for 5 strategic corridors and local networks, public transport interchanges, parks and public facilities, recreational and tourism-based active travel measures, and improving active travel within new development, urban environments and for travel to work.

The Behaviour Change Action Plan sets out actions for cycle training, promotion of active travel infrastructure, Smarter Choices projects, engaging and supporting community groups to promote and encourage active travel, and monitoring of the actions and cycling demand to evaluate delivery of the Plan.

Glasgow Strategic Plan for Cycling 2016 - 2025

Glasgow's Strategic Plan for Cycling²⁹ sets out a vision *"to create a vibrant Cycling City where cycling is accessible, safe and attractive to all"*. The Plan was developed through review of policy context, statistics and trends, key challenges and opportunities in relation to barriers to cycling, and engagement activities, setting out a partnership approach to achieve 4 key outcomes for an integrated network of cycling routes, a healthier city with more people physically active and improved air quality through reduced vehicle traffic, more people cycling through changing behaviours and attitudes, and a safer cycling city where cyclists feel safe and welcome and mutual respect and awareness between people who are cycling and people who are driving vehicles.

The Plan is set out thematically within 6 key sections:

- **Successful, sustainable places** – creating an urban environment that encourages & supports walking and cycling.
- **Glasgow Cycle Network / Infrastructure** – designing and implementing a range of different types of routes across the city to support different types of cycling and cyclists including Avenues, City Ways and Quiet Ways and supporting facilities and infrastructure to encourage more cycling including cycle parking and better integration with public transport
- **Behaviour Change / Promotion** – promotion of infrastructure and benefits of cycling to increase awareness and encourage more cycling.
- **Education /Training** – to encourage more cycling among young people by helping them build the skills and confidence to cycle and develop lifelong cycling habits.

- **Leisure/Sport/Competitive & Performance Cycling** - encouraging cycling and good health through increasing opportunities for leisure, sport and performance-based cycling activities

The Plan is implemented through a series of thematic actions plan delivered by Glasgow City Council and in partnership with Sustrans, Glasgow and Clyde Valley Green Network Partnership, developers, SPT, Cycling Scotland, Paths for All, Housing Associations, business, community councils and others.

Inverclyde Active Travel Strategy (2018)

The Inverclyde Active Travel Strategy³⁰ sets out a vision for active travel in Inverclyde “*to make active travel a realistic, convenient and attractive choice for everyone to make everyday journeys in Inverclyde.*” The Strategy has 4 objectives to guide delivery of the Strategy:

- By 2022, to have increased the number of walking and cycling trips made for both commuting and leisure purposes;
- Through a range of methods, promote the benefits of and opportunities for walking and cycling in Inverclyde;
- To achieve a better quality walking and cycling environment with attractive and well-designed spaces and routes; and
- Lead and promote partnership working to ensure that active travel is high on the agenda in Inverclyde.

The Strategy sets out an action plan under 4 broad action areas to achieve the strategy objectives:

- Leadership, Governance and Council processes;
- Facilitating interchange and cycle parking;
- Marketing, promotion and training; and
- Infrastructure enhancements and development.

The plan to achieve a safe and convenient active travel network for all users for everyday journeys is set out in the network development plan, which will be achieved through a network-wide actions, existing route upgrades and provision of new links. Four proposed monitoring indicators are identified:

- Increase in % of adults (aged 16-74) travelling to work/study by bicycle/walking in Inverclyde
- Year on year increase in walking and cycling trips across monitoring cordon sites in Inverclyde.
- 100% of primary school children receiving Bikeability Level 2 (or equivalent standard) training.
- A reduction in the number of cyclists killed or seriously injured per million kilometres cycled.

Renfrewshire Cycling Strategy 2016 - 2025

The Renfrewshire Cycling Strategy³¹ sets out a vision for active travel in Renfrewshire so that “By 2025, there has been genuine on-going commitment and leadership from Renfrewshire Council in supporting

and encouraging cycling. The network is improving and extending steadily, according to best design guidance principles, with clear links to public transport hubs, schools, other key destinations and between communities. Employers and residents alike realise the benefits of cycling; people of all ages and background feel confident cycling on the network; and there is a culture of mutual respect amongst all road users.” The Strategy was developed through review of policy context, demand analysis, network review, and engagement & consultation activities, with 4 key objectives to guide the delivery of the Strategy:

- By 2020, to have achieved 3 per cent of all journeys to work being made by bicycle; and 7 per cent by 2025. (Core objective)
- Keep cycling high in the agenda, through sustained and collective action, within Renfrewshire and with its partners.
- Make cycling safe and attractive to people of all ages and backgrounds, and for a wide range of transport and leisure journeys.
- Promote, through a range of media and methods, everyday cycling as an attractive and beneficial means of transport. Promotion should be aimed especially at short trips and in particular at young people.

The Strategy is implemented through a Network Action Plan, setting out short, medium and long term priorities for upgrades and expansions to the cycling network in Renfrewshire to improve access to the National Cycle Network, Link Renfrewshire to neighbouring local authorities and link settlements with areas of activity and leisure resources, and through the Cycling Action Plan, setting out a programme of activities and network interventions to be delivered by Renfrewshire Council and in partnership with SPT, ScotRail, Developers, Sustrans and other partners and capitalising on the opportunities through the Glasgow and Clyde Valley City Deal to progress an active travel network linking key strategic destinations across Renfrewshire.

South Lanarkshire Cycling Strategy 2015 - 2020

The South Lanarkshire Cycling Strategy³² sets out a vision for making cycling a viable transport option for more people through investment in infrastructure, maintenance of existing assets, education and promotion to achieve a modal shift away from motorized transport to more sustainable modes to improve health, the environment, journey times and social inclusion. The Strategy was developed through engagement activities and reviews of the network, statistics and trends and policy context, to arrive at 8 objectives to support the vision:

- Increase mode share of journeys by bike to support national vision (overarching aim)
- Improve health and wellbeing of residents (overarching aim)
- Maximise the benefits of cycling for the local economy (overarching aim)

- Increase viability of cycling as a mode of transport and increase cycling rates through provision of infrastructure (Cycle Infrastructure and Planning)
- Provide safe and attractive cycling routes that overcome people's perceptions that cycling is dangerous (Cycle Infrastructure and Planning)
- Ensure the needs of cyclists and the promotion of cycling is taken into account in new development (Cycle Infrastructure and Planning)
- Promote the benefits of cycling to the people of South Lanarkshire (Education, Marketing and Promotion)
- Ensure, through partnership working, training up to bikeability level 2 is maintained and available throughout South Lanarkshire (Training)

The Strategy is implemented through an action plan, setting out 13 actions against the 4 themes including the Overarching Aims, Cycle Infrastructure and Planning, Education, Marketing and Promotion, and Training. The actions are delivered by South Lanarkshire Council and in partnership with South Lanarkshire Cycling Partnership, Sustrans, Cycling Scotland, SPT and public transport operators. The Strategy sets out a list of key schemes to be progressed as funding is secured.

6. Other Transport

6.1. Rail

Scotland's Railways (2006)

Scotland's Railways³³ set out a 20-year vision for the railways in Scotland and identified how rail will contribute towards achieving the National Transport Strategy outcomes of improving journey times and connections, reducing emissions, and improving quality, accessibility and affordability. It describes the primary aims of the of Scotland's railways to support economic growth by focusing on moving large volumes of people quickly and reliably within and to city regions, protect the environment and improve health.

High Level Output Specification (HLOS) for Rail Control Period 6 (2017)

High Level Output Specification (HLOS) for Rail Control Period 6 (2019-2024)³⁴ sets out Scottish Government's continued commitment to a safe, high-performing and sustainable railway. The demand for rail travel is expected to continue to increase on recent trends and further investment will be required to meet these demands, with future investment decisions to be made on the basis of the Rail Enhancements and Capital Investment Strategy. The document sets out the Scottish Minister's requirements for network capability and capacity, availability of cross-border routes, improving journey times, performance of services and infrastructure, growth in rail freight sector, emissions reductions, asset management, maintenance of stations and Customer Information Systems, development of strategic depot and stabling capability plans, support for charter, tourist or other specialist services, maximising disused assets for community benefit and improving digital connectivity in remote areas, safety and accessibility.

The Scottish Ministers' Guidance to the Office of Rail and Road (2018)

The Scottish Ministers' Guidance to the Office of Rail and Road³⁵ sets out the context, objectives and approach of Scottish Ministers for Scotland's Railways and expectation on the ORR to continue to support the further devolution on the Scottish route by: *ensuring that where ORR's decision making processes and policy development has the potential to impact Scotland, it acts in the best interests of the Scottish route and its users, the ability to adapt should not be overridden by a preference for GB-wide uniformity; recognising in full that the Scottish route has constitutional as well as operational devolution, and therefore the priorities which drive Network Rail Scotland's policies, actions and behaviours on the route may be legitimately different to other parts of the GB network; supporting greater decentralisation of the key decision-making processes, delivery functions and resources of Network Rail in Scotland in the best interests of users, funders and the Scottish economy; and ensuring that the regulatory frameworks and incentives put in place are suited to alignment and integration*

between rail delivery partners and the Scottish Government, and do not place unnecessary complexity over the relationship between Network Rail in Scotland and franchise and freight operators, which at its base level should be a simple one.

Rail Enhancements and Capital Investment Strategy (2018) & Local Rail Development Fund

Rail Enhancements and Capital Investment Strategy³⁶ sets out a new approach to specifying capital rail investment in Scotland and release of funds. The Strategy sets out a longer term (beyond 5 years), strategic approach, set within the context of Scotland's Economic Strategy, to all rail capital investments with a particular focus on making best use of the opportunities presented by major renewals. The Strategy sets out the case for a new approach in order to achieve:

- A focus on value for money and the identification of whole-life costs in addition to initial capital expenditure
- Investment in rail interventions (e.g. services or infrastructure) only where they clearly represent the optimum value for money solution in terms of economic, social and environmental outcomes
- Assurance from whole-system specification, making sure that the infrastructure, rolling stock and timetabling all work together
- Confidence for the supply chain through steady work-banks, promoting employment, training opportunities and innovation
- Optimum coordination of all enhancement and major renewals projects
- Decisions taken for the long-term
- Rail corridors assessed holistically
- Improved modal integration
- An environment which allows rail operators to deliver their franchise commitments
- Environmentally sustainable connections

The Strategy sets out the approach to managing the existing project pipeline and how these projects will be assessed and prioritised, the processes required for investment decision making where Scottish Government funding is sought in relation to potential new rail interventions including application of STAG and business case development.

A pre-pipeline local rail development fund was introduced in 2018/19³⁷ to support local promoters with the costs of preparing appraisals and business cases which have a rail-connectivity aspect.

HITRANS have successfully received two rounds of funding to take forward the project: HMNB Clyde Transport Opportunities – transport appraisal to assess transport needs and opportunities in the Helensburgh area.

Scotland's Railway (Control Period 6: 2019 - 2024)

Scotland's Railways Control Period 6: 2019-2024³⁸ sets out the priorities and options for investment in Scotland's railways in line with the new funding mechanism and pipeline approach set out in the Rail Enhancement and Capital Investment Strategy. CP6 priorities include completion of the existing suite of rail improvements:

- Edinburgh Glasgow Improvement Programme
- Stirling, Dunblane and Alloa electrification - service introduction
- Shotts Line electrification - service introduction
- Dunbar station additional platform
- Aberdeen to Inverness Improvements (Phase One)
- Highland Main Line Improvements (Phase Two)

In relation to stations, Transport Scotland will prepare a new action plan for new and improved stations including work already underway:

- redevelopment of Glasgow Queen Street station and surrounding area
- new stations at Robroyston, Dalcross (serving Inverness airport), Kintore, Reston and East Linton
- large scale improvements at Stirling, Inverness, Motherwell and Aberdeen stations
- station improvements through the Access for All Scheme

Other major projects identified for further development with particularly relevant to the SPT region include:

- provision of a new electricity feeder station at Currie to ensure a resilient power supply to Central Scotland and enable additional services on the Shotts line;
- improvements to how the rail network operates West of Haymarket station (Edinburgh) and on lines that interconnect, to allow current and increased numbers of passenger and freight trains;
- improvements (targeted) to the railway between Perth and Glasgow including potentially extending electrification from Dunblane to Perth seeking faster overall rail journeys from Aberdeen and Inverness to Glasgow and accommodating an increase in rail freight between Central Scotland freight terminals.
- improvements to East Kilbride and Barrhead services to enable more passengers to use the railway and create a greener commute from two of the main Glasgow commuter areas
- early consideration of ways in which improvements to services along the West Highland Lines (Glasgow to Oban, Fort William and Mallaig) can support economic growth and the tourist offer
- early consideration of improvements to rail services on the Argyle Lines, with a focus on improving the passenger experience and train service reliability

- building on existing improvements, consideration of improving passenger and freight services from Aberdeen to Central Belt, supporting business and local communities

Network Rail's CP6 Delivery Plan notes that the single largest renewal in CP6 is Carstairs Junction, which includes 35-point end interventions and 10km of plain line track renewal and refurbishment of all outside signalling equipment to deliver improved line speeds on the main lines and routes between Glasgow and Edinburgh via Carstairs. Further the Access for All programme will continue at Anniesland, Croy, Johnstone, Port Glasgow and Uddingston. The Central Scotland Gauging & Route Clearance programme is developing, which supports creation of a Strategic Freight Network of high capability freight routes whilst work has already begun to assess electrification options for the East Kilbride and Barrhead lines.

6.2. Ferries

Scottish Ferry Services - Ferries Plan (2013 - 2022) (2012)

Scottish Ferry Services - Ferries Plan (2013 - 2022)³⁹ sets strategic guidance for the provision of ferry services in Scotland over 10 years with an aim to 'deliver first class sustainable ferry services to communities, stimulating social and economic growth across Scotland.' The Plan sets out the short, medium and long term improvements for Scottish Ferry Services including Scottish Government commitment to retain all existing essential services, with recommendations regarding where investment should be focussed to make improved connections for island and remote rural communities, improving reliability and journey times, maximising the opportunities for employment, business, leisure and tourism, and promoting social inclusion.

Plan proposals that affect the Firth of Clyde routes are noted below progress notes in brackets:

- Two vessel service for Arran (Ardrossan - Brodick) all summer (May-September) resulting in an increased number of sailings (delivered);
- Introduction of a two year summer only (May-September) pilot ferry service between Campbeltown and Ayrshire, via Arran – 3 days per week (delivered – pilot made permanent summer 2016);
- Offer on a pilot basis an additional later evening sailing to Cumbrae (late Friday evening services offered during summer timetable);
- Extend the operating day on the Colintrave - Rhudodach service until 9 pm all year round (delivered);
- Provide vessel (Isle of Arran) on the Ardrossan - Brodick and Campbeltown routes during the winter.

6.3. Canals

Making the most of Scotland's canals (2013)

Making the most of Scotland's canals⁴⁰ sets out Scottish Government aspirations for Scottish canals to support an enhanced quality of life for Scottish residents and deliver wider public benefits through continuing to sustainably developing these assets. These long term aims are achieved through a framework based on principles of valuing the heritage of canals, fulfilling statutory and regulatory obligations, applying the highest possible standards of care to the management of all canal operations to ensure risks to the public are properly managed, increasing awareness of the potential contribution which canals can make, delivering a high quality experience including managing competing and sometimes conflicting activities, working through partnership and collaboration, and monitoring and measuring outcomes.

6.4. Roads and Road Safety

Roads for All: Good Practice Guide for Roads (2013, updated 2018)

Roads for All: Good Practice Guide for Roads⁴¹ sets out Transport Scotland's requirements for inclusive design in the construction, operation and maintenance of road infrastructure to ensure the needs of disabled people are integrated into design. The Guide describes some of the barriers created by infrastructure that restrict access for disabled people including lack of suitable parking facilities, lack of dropped kerbs, poor condition of footways, inadequate crossing facilities and a difficulty in boarding and alighting from public transport vehicles; sets out the key elements in the inclusive design process; describes the key inclusive design elements in the design of road link features; and sets out the guidance for reducing risk of harm to pedestrians during construction, operation and maintenance works.

Maintaining Scotland's roads: A follow up report (2016)

Maintaining Scotland's roads: A follow up report⁴² found that the condition of council maintained roads has remained stable at around 63 per cent in acceptable condition over the period 2011/12 to 2014/15, but that there is significant variation in road condition across councils. The report sets out the pressures on local roads maintenance budgets within context of reduced public spending and competing priorities of other public services.

Go Safe on Scotland's Roads – it's Everyone's Responsibility - Scotland's Road Safety Framework to 2020 (2009)

Go Safe on Scotland's Roads – it's Everyone's Responsibility - Scotland's Road Safety Framework to 2020⁴³ sets out a high level aim for Vision Zero where there will be '*A steady reduction in the numbers*

of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced'.

The Road Safety Framework Mid-term Review (2016)

The Road Safety Framework Mid-term Review⁴⁴ assessed the progress made to date towards road safety targets, identified three priority focus areas for speed & motorcyclists, driver age and vulnerable road users, and sets out an approach to ensure continued delivery of road safety outcomes to 2020 and beyond including adoption of the Safe Systems approach in progressing towards 2020 targets. The Safe Systems approach is considered international best practice by the World Health Organisation and the Organisation of Economic Cooperation and Development and is based upon the principle that no death or serious injury resulting from roads accidents is acceptable. The approach takes into account human fallibility and vulnerability and recognises that road safety is a shared responsibility, with actions required across road design, road speed, vehicles, and users.

The road safety targets to 2020 (against 2004-2008 averages) are as follows:

- 40% reduction in fatalities
- 55% reduction in serious injuries
- 50% reduction in fatal child casualties
- 65% reduction in children seriously injured
- 10% reduction in slight casualties

The additional outcomes in the refreshed Framework for the three priority focus areas include:

- Increase the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers.
- Improve the safety of motorcycling by reducing levels of motorcycle injury accidents on the road network to support reducing road casualty numbers.
- Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.
- Increase safer driving behaviours by young drivers after they pass their test.
- Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving.
- Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with, road traffic laws and safe practices by all road users.
- Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness of and compliance with, road traffic laws and safe practices by all road users.

Strategic Road Safety Plan (2016)

The Strategic Road Safety Plan ⁴⁵ supports Scotland's Road Safety Framework and sets out how Transport Scotland delivers road safety on the trunk road network. The Plan sets out the Safe System approach, including addressing risk mitigation and particular focus on efforts to address the safety of vulnerable road users, with an Action Plan aligned to the Safe System 'five pillars': road safety management, road infrastructure, safe vehicles, road user behaviour, and post-crash response.

The Good Practice Guide to 20mph speed restrictions (2016)

The Good Practice Guide to 20mph speed restrictions⁴⁶ aims to ensure greater consistency on setting 20mph speed restrictions throughout Scotland. The Guide sets out the strong argument for 20mph speed restrictions on certain roads in Scotland, citing evidence from the Department for Transport that the risk of fatal injury to pedestrians rises from under 1% at an impact speed of 20 mph, to 5.5% at 30 mph, and to over 30% at 40mph. Reducing speeds has a role in reducing health inequalities especially for disadvantaged communities, encouraging more walking and cycling, and creating attractive places and centres that prioritise people over vehicles. These points are supported by Designing Streets policy that "for residential streets, a maximum design speed of 20 mph should normally be an objective." The Guide sets out the current options and requirements for 20mph speed restrictions.

Scotland's Road Safety Framework to 2030 Draft (2020)

The Road Safety Framework to 2030⁴⁷ (draft) sets out a vision for Scotland to have the best road safety performance in the world by 2030 with a target to halve the number of people being killed or seriously injured on roads by 2030 and a long-term goal for road safety where no-one dies or is seriously injured by 2050. The 2030 Framework will replace the Go Safe on Scotland's Roads – it's Everyone's Responsibility - Scotland's Road Safety Framework to 2020.

The 2030 Framework identifies five outcomes (Safe Road Use, Safe Roads & Roadsides, Safe Speeds, Safe Vehicles and Post-Crash Response) which describe the road safety environment the Framework aims to deliver and are aligned to the 'five pillars' of the Safe System:

- Safe Road Use - Achieved from road users who decide the most sustainable way to travel, know and comply with road rules and take responsibility for the safety of themselves and others, especially the vulnerable
- Safe Vehicles Well-maintained, reduce the risk of collisions and, in the event of a collision, reduce the harm to road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicles occupants.
- Safe Speeds Road users understand and travel at appropriate speeds to the conditions and within the speed limits.

- Safe Roads and Roadsides They are self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors
- Post-Crash Response Allows an effective and appropriate response to collisions. Road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. Learnings from collisions are captured and acted upon.

The 2030 Framework sets out the key challenges for road safety across 12 themes:

- Climate Emergency –
- Active and Sustainable Travel
- Health
- Safe System
- Speed management
- Road safety delivery
- Driving for work and workplace culture
- Emerging technologies
- Enforcement/deterrence
- Road infrastructure and maintenance
- Post-crash response
- Road users.

Ten strategic action are proposed to address the challenges:

- Speed: delivery of a range of speed management initiatives to support the Safe System.
- Climate: delivery of road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.
- Funding & Resourcing: consideration of how funding streams can be improved for national road safety delivery.
- Change in Attitudes & Behaviour: engaging in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others
- Active and Sustainable Travel: ensuring road safety remains a key focus of active & sustainable travel in Scotland.
- Technology: researching, implementing and evaluating technologies for use within the Safe System and promote them as appropriate
- Knowledge & Data Analysis: ensuring actions are evidence-led to support the delivery of the Safe System

- Enforcement: optimising enforcement to encourage good road user behaviour to support the Safe System
- Education: providing opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users.
- Health: strengthening the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

6.5. Freight

Delivering the goods - Scotland's rail freight strategy (2016)

Delivering the goods - Scotland's rail freight strategy⁴⁸ is the national strategy to achieve a sustainable, high quality, highly efficient rail freight industry with a vision for *“a competitive, sustainable rail freight sector playing an increasing role in Scotland’s economic growth by providing a safer, greener and more efficient way of transporting products and materials”*. The Strategy seeks to address the market challenges face by the rail freight industry due to decline in coal and steel markets and to reflect the regulated nature of the industry and the opportunities and challenges of a fixed network with defined rights of use and associated charging mechanisms.

The strategy sets out the benefits of a thriving rail freight sector including supporting growth, export activities and attracting investment, improving efficiency of transport networks and road safety, and reducing emissions from transport. A range of actions are established across 4 themes:

Innovation

- Examining the barriers to market entry.
- Proactively identifying new markets and opportunities for pilot initiatives.
- Fostering a ‘can do’ attitude towards resolving technical, regulatory and engineering challenges.

Facilitation

- A co-ordinated approach to ensuring the efficient use and availability of the Scottish network, which will help to support market entry for rail freight.
- Ensuring alignment on the opportunities and challenges for cross-border flows.
- A regulatory framework which incentivises growth.

Promotion

- Promoting the benefits of using rail freight through targeted information campaigns.
- Providing easy to access information to help current and potential rail freight users plan their logistics needs.

Investment

- Creating the right environment for a targeted, whole industry approach to investment which enables rail freight's potential for growth and maximises its contribution to Scotland's economy.
- Providing certainty in the long term investment programme, encouraging third parties to also invest in rail freight services and facilities
- Complete alignment between the Scottish and UK Governments on cross-border investments, with a focus on supporting Scottish exports.

Ayrshire Freight Strategy (2016)

The Ayrshire Freight Strategy was developed by SPT, Ayrshire Roads Alliance and North Ayrshire Council in 2016. It sets out the characteristics of freight movements in Ayrshire and the main freight attractors and generators in Ayrshire including:

- Ports - particularly Ayr, Troon, Hunterston, Ardrossan and Brodick;
- Prestwick Airport;
- Key town centres - Ayr, Irvine, Kilmarnock;
- Large industrial estates and business parks;
- Large retail parks;
- Manufacturing and industrial facilities - timber processing plants, UPM paper mill at Irvine, DSM Nutritional at Dalry, etc.;
- Minerals extraction facilities - Greenburn opencast coal site (Kier),
- Duncanziemere opencast coal site (Hargreaves), Netherton opencast coal site (Hargreaves), House of Water opencast coal site (Hargreaves);
- Woodlands and timber extraction areas;
- Consented wind farms; and
- Major supermarkets.

There have been more recent changes in freight movements particularly coal which have occurred since the strategy was prepared. However, key road and rail network capacity constraints and pinch points that were identified remain relevant. Issues include rail gauge issues that place limitations on alternative routing for West Coast Mainline services, opportunities to maximise use of existing freight paths, and some capacity constraints on key parts of the rail network including Newton-on-Ayr to Mauchline, Irvine to Kilmarnock and on the Glasgow & South Western line. The main road freight routes in Ayrshire include the M77/A77, A71, A78, A70, A736, A737, A76, A760 and A719.

The Strategy sets out key actions across 5 themes including information and communication, supporting strategic freight locations and movements, HGV overnight parking, rail freight hubs and interchanges and urban freight.

Strathclyde Freight Strategy (2017)

SPT's Strathclyde Freight Strategy (2017) sets out the freight context for the SPT region, key issues affecting the efficient movement of freight in the region and

Identified key issues include:

- Air quality problems and rising emissions from roads freight traffic although there has been significant industry investment in Euro 6 vehicles and implementation of EcoStars by several local authorities in the region
- Reliability and resilience issues and constraints on the roads network including:
 - Routes to Cairnryan via A75 and A77 including resilience issues, platooning of HGVs and freight traffic within villages
 - Journey time reliability on the motorway network and impacts on local networks
 - Local congestion around key freight hubs including Faulds Park and Eurocentral
 - East-west connectivity across Ayrshire and to M74
 - Use of local and strategic rounds for freight traffic that may be better suited to Motorway network, including A73
- A lack of rail access at sea ports and airports in the region including Troon, Greenock, Port Glasgow and KG4 and Glasgow Airport
- Investment opportunities at Eurocentral, Coatbridge/Freightliner and Linwood rail freight terminals
- Limited road signs and signage strategy in relation to strategic freight routes and key freight hubs
- Issues with urban deliveries with some areas working well and others less so including issues around access to loading bays and the need for more innovation in relation to freight consolidation and home deliveries
- Lack of overnight lorry parking on some strategic routes and inappropriate parking behaviour
- Challenges and opportunities to achieving road to rail freight modal shifts
- Challenges to take up of alternatively fuelled vehicles
- Noise and vibration from freight vehicles in rural communities and residential areas
- Road safety and security of loads
- Shortage of new drivers coming into the sector

The Strategy sets out 6 key policy ambitions to plan and align interventions and actions that will address the key issues.

Table 9: Strathclyde Freight Strategy

Strategy ambitions	Areas for intervention/action/plans/projects
Improve Air Quality and Environment	Fleet renewal Low emission and alternatively fuelled vehicles Low Emission Zones
Increase the Safety of Freight Movement	Public sector procurement Road safety – HGV/cycle safety schemes Vehicle crime and safety Lorry parking
Encourage and Facilitate Intermodal Freight Movement	Air freight including rail freight access to airport Water freight including maximising port capacities and connectivity Rail freight
Enhance Quality of Life and Well-Being	Freight noise strategy Delivery and servicing plans Enabling cycle logistics Innovation Fleet Accreditation Driver skills and standards
Facilitate and Support Economic Competitiveness	Road signage review Congestion reduction measures Consolidation and groupage Land use planning
Enable Communication	Web portal Freight Quality Partnership

6.6. Ticketing

Smart and Integrated Ticketing and Payments Delivery Strategy (2018)

The Smart and Integrated Ticketing and Payments Delivery Strategy⁴⁹ outlines the current position of smart ticketing and payment services in Scotland, the benefits of smart ticketing and payment services, and the challenges to achieving comprehensive smart ticketing and payments across the public transport system. The Strategy seeks to deliver the Scottish Ministers vision for “that all journeys on Scotland’s rail, bus, ferry, subway and tram networks can be made using some form of smart ticketing or payment” and achieve a range of objectives to:

- Increase the smart ticketing and payment offering and take up across all transport modes
- Increase smart ticketing interoperability across operators and modes
- Encourage a higher level of consistency in the smart ticketing customer proposition for members of the public

- Improve the provision of online ticketing and fares information along with the range of smart retail and payment options
- Simplify and improve access to the right price for customers as a result of improved information and ticketing options
- Increase the number of operator/local authority/regional transport authority smart ticketing or payment schemes implemented, to meet local needs
- Ensure successful continuation of concessionary travel as an ITSO smart interoperable scheme
- Facilitate wide as possible use of a standardised platform for all public transport providers, with the purpose of bringing true interoperability

Noted benefits of smart ticketing and payment for passengers, operators and society as a whole include ease of use, revenue protection, faster boarding times, improved transport planning, and more attractive public transport systems. It is noted that movement to cashless payment systems may have adverse consequences for some groups of people and these need to be monitored and mitigated.

The Strategy's Delivery Plan details the existing and future activities to achieve Scotland-wide smart ticketing and payment including multi-modal interoperability schemes, supporting partners and smaller public transport operators to develop schemes and services, enabling contactless payment capabilities to be delivered by operators, improving the customer proposition and future projects and planning activities including Account Based Ticketing pilot.

6.7. Future transport

Scotland's Trunk Road & Motorway Network Future intelligent transport systems strategy (2017)

The Future Intelligent Transport Systems (ITS) Strategy ⁵⁰ sets out Transport Scotland's priorities for the provision of ITS to contribute to the safe, efficient and user-focused operation of Scotland's trunk roads and motorways and provide direction for the development of future plans.

The Strategy is framed along 6 key themes within which are outlined the specific challenges to be addressed, the goals to be achieved in addressing the challenges and the issues to be considered in the development of plans to achieve these goals. The 6 themes are set out below.

- **Theme 1 – Asset Management and Operational Services:** considers how Transport Scotland can best exploit and manage its existing ITS assets and the best approaches to planning for renewals, replacements or removal of ITS assets.
- **Theme 2 – Quality traffic and travel information:** considers Transport Scotland's future role in providing trunk road information. Key challenges include ongoing need to provide accurate

information, adapting to growing market of personal information data providers and integrating with other transport service providers and local roads authority systems.

- **Theme 3 – Environment and Sustainability:** considers how ITS can be used for short term mitigation of environmental impacts of traffic as well as support transport policies that promote and increase use of more sustainable travel and modes and increase uptake of alternative fuelled vehicles in order to improve air quality, reduce impacts of traffic noise levels and reduce impacts of heavy traffic are specific environmental objectives. Considerations include inclusion of ITS within Low Emission Zone strategies, assisting with monitoring performance and compliance of LEZs, and improving information provision for electric vehicle users when using the trunk road network.
- **Theme 4 – Intelligent Mobility, including Connected and Autonomous Vehicles:** considers the role of Transport Scotland in facilitating, guiding and developing Intelligent Mobility. Of particular relevant to the new RTS is the challenge around the role of ITS in Mobility as a Service. The Strategy sets goals for Transport Scotland to provide a supportive, enabling environment for a private-sector led introduction of MaaS in Scotland whilst ensuring back office systems are developed/renewed with consideration of future needs of MaaS. The Strategy notes that Transport Scotland’s smart ticketing strategy aligns with the intent of MaaS and the movement towards account based ticketing and travel, but there will significant challenges to be addressed in integrating separate provider offerings to achieve end to end whole journey services.
- **Theme 5 – Economy, Connectivity and Freight:** Considers the type of support that can be provided to the freight industry to encourage take up of ITS systems to reduce business costs and meet wider environmental and safety objectives. Key challenges include assisting the freight sector to move goods to market and using ITS to reduce and mitigate adverse environmental impacts of road freight traffic. Specific considerations include identification of specific freight routes that will benefit from ITS, understanding if road trains will work and if they are needed in Scotland, and using ITS at specific junctions where priority for HGVs could have environmental benefits.
- **Theme 6 – Data, Innovation and Collaboration:** Considers Transport Scotland’s role in data, innovation and engagement with the market in relation to communications, connectivity, analytics, security, and asset management information. Key challenges include development of the National Transport Data Service and the nature of cross-sector collaboration required to harness the potential of Big Data and analytics.

A CAV Roadmap for Scotland (2019)

A CAV Roadmap for Scotland⁵¹ has been developed by Transport Scotland to articulate and illustrate Scotland's journey towards the adoption of CAV technologies on Scotland's roads. The Roadmap sets out the benefits, challenges and issues for consideration in the development and deployment of CAV technologies in Scotland and positioning of Scotland as a global leader in CAV technologies. The Roadmap sets out how CAV technologies can help deliver the National Transport Strategy priorities, as summarised below:

- Tackle Inequalities - by improving accessibility for individuals with reduced mobility.
- Helps Our Economic Prosper – by stimulating innovation in the digital and manufacturing sectors and supporting job growth.
- Takes Climate Action – by integrating CAV technologies and zero emission technologies and wider modal shift strategies to deliver a whole-system approach to zero emissions.
- Improves our Health and Wellbeing – by helping deliver future road safety targets and air quality interventions.

The Roadmap sets out the potential **positive impacts** of CAV technologies including:

- Environmental/air quality – by reducing harsh acceleration and braking patterns and the potential reduction in queueing and congestion resulting in smoother flow of traffic
- Productivity – by improving journey times and journey time reliability and freeing up in-vehicle time for more productive activities
- Inclusivity and access to goods and services – by improving accessibility for people with reduced mobility and reducing costs of deliveries for rural and remote areas
- Education and Skills – by improving access to education and training opportunities
- Employment and Job Creation – by creating jobs in Scottish industries including data science and manufacturing
- Safety – by improving vehicle safety capabilities to reduce collisions
- Congestion and Land Use – within a wider policy framework, CAVS can help deliver reduced congestion and journey time delays and reduce land requirements for parking
- Asset condition reporting and road maintenance improvements – by using advanced connectivity and sensing technologies to provide improved information to roads authorities

Specific initiatives identified by the Roadmap to help maximise these benefits include:

1. Transport Scotland will seek opportunities to influence, engage with and support initiatives to establish CAV trials that address specific Scottish contextual needs and development opportunities such as Islands, Rural Routes and the Freight, Food and Drink sectors.
2. Transport Scotland will look for opportunities to work with partners to provide information on the safety benefits of Advanced Driver Assistance Systems, and other Connectivity features that are available now, and ensure that CAVs sit at the centre of efforts to achieve the 2030 Road Safety targets.
3. Transport Scotland will work with business to identify opportunities to utilise CAV, intelligent mobility and last-mile delivery technologies to improve competitiveness and unlock operational efficiencies with respect to use of Scotland's road network.

The Roadmap also sets out the key challenges to deploying CAV technologies in Scotland including:

- Integration with the public transport network –potential for increased congestion, decreased physical activity and impacts on sustainability of public transport networks if CAVs are predominantly personally owned with low average journey occupancies
- Overcoming initial safety barriers – potential safety problems associated with the introduction of technologies including interactions between mixed traffic and other road users including those that are most vulnerable
- Consumer acceptance / uptake – challenges in developing a commercially sustainable market and one that is directed towards utilisation of CAV as a public transport service
- Infrastructure requirements –improved roads maintenance and further development of 5G and traffic management systems and ITS is required to realise full benefits of CAVs
- Managing extensive sets of data and information – delivery of suitable and sufficiently extensive communications infrastructure and integrated data platforms
- Sustainability and energy requirements – challenges in improving local energy distribution networks to serve fleet of ultra low emission CAVs
- Law Commission review outputs –the review will help resolve key legal questions for operation of CAVs on public roads but may present additional legal barriers to CAV operability.

Specific initiatives identified in the Roadmap to address these challenges include:

4. Transport Scotland intends to build on the highly successful CAV Scotland conference and demonstrator summits held in 2018 and 2019, with further events and publicity in order to showcase developments and future ambitions. This will aim to energise domestic and international companies, sharing leading practice, and encouraging educational choices.

5. There is a need to collectively explore opportunities for investment in CAV Infrastructure with partners including the Centre for Connected and Autonomous Vehicles, Innovate UK, Scottish Enterprise, the Connected Places Catapult and the Scottish National Investment Bank.
6. We will engage with others to understand what Transport Scotland has to do to ensure future ready ITS Infrastructure for CAVs is being specified in future road investments and in the Control Room of the future.
7. Transport Scotland will encourage the capture and modelling of data during infrastructure and transport schemes and maintenance projects to be made available to companies developing simulation and testing tools for CAV software and solutions.

The Roadmap sets out Scotland's strengths in fostering CAV development including:

- Scotland's climate, topography and variety of road types and communities makes it well positioned as an ideal testing ground for CAV technologies, solutions and service models in a variety of operating environments
- Scotland is home to industrial and manufacturing organisations and transport operators already involved in the development and testing of CAV technologies
- Significant investment in ITS
- Opportunities for freight platooning between central belt and northern England
- Successful collaboration between Government and Industry
- At global forefront of identifying and making progression towards fundamental reform of roads regulations and laws
- Strong foundation and skills base in digital and data
- Collaborative partnerships between government and academic institutions
- Willingness and awareness amongst Scottish population to engage with emergent technologies
- Strong policy commitment and infrastructure base for electric vehicle uptake

Specific initiatives identified by the Roadmap to help maximise these strengths include:

8. Transport Scotland will build on work already undertaken to assess the state of Scotland's trunk road network and understand its unique nature and features that could help develop and support the deployment of CAV technologies and services in Scotland and seek engagement with industry and other stakeholders to address the challenges.

The Roadmap sets out Scotland's challenges in maintaining and growing CAV capabilities including availability of skills, access to markets, enabling collaboration specifically in relation to CAV technologies, and developing trials and pilots. Specific initiatives identified by the Roadmap to increase CAV capabilities include:

9. Transport Scotland will engage with education partners to encourage an awareness of CAV in STEM, with specific reference to Scotland's contributory industries to the market place, and ensure it is captured within their considerations for future curriculum.
10. Working with partners, such as Scottish Enterprise and the Scottish National Investment Bank, Transport Scotland will investigate and support the targeting of international markets for Scottish companies developing CAV technologies which have global exportation potential.
11. Working with partners in Scottish Government Digital and Digital Scotland Transport Scotland will investigate opportunities for proactive investment in CAV infrastructure and services to deliver targeted outcomes.
12. As part of the existing work on maximising the benefits from the UK Industrial Strategy for Scotland, Transport Scotland and the Scottish Government will work with BEIS, DfT, CCAV and Innovate UK to influence further investment through Industrial Strategy Funding related to the Future of Mobility Grand Challenge.
13. Working with our project partners, Transport Scotland will deliver the Project CAV Forth Autonomous Bus Pilot as a key component of the 2018-19 Programme for Government's commitment on "Future of Transport – Intelligent Mobility", supporting the research, development, demonstration, and deployment of CAVs, and exploring with others how Scotland can best capitalise on the opportunities and benefits of this technology

Critically, in relation to the new RTS, the CAV Roadmap recognises that, without the correct regulatory and fiscal incentive framework in place, CAVS could increase transport demands particularly for personal car ownership and single occupancy car journeys. This could result in increased congestion and shifts away from public transport and active travel.

The Roadmap is clear that it will essential for the wider policy framework to achieve sustainable management of demand and modal shifts and more sustainable, healthier and inclusive transport and places within which the role of CAVS can be positioned in support of these wider benefits.

7. Economy and Economic Development

7.1. Economic Strategy

Scotland's Economic Strategy (2015)

Scotland's Economic Strategy (SES)⁵² sets out a framework to achieve sustainable economic growth and a more resilient, inclusive and low-carbon economy through mutually reinforcing objectives to boost competitiveness and tackle inequality – an approach supported by international research by the OECD and IMF that finds countries with more equal societies are more likely to have stronger and more sustainable growth over the long run. The SES is aligned to the UN Sustainable Development Goals and is underpinned by four priorities for sustainable growth:

- **Investment** - Investing in people and infrastructure in a sustainable way
- **Innovation** - Fostering a culture of innovation and research and development
- **Inclusive growth** - Promoting inclusive growth and creating opportunity through a fair and inclusive jobs market and regional cohesion
- **Internationalism** - Promoting Scotland on the international stage to boost trade and investment, influence and networks

The SES implementation requires cross-government, cross-sector approach with communities empowered to deliver growth and sets out 22 actions to deliver the four priorities for sustainable growth.

Investment

- Invest in Scotland's people at all stages of life to ensure that we have a well skilled, healthy and resilient population and an innovative, engaged and productive workforce;
- Provide the physical and digital connectivity needed to ensure that all of Scotland is open to the national and global economy and is able to access high quality public services;
- Invest in Scotland's infrastructure to help Scottish businesses to grow, innovate, and create good quality employment opportunities;
- Prioritise our investment to ensure that Scotland protects and nurtures its natural resources and captures the opportunities offered by the transition to a more resource efficient, lower carbon economy; and
- Invest in strengthening the success and resilience of local communities.

Innovation

- Support the development of highly innovative businesses across the Scottish economy;
- Encourage more of Scotland's diverse business base to engage in innovation and research and development as part of their day-to-day activities;

- Continue to support the high-impact, world-class research of Scotland's Universities and improve levels of commercialisation of academic research;
- Develop with key partners, such as business organisations and trade unions, innovative approaches to developing progressive workplace practices; and
- Develop and deliver new approaches to public service reforms and make better use of our public procurement to drive innovation.

Inclusive growth

- Promote Fair Work and build a labour market that provides sustainable and well-paid jobs;
- Address long-standing barriers in the labour market so that everyone has the opportunity to fulfil their potential;
- Tackle cross-generational inequality through, for example, improved child care, boosting attainment and early years interventions that give every child a fair start in life; and
- Realise opportunities across Scotland's cities, towns and rural areas, capitalizing upon local knowledge and resources to deliver more equal growth across the country.

Internationalism

- Support Scotland's exporters to grow into new markets and expand their presence in key traditional markets such as the EU and North America;
- Encourage a more export-orientated focus across all businesses and sectors in Scotland, and in particular amongst our small and medium sized enterprises;
- Create the underlying conditions which will continue to make Scotland a major destination for investment;
- Use Scotland's influence in Europe and more widely to support our international ambitions and continue to make the case for Scotland to remain a member of the EU;
- Promote Scotland's international brand and showcase both Scotland and Scottish goods and services internationally and secure major international cultural and sporting events; and
- Publish an International Framework, which will set the context for how the Government, its Agencies and Public Bodies, engage externally to promote Scotland – its economy and broader interests – and influence the world around us.

The SES provides the overarching strategic plan for existing and future Scottish Government policy, including transport. A resource-efficient, low carbon transport system that supports business to grow, innovate and create good quality employment opportunities, provides good access to jobs especially for socio-economically disadvantaged areas, and delivers good strategic connectivity between our towns, cities and regions and international markets will be an enabler for a more competitive, productive and fairer economy.

The Glasgow City Region Economic Strategy (2017)

The Glasgow City Region Economic Strategy (RES)⁵³ sets out a vision for ‘A strong, inclusive, competitive and outward-looking economy, sustaining growth and prosperity with every person and business reaching their full potential.’ The core aim of the strategy is for a sustained and inclusive economic growth through improving productivity, increasing incomes, diversifying and strengthening the business base, creating more and better jobs and increasing the working age population. The RES is aligned to the jobs and GVA goals of the City Deal, setting out the collective actions required to achieve greater economic success for the region over 20 years. The Glasgow City Region is a collaboration between the 8 local authorities of East Dunbartonshire Council; East Renfrewshire Council; Glasgow City Council; Inverclyde Council; North Lanarkshire Council; Renfrewshire Council; South Lanarkshire Council; and West Dunbartonshire Council, but the RES sets out the wider collaboration and partnership working necessary to achieve the aims including closer working with Scottish Government, national agencies, private and third sector and other organisations including Scottish Cities Alliance.

The RES sets out the challenges of achieving inclusive growth especially for communities where traditional policy and economic incentives have not worked and the need for a holistic approach to the challenges that ensures the benefits and opportunities of economic growth are shared more widely across the region. The challenges and opportunities for the City Region’s people, business and place are set out, with 11 inter-related objectives to provide focus on meeting the challenges and strengthening opportunities, in order to achieve the RES’s core aims, specifically:

- Attract and retain talent and enterprises relocating to GCR.
- Improve economic outcomes for all through addressing long standing barriers in the labour market such as skills and health, both for those who are currently out of work and those on low incomes.
- Create a skills and employment system that meets the current and future needs of GCR businesses and supports our residents to access jobs and progression opportunities.
- Grow the presence of Scotland’s Growth Sectors in the city region so that we increase the total number of GCR’s businesses and employees who work in these sectors.
- Significantly improve the productivity of GCR’s diverse business base through increased investment, innovation and exporting.
- Increase the number of sustainable and high growth start-ups surviving beyond five years.
- Grow GCR supply chain activity whose growth underpins the success of GCR sectors.
- Building on the City Deal bring forward in parallel strategic programmes, projects, and associated investment that maximise the value of the Deal.
- Maximise the potential of the key GCR economic assets.

- Actively promote GCR globally, with a focus on international investment opportunities.
- Increase in the number of housing and commercial completions and decrease the amount of derelict and vacant land.

The RES is implemented through the Economic Action Plan, with actions specific to transport:

- We will work closely with SPT, Transport Scotland, and the Scottish Government to align our transport priorities and investment at a City Region level to focus on growing the economy.
- We will develop a Glasgow City Region Strategic Transport Plan in collaboration with SPT and Transport Scotland. This plan will set out improvements to the links between the communities, jobs and learning opportunities.
- We will work to attract new air routes to Glasgow Airport and strengthen the international links of our city region economy, supported by a Regional Marketing Fund. Glasgow Airport is key driver of the City Region economy. We will utilise the Airport Access Project, Airport Investment Area, and Clyde Waterfront & Renfrewshire Riverside projects to maximise the economic impact of the airport across the City Region.

A new regional economic strategy is being developed at the time of writing.

Argyll and Bute Economic Strategy 2019 – 2023

The Argyll and Bute Economic Strategy⁵⁴ provides the foundation for implementation of the Argyll and Bute Rural Growth Deal and will help deliver the vision of the Argyll and Bute Outcome Improvement Plan 2013 – 2023. Two key issues relevant to transport have been identified under the Critical Economic Infrastructure theme – Routes to Market and Better Connected. Improving transport connectivity is a top priority to improve connectivity for residents, visitors and business and safe, reliable and resilient access for employment, goods and services for key sectors and to key markets. Improving active travel, securing and innovating in the provision of public transport, and improving integration of ferry and air services are priorities to help meet the needs of a modern rural economy.

Key transport-related actions in the Strategy's associated Action Plan include:

- Secure Transport Connectivity Investment through our Rural Growth Deal that supports the growth of our economy;
- Inform our Regional Transport Strategies for Argyll and Bute that meets the needs of our economy;
- Establish Oban Airport as a regional hub connecting to the central belt and the Highlands and islands region; and
- Secure external investment in our active travel network.

7.2. Labour markets

Scotland's Labour Market Strategy (2016)

The aim of Scotland's Labour Market Strategy⁵⁵ is to achieve a vibrant, fair and inclusive labour market with both an immediate focus on increasing stability through the period of uncertainty in relation to the UK exiting the EU and a long term approach to supporting the delivery of the national Economic Strategy's objectives to tackle inequalities and boost competitiveness. The strategy sets out a vision for a strong labour market that drives inclusive, sustainable economic growth, characterised by growing, competitive businesses, high employment, a skilled population capable of meeting the needs of employers, and where fair work is central to improving the lives of individuals and their families.

The strategy sets out the key challenges facing the labour market including: improving the quality of employment in terms of hours, earnings and security; addressing the 'hollowing out' of the labour market in which the number of middle income jobs has reduced; improving productivity; tackling inequalities between regions and groups; responding to structural shifts in the economy including a movement away from manufacturing towards service sector jobs; the changing nature of work including impacts of globalisation, technology and automation; and demographic change including ageing population.

The strategy sets out the key areas to be developed in labour markets to achieve more inclusive growth including stimulating growth and creating jobs, promoting a skilled workforce and high levels of participation, and creating sustainable inclusive future gains. Building on the findings of The UK Commission for Employment and Skills' The Future of Work: Jobs and Skills in 2030, the Strategy takes account of a range of emerging and evolving changes in the economy and society that need to improve long term resilience and adaptability of Scottish labour markets including growing diversity and changing demographics, growing income insecurity, technological development and increasing amount and use of big data, globalisation and increasing complexity of economic and financial systems, global shifts in economic power and opportunities, increasing role of inter-business collaboration for successful innovation.

Five key priorities are identified to achieve the vision

- Promoting the Fair Work Framework and Responsible Business - to ensure all employees are treated fairly and their contributions are valued;
- Improving Employability and Skills to develop the workforce to meet the needs of business and individuals;
- Investment in high quality, sustainable digital and physical infrastructure and in the education and careers services;

- Encouraging and supporting Innovation to drive improved productivity, competitiveness and growth; and
- Internationalisation including increasing Scotland's international competitiveness and access to overseas markets as well as attracting foreign direct investment to boost employment and investment in Scotland.

Transport supports the delivery the strategy through improving connectivity between business and labour markets, connectivity of Scotland to international markets; and improving access for all to education, training and employment.

7.3. Youth employment

Developing the Young Workforce Scotland's Youth Employment Strategy (2014)

Developing the Young Workforce Scotland's Youth Employment Strategy⁵⁶ is Scottish Government strategy to reduce youth unemployment and to develop Scotland's young workforce. The strategy sets out the lifelong costs of youth unemployment which may include lower wages throughout working life, increased chances of being unemployed again, lower life and job satisfaction, poorer health and higher risk of depression, and the inequalities faced by many groups of young people when moving into the labour market including young women, young people with a disability, young people in the care system and young people from black and ethnic minority communities. The strategy aims to tackle underlying structural youth unemployment issues and address inequalities to create a stronger, fairer and more resilient economy that supports a better balance of growth more evenly distributed across different regions and across different groups of people. The strategy is implemented through 5 plans: Schools/developing work relevant learning from ages 3 - 18; Colleges/developing world class system of vocational education through regionally based colleges; Supporting and expanding Modern Apprenticeships to improve access to work based learning for all young people; employer engagement and investment in young workforce; and tackling inequalities in education and employment to develop the talents of all young people.

Transport is not directly referenced in this strategy, but transport has an underlying role in supporting the delivery of the objectives through improving access for all young people to education, training and employment opportunities including addressing affordability and availability of public transport.

7.4. Infrastructure

Infrastructure Investment Plan (2015)

The Scottish Government's Infrastructure Investment Plan⁵⁷ set out priorities for investment and a long term strategy for the development of public infrastructure in Scotland up to 2035 across transport,

health, childcare and education, digital, housing, energy, water, rural affairs, food and the environment, culture and heritage and justice. The Plan supports the objectives of the Scottish Economic Strategy and the Scottish Government’s Programme for Government.

The Plan includes key commitments on transport & digital infrastructure investment including upgrading of our road connections between all Scottish cities to dual carriageway, an efficient rail and road network and further investment in all travel modes and world class digital infrastructure; and confirms energy efficiency as a national infrastructure priority to support the long-term decarbonisation of the energy system. Key aims include improving connectivity between cities and centres of economic activity to boost productivity and competitiveness, improving connections between more remote and rural areas, and increasing access to health, economic, social and educational opportunities through improved digital connectivity.

The Plan supports delivery of the National Transport Strategy and reiterates support for the transport hierarchy, with improved digital connectivity supporting a reduction in the need to travel and then encouraging walking and cycling through provision of easy, safe and attractive active travel facilities. Transport’s role in tackling inequalities is set out including improving connectivity to reduce inter-regional inequalities, improve access to employment and reducing physical barriers to mobility through accessible facilities and vehicles.

Transport Infrastructure Investments included in the 2015 Plan and 2019 Progress Reports in the SPT region:

<p><u>Roads</u></p> <ul style="list-style-type: none"> • M8 M73 M74 Motorway Improvements Project (complete) • A77 Maybole Bypass • A737 Dalry Bypass (complete) • A82 Improvements 	<p><u>Rail</u></p> <ul style="list-style-type: none"> • Edinburgh to Glasgow Improvement Programme • Shotts Electrification (complete) • High Speed Rail • Glasgow Terminal Stations • Aberdeen – Central Belt Rail Improvements • Glasgow Subway Modernisation
<p><u>Ferry</u></p> <ul style="list-style-type: none"> • Two new major ferries for Clyde and Hebrides services • Brodick harbour redevelopment and other Ferry and Harbour projects (complete) 	<p><u>Sustainable and Active Travel</u></p> <ul style="list-style-type: none"> • ChargePlace Scotland network • Switched On Fleets initiative • National Cycle Network and local active travel networks • Maintaining accessibility for all

Note: A new Infrastructure investment Plan will be published by Scottish Government in early 2021.

Infrastructure Commission for Scotland

The Infrastructure Commission for Scotland (ICS), established in late 2018⁵⁸, is to provide the Scottish Government with independent, informed advice on the vision, ambition and priorities for a long term, 30-year strategy, for infrastructure in Scotland. The Commission will support delivery of the next Infrastructure Investment Plan until 2023.

Scottish Government defines infrastructure as:

“The physical and technical facilities, and fundamental systems necessary for the economy to function and to enable, sustain or enhance societal living conditions. These include the networks, connections and storage relating to enabling infrastructure of transport, energy, water, telecoms, digital and internet, to permit the ready movement of people, goods and services. They include the built environment of housing; public infrastructure such as education, health, justice and cultural facilities; safety enhancement such as waste management or flood prevention; and public services such as emergency services and resilience.”

The ICS published its Phase 1 Findings Report in January 2020 - Infrastructure Commission for Scotland: Phase 1 Key Findings Report – A Blueprint for Scotland.⁵⁹ The report highlights how the work of the ICS so far has demonstrated the importance of infrastructure investment to the economy, the delivery of public services and the wellbeing of the people and communities of Scotland. The ICS emphasise, however, that that importance is principally as an enabler, and infrastructure investment is most successful when it is delivered in a way focuses the financial, human and natural resources available effectively and efficiently on achieving an infrastructure system which meets the wider outcomes of an inclusive net zero carbon economy.

The ICS make eight recommendations which they believe will assist in achieving these outcomes. They are:

- **Leadership** - To provide leadership and demonstrate intent, the Scottish Government should prioritise all new infrastructure investment decisions based on their contribution to the delivery of an inclusive net zero carbon economy.
- **Place** - To achieve an inclusive net zero carbon economy, the Scottish Government should put “place” at the heart of coherent, infrastructure prioritisation and planning.
- **Make the Most of Existing Assets** - Most of the underlying infrastructure that will be used in 30-years’ time already exists today. It is therefore essential that these assets are most effectively and efficiently utilised, maintained and enhanced to net zero carbon readiness.

- **Heat and Transport** - Key priorities for Scotland in reaching net zero carbon over the next 30-years will be accelerating the decarbonisation of heat and transport.
- **Regulation** - To incentivise investment at the necessary pace and scale to meet future infrastructure requirements for Scotland, regulation will be a critical component to the delivery of a 30-year inclusive net zero carbon economy vision.
- **Digital and Technology** - Ensure every citizen, organisation and business in Scotland has the ability to access digital public services, to undertake trade and commerce and to participate in future global economic markets regardless of geographic location.
- **The Role of the Public** - Much greater participation of the public needs to be incorporated as an integral part of infrastructure investment decision-making.
- **Independent Long-term Advice** - To enable government, regulators and industry to make the transition to a long-term, coherent, systems wide approach to place-based infrastructure strategy and planning.”

The ICS state that Phase 2 of their work will focus on more “downstream” aspects including the practical implications in relation to the “how” of infrastructure, including consideration of a Scottish National Infrastructure Company, as set out in our remit.

The outputs so far from the ICS resonate with much of developing thought and policy in transport at national, regional and local level. The emphasis on net-zero, and on achieving inclusive economic growth, are in line with the emerging RTS, as are the recommendations relating to Place, Heat and Transport, and Digital and Technology.

7.5. Trade

Global Scotland: trade and investment strategy 2016-2021 (2016)

Scotland’s Trade and Investment Strategy⁶⁰ outlines key actions and commitments to boost Scotland’s export performance and to attract inward, capital and risk investment to Scotland. The Strategy is implemented through 8 key actions:

- A One Scotland approach, in Scotland and internationally, working collectively and collaboratively to achieve a common ambition.
- Building Scotland’s profile and reputation as a connected, innovative and inclusive nation including the development of a clear identity and messaging for use across all the international activities of the Scottish Government and its agencies and by organisations receiving Government funding.
- A Digital First approach to information, advice and support – helping more Scottish companies sell more products and services in more markets.

- Action to help business play its part in promoting and respecting human rights; to support development through trade; and to internationalise Scotland's world leading approach to social enterprise.
- £3.5m in 2016-17 to support Innovation and Investment Hubs in London, Dublin and Brussels – helping Scottish companies and academia access markets and investors and providing a platform for attracting inward and capital investment.
- A long term plan to build Scotland as a global innovation centre to attract new forms of investment - using our assets and capabilities to collaborate to provide solutions to global challenges.
- Close engagement with existing investors to help them develop, grow and expand - encouraging them to make the Scottish Business Pledge, pay the Living Wage and, where appropriate, become an accredited Living Wage Employer.
- A strategic approach across Government and partners to attract international capital investment to large scale projects and companies

The Strategy highlights that one-third of SMEs list transport costs as barriers to exporting. The One Scotland approach seeks to inspire, engage and support businesses, among a range of objectives, to address transport challenges associated with trading internationally.

A Trading Nation – a plan for growing Scotland's exports (2019)

A Trading Nation – a plan for growing Scotland's exports⁶¹ is the Scottish Government's plan to grow Scotland's exports as a percentage of GDP. It sets a target for increasing Scotland's exports to 25% of GDP by 2029. It provides an evidence base and actions to shape priorities and direct resources and policies to deliver this growth.

It's aligned with the National Performance Framework, Scotland's Economic Strategy, the Economic Action Plan and building on the export element of existing trade and investment strategies.

The plan identified connectivity as a wider consideration of critical importance specifically air and port connections to markets. A robust transport network is essential in supporting international trade and the plan recognises that a safe, efficient, effective and sustainable transport system, for both passengers and freight, remains one of the key enablers for sustainable economic growth. The international air route network is key to connecting businesses and their customers in terms of the access to markets, attracting inward investment and attracting more inbound tourism.

Key areas of action in relation to Scotland's transport network are ensuring:

- sufficient road, rail, air and sea capacity and resilience for the transportation of goods in support of the growth in export.

- integration of gateways to and from domestic and international markets into the wider transport networks to encourage people to live, study, visit and invest in Scotland
- improved sustainable surface access to Scotland's airports and seaports

7.6. City and Regional Growth Deals

Glasgow and Clyde Valley City Deal (2014)

The Glasgow and Clyde Valley City Deal⁶², signed in 2014, is an agreement between the UK Government, the Scottish Government and the eight Local Authorities across Glasgow City Region for a 20-year £1.13 billion Infrastructure Fund together with innovations, skills and employment interventions to achieve significant economic growth and development benefiting the city-region, Scotland and the whole of the UK. The City Deal will achieve economic growth targets for GVA and jobs through implementing a £1.13 billion Infrastructure Fund to improve transport and regenerate/develop sites; supporting growth in the life sciences sector; helping small and medium enterprises to grow and develop; setting up programmes to support unemployed people; and testing new ways of boosting the incomes of people on low wages.

The infrastructure fund is expected to:

- Deliver a sustainable uplift in GVA of 4% (c.£2.2bn p.a.) for the City Region and additional tax revenues of some £20.7bn over the 40-year lifetime of the fund as a result of the uplift in GVA at net national level
- Support an overall increase in the economy of around 29,000 jobs in the City Region
- In addition to the £1 billion secured from the Scottish and UK Governments and funding of £130 million from the local authorities, the infrastructure fund is expected to lever a further £3.3 billion of private sector investment.

Successful delivery of the City Deal is anticipated to:

- Create 15,000 construction jobs through the ten-year City Deal construction programme.
- Work with 19,000 unemployed residents and support over 5,500 back into sustained employment.
- Spread the benefits of economic growth across Glasgow and Clyde Valley, ensuring deprived areas benefit from this growth.

The City Deal programme includes 27 projects across 3 themes – Infrastructure, Skills and Employment, and Innovation and Business Growth. Projects includes Glasgow Airport Access; Glasgow Airport Investment Area, Clyde Waterfront and Renfrew Riverside, Exxon Site Development, Inchgreen, Ocean Terminal, Inverkip, M77 Strategic Corridor, Collegelands, Tontine, City Centre, Canal and North, Metropolitan Glasgow Strategic Drainage Partnership, A8/M8 Corridor Access Improvements,

Gartcosh/Glenboig Community Growth Area, Pan Lanarkshire Orbital Transport Corridor, MediCity, Newhouse, Stewartfield Way, Greenhills Road and Community Growth Areas in South Lanarkshire.

Ayrshire Growth Deal (2019)

The Ayrshire Growth Deal is a regional economic partnership, led by South, North and East Ayrshire council, to deliver a wide range of projects to increase regional inclusive economic growth, secure future prosperity of communities and increase the number and quality of job opportunities across Ayrshire. The Deal is guided by a shared vision for *Ayrshire to be vibrant, outward looking, confident, attractive to investors and visitors, and for it to make a major contribution to Scotland and the wider UK's growth*. The Deal seeks to reverse long term unemployment and demographic trends, and position Ayrshire as one of the UK's leading centres of aerospace, space and life sciences activities and build upon existing strengths in tourism, engineering, energy, manufacturing and food and drink.

The Ayrshire Growth Deal: Heads of Terms Agreement⁶³ commits the Scottish Government and UK Government to work collaboratively with the local authorities and other Ayrshire regional partners to deliver the Deal, with The Scottish Government investing up to £103 million over 10 years, and the UK Government investing up to £103 million over 15 years, subject to approval of final business cases for each project outlined in the document. Regional partners will match this investment with up to £45.5 million, resulting in a Deal worth £251.5 million. The interventions are anticipated to unlock private investment of around £300 million and deliver around 7,000 new jobs across a wide range of sectors.

The projects, which are all subject to approval of final business cases Aerospace and Space Innovation Centre at Prestwick, developing Prestwick Airport's commercial space, transport infrastructure for Prestwick and a Visitor/STEM engagement hub, HALO Kilmarnock regeneration project, Ayrshire Engineering Park, Ayrshire Manufacturing Investment Corridor, new developments at the i3 Irvine Enterprise Area Advanced Manufacturing Space, development and regeneration of The Great Harbour, at Irvine Harbourside and Ardeer, Marine Tourism infrastructure, National Energy Research Demonstrator Project, Centre for Research into Low Carbon Energy and Circular Economy, International Marine Science and Environmental Centre, subsea fibre optic cable, key digital infrastructure, Regional Skills and Inclusion Programme, Community Wealth Building Fund, and transport infrastructure.

Argyll and Bute Rural Growth Deal

The proposals in the emerging Argyll and Bute Rural Growth Deal (RGD)⁶⁴ seek to reverse population decline, develop Argyll as a successful region and economic driver for Scotland and the UK, based on three key drivers:

- Connecting high value business sectors with national and international business markets and local economic successes with national strategic priorities;

- Attracting additional skills, training and learning opportunities and new residents, visitors and businesses; and
- Growing - doing more of what works and making more of natural and built resources.

The RGD identifies transport & infrastructure, skills and education, digital connectivity, housing & business accommodation and low carbon economy as the key areas needing further investment to achieve significant economic growth for Argyll. The RGD also identifies 5 business sectors as having the most potential for growth in Argyll - Food and drink including whisky and aquaculture, defence industries, tourism, marine science and business innovation.

The initial bid proposals include an estimated investment of c. £90.5M in transport, digital connectivity and business innovation; c. £51M in skills, training and education, accommodation, community-led regeneration, and Centre for Excellence; and c. £37.5M in aquaculture, tourism and low carbon. This is comprised initially of 16 projects, led by Argyll and Bute Council in partnership with other local and national organisations and public and private sector partners. Transport infrastructure projects includes developing Oban airport and improvements to the A83 and A85 and other local strategic economic routes.

7.7. Cities and Town Centres

Town Centre Action Plan (2013) and A New Future for Scotland's Town Centres (2021)

The Town Centre Action Plan⁶⁵ is the Scottish Government's response to the Community and Enterprise in Scotland's Town Centres 2013 report produced by the External Advisory Group undertaking the National Town Centre Review. The Action Plan recognizes town centres as a key component of successful local economies and as base for small businesses and jobs and a centre of community life, offering a range of everyday and essential services and facilities and opportunities for community members and groups to interact. The Plan sets out a range of actions in response to the recommendations from the EAG report, principally to support the Town Centre First Principle, to encourage town centre living, supporting vibrant local economies, supporting community-led regeneration, improving digital connectivity and support for small businesses, pro-active planning approach to supporting town centres and ensuring accessibility of public services including ensuring good public transport and walking and cycling links to town centres.

An independent review of the Town Centre Action Plan was carried out in 2020 to consider how towns and town centres can be greener, healthier and more equitable and inclusive places and to develop a revised plan for action for towns and town centres. The review also looked at the emerging concept of 20-minute neighbourhoods.

The report “A New Future for Scotland’s Town Centres” was published in February 2021, setting a new vision “Towns and town centres are for the wellbeing of people, planet and the economy. Towns are for everyone and everyone has a role to play in making their own town and town centre successful.” The report makes 3 key recommendations:

Recommendation 1: Strengthen the formal positioning of towns and town centres in National Planning including requirements to produce town and town centre plans, co-produced with communities and enhance data collection and use at the town and town centre level

- Towns and town centres to be included and prioritised in NPF4
- Town Centre Plans need to be developed and implemented with the local community and with a focus and commitment on the wellbeing of people, the planet and the economy
- Develop a revised and enhanced focus on measurement and data for towns and town centres

Recommendation 2: Scottish Government should review the current tax, funding and development systems to ensure that wellbeing, economy and climate outcomes, fairness and equality are at their heart. Potential suggestions for actions include:

- Amendments to Non Domestic Rates (NDR)
- Amendments to VAT
- Introduce a digital tax
- Introduce an Out-of-Town Car Parking Space Levy
- Introduce a Moratorium on Out-Of-Town Development

Recommendation 3: Expanded and Aligned Funding of Demonstration Projects in Towns and Town Centres. The report requests Scottish Government to continue to seek to expand and ensure further alignment of the funding available. Funding for town centre activities has to be substantial, multi-year and cover revenue and capital spend. We recommend that projects should be focused around themes of:

- Town Centre Living Expansion - housing sector incentivisation in town centres
- Digital Skills and Use in Towns - skills development for businesses and enterprises and extended uses of various technologies to understand and change behaviours in town centres
- Enterprising Communities - Strategic Acquisition Fund to later ownership, development and use patterns in town centres to encourage local small business, community enterprises and entrepreneurship around local and circular economies
- Climate Change Response - building on existing programmes in Climate Action Towns, micro-generation, retro-fitting of town centres buildings and the alteration of space in town centres for active travel, pedestrian movement, green space and social settings, with a view to enhancing the resilience of town centres against climate change.

Scotland’s Agenda for Cities (2016)

Scotland’s Agenda for Cities (2016)⁶⁶ sets out the Scottish Government’s strategic framework for future interaction with Scotland’s cities, in support of the Scottish Economic Strategy’s four priorities for sustainable growth: inclusive growth, innovation, investment and internationalism; and to support Scottish cities to achieve strategic visions and successful collaborative partnerships. The importance of thriving Scottish cities for the benefit of wider regional economies and in support of the national economic objectives is established, setting out a vision for cities and their regions that power Scotland’s economy for the benefit of all, with a strengthened focus on city-region economic partnerships, local decision making, and the benefits of collaboration including the Scottish Cities Alliance with a present focus on promoting investment in infrastructure, Smart Cities and low carbon.

7.8. Rural Economy

The National Council of Rural Advisors was convened in 2017 with a remit including to advice and make recommendations on future rural policy and support which would help create a vibrant, sustainable and productive rural economy. A New Blueprint for Scotland's rural economy: recommendations to Scottish Ministers set out a Rural Economic Framework.⁶⁷ This is an outcomes-based approach aligned to the National Performance Framework, to ensure Scotland’s rural economy is well-positioned to contribute to and benefit from Scotland’s economic growth and to inform the Scottish Government in developing a Rural Economic Action Plan. The Framework sets out 10 outcomes-based approaches to addressing the development needs of the rural economy including an infrastructure outcome and 11 associated actions, as set out in the table below:

Table 10: Rural Economic Framework infrastructure actions

Outcome: To have a robust infrastructure, with improved and inclusive access to services, mobility and connectivity	
Actions	Improve broadband services and digital connectivity
	Improve transport links and public transport
	Prioritisation of R100 in rural areas, and focus on enhancing and improving digital skills within rural communities
	City and Region deals must consider and reflect REF outcomes
	Demonstrate broader economic benefits of rural infrastructure investment (such as transport and harbours), for example through tourism
	Ensure local communities benefit from investment in tourist attractions, for example through improved transport links
	Increase usage of the Growth Accelerator model for rural infrastructure investment
	Launch the rural electrical charging plan, based on a social enterprise model where spend is retained in community
	Replicate the Scottish Cities Alliance model for rural economy, to bring together rural interests to grow, promote and encourage investment in Scotland’s rural economy
	Extend and support the currently embryonic automated rural filling station network, centred on community hubs servicing local demand and seasonal tourist influxes. E.g. Gairloch, Birnam

7.9. Tourism

Tourism contributes about £6BN, or 5%, of GDP to the Scottish economy and employs more than 200,000 people - around one in every 12 jobs⁶⁸. In the SPT area, the tourism sector employs c. 75,000 people and generates GVA of c. £1.2BN (Tourism in Scotland's Regions 2016). The top tourism attractions in the SPT area receiving more than 1 million visitors per annum (2016) include Strathclyde Country Park, Loch Lomond Shores, Dean Castle Country Park, Kelvingrove Art Gallery & Museum, Riverside Museum and Calderglen Country Park.⁶⁹

Tourism Scotland 2020 (2012)

The national tourism strategy, Tourism Scotland 2020⁷⁰, developed by the Scottish Tourism Alliance with the support of the Scottish Government, and overseen by the Tourism Leadership Group, aims to make Scotland a "first-choice destination for a high quality, value for money and memorable customer experience delivered by skilled and passionate people" and targets those markets that offer Scotland the greatest growth potential. A mid-term review of the strategy identified 4 key national priorities for the period 2016 – 2020:

- Strengthen Digital Capabilities;
- Strengthen Industry Leadership;
- Enhance the Quality of the Visitor Experience; and
- Influence Investment, specifically flight access & transport connectivity, built infrastructure, digital connectivity and business growth finance

In relation to the influencing investment priority, the strategy review identifies 3 transport-related points of particular relevance to the tourism industry to improve visitors' journeys to and around Scotland:

- Direct flight access into Scotland: increase the number of flights from key growth market to meet international demand and increase international visitor spend.
- Surface transport network: support for the introduction of integrated ticketing to make travel across Scotland simpler for visitors.
- Built infrastructure and public realm: ensure that the tourism voice is considered as part of discussions on new facilities and infrastructure projects, and forge closer working with organisations involved with maintaining the quality of public spaces.

A new national tourism strategy will be launched in late 2019.

Tourism Development Framework (2016)

Visit Scotland's Tourism Development Framework⁷¹ was developed to support the aim of increasing sustainable economic growth in the visitor economy being promoted by the planning system in

Scotland and to help development planning authorities to develop strategies to grow the visitor economy in local areas. The Framework includes a range of actions for Visit Scotland to work in partnership with relevant public sector partners and other stakeholders to improve travelling to and around Scotland including:

- encouraging a review of the accessibility of transport interchanges to all modes of travel with the aim of improving sustainability of travel for onward journey;
- encouraging improvements to mainline stations and route capacity to enhance the visitor experience and enable greater accessibility to all modes of travel;
- encouraging improvements to existing ports to enhance the visitor experience and enable greater accessibility to all modes of travel;
- examine the future of the cruise market for Scotland and identify infrastructure investment priorities for action to grow this market;
- focus on investment/infrastructure needs to help enhance domestic flight experiences;
- consider measures to improve the quality of the visitor experience for ferry passengers;
- consider measures to improve the quality of the visitor experience for rail passengers;
- encourage the prioritisation of interventions to improve connectivity on strategic visitor routes;
- encourage the development of a series of scenic tourist routes throughout Scotland; and
- encourage improvements to the operation of coach and bus services in recognised tourist destinations.

Scotland Outlook 2030: Responsible Tourism for A Sustainable Future (2020)

Scotland Outlook 2030⁷² developed through partnership between the Scottish Tourism Alliance, Scottish Government, VisitScotland, Scottish Enterprise, Highlands and Islands Enterprise and Skills Development Scotland, sets a new approach for tourism in Scotland to act positively in the interest of Scotland's communities, businesses and visitors. The Strategy sets out a vision for Scotland to be "*the world leader in 21st century tourism*" and puts people and place at its heart in response to the changing role tourism as a result of climate crisis, advances in technology, EU exit and changes in consumer behaviour.

The strategy recognises that 21st century tourism is about collaboration between sectors and destinations and about making the country a better place for everyone.

The strategy sets out the mission for Scottish Tourism over the next decade of "*We will nurture Scotland's tourism assets to deliver high quality, memorable experiences that benefit visitors and the places they visit. We will encourage and enable visitors to explore more of Scotland throughout the year.*"

We will ensure Scotland is an inclusive and accessible destination, enabling all visitors to travel widely and enjoy the full range of the country's visitor experiences."

To achieve the mission, commitments for the industry are set out under 4 priorities:

- our passionate people,
- our thriving places,
- our diverse businesses,
- our memorable experiences.

Transport has a role to play in delivering Memorable Experience commitments of:

- We will nurture Scotland's tourism assets to deliver high quality, memorable experiences that benefit visitors and the places they visit.
- We will encourage and enable visitors to explore more of Scotland throughout the year.
- We will ensure Scotland is an inclusive and accessible destination, enabling all visitors to travel widely and enjoy the full range of the country's visitor experiences.

Improvements in Scotland's transport and digital connectivity are considered a priority to ensure every visitor who chooses to experience Scotland will do so seamlessly, enjoyably with the ability to share instantly with the world.

An action plan will be developed for each of the commitments.

Glasgow City Region Tourism Strategy 2018-2023

The Glasgow City Region Tourism Strategy⁷³ supports the delivery of the GCR Economic Strategy and is aligned to Tourism Scotland 2020, the national industry strategy for tourism. The Tourism Strategy was developed by the GCR Tourism and Destination Marketing portfolio, which will also drive forward the associated action plan.

The GCR Tourism Strategy sets out a vision for strong, inclusive, competitive and outward-looking tourism sector, which delivers high quality, value for money and memorable visitor experiences, delivered by skilled and passionate people and supports the delivery of the GCR Economic Strategy's target to attract an additional 1 million tourists to the region by 2023. The Tourism Strategy identifies the region's key markets including UK leisure tourists; European short breaks, long haul markets and emerging markets; visiting friends and family, day visitor and study visitors. The region's priority international leisure tourism markets are the USA, Germany, Canada, France and Australia whilst The Netherlands, Spain, Scandinavia and Eastern European countries with an affinity with Glasgow have also been identified as markets with potential for growth. Key segments of the UK Leisure market include Scotland, northern England, Northern Ireland and London.

The Tourism Strategy identifies key priority areas for action including improving the customer journey. The Strategy identifies the need for the region to be easily accessible by air, rail, road and sea to meet

the needs of growing visitor numbers grow. Priorities include air route development of the expansion of existing and new direct routes from major European cities, increasing demand in established North American services from the United States and Canada, and improving connectivity with other major UK transport hubs to grow leisure tourism from Australia and emerging markets.

8. Land Use and Development

8.1. Planning and Place

The Scottish Government's National Planning Framework, Scottish Planning Policy, Creating Places and Designing Streets make up the policy framework for the development and use of land in Scotland. The National Planning Framework 3 (NPF3) (2014) and Scottish Planning Policy (SPP) (2014) share a vision for the planning system in Scotland of:

"We live in a Scotland with a growing, low-carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the quality of environment, place and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world."

The vision is supported by four planning outcomes with to which Development Planning and Development Management across Scotland should contribute:

- **A successful, sustainable place** – supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places.
- **A low carbon place** – reducing carbon emissions and adapting to climate change.
- **A natural, resilient place** – helping to protect and enhance natural and cultural assets, and facilitating their sustainable use.
- **A more connected place** – supporting better transport and digital connectivity.

National Planning Framework 3 (2014)

The Third National Planning Framework (NPF3)⁷⁴ is the spatial expression of the Government's Economic Strategy and of plans for infrastructure investment. It provides a vision for how Scotland should evolve over the next 20 to 30 years and identifies national developments and other strategically important development opportunities in Scotland. It is underpinned by the ambition to create great places that support sustainable economic growth across the country. Planning authorities are required to take account of NPF3 policies when drafting development plans and making development management decisions.

Specific Spatial visions are established under each of the four planning outcomes:

- **A successful, sustainable place** – Create high quality, diverse and sustainable places that promote well-being and attract investment
- **A low carbon place** – Achieve at least an 80% reduction in greenhouse gas emissions by 2050.

- **A natural, resilient place** – Respect, enhance and make responsible use of our natural and cultural assets.
- **A connected place** – Maintain and develop good internal and global connections.

NPF3 sets out spatial strategies and spatial priorities towards achieving the outcomes, as well as 14 national developments key to the delivery of the strategy and 30 actions in support of this delivery.

Table 11: NPF 3 Summary

Outcome and Spatial Strategy focus	Spatial Priority for change	National Developments and key actions (relevant to SPT area)
<p>A successful, sustainable place The strategy highlights the particular scope for the cities network to progress the economic agenda.</p>	<ul style="list-style-type: none"> - Cities will be a focus for investment - We will have vibrant rural areas - Coastal and island communities will benefit from new investment 	<p><u>National Developments</u> Ravenscraig</p> <p><u>Key Actions</u></p> <ol style="list-style-type: none"> 1. Enterprise Areas. (Prestwick International, Irvine, Creative Clyde) 2. City Investment Plans. (Glasgow) 4. Aligning planning and infrastructure investment. 5. Town Centre Action Plan, and demonstration projects including a programme of town centre charrettes.
<p>A low carbon place The strategy reflects the significant opportunities for growth arising from our natural energy resources. This requires range of infrastructure, including new developments and refurbishment or enhancement of existing facilities.</p>	<ul style="list-style-type: none"> - Cities will be exemplars of low carbon living and a focus for essential energy infrastructure - Rural communities will benefit from well-planned renewable energy development - Coastal and island communities will attract innovation and Investment 	<p><u>Key Action</u></p> <ol style="list-style-type: none"> 9. 100% of Scotland’s gross annual electricity consumption from renewable sources by 2020, with an interim target of 50% by 2015
<p>A natural, resilient place The strategy aims to evolve the approach to environmental stewardship, enhance ecosystem services and adapt to the growing impact of climate change. The approach protects existing assets and emphasizes the importance of the environment for people,</p>	<ul style="list-style-type: none"> - Quality of life and resilience in city regions will be supported by green infrastructure - Rural areas will provide important ecosystem services - The coast and islands will capitalise on their world-class environment 	<p><u>National Developments</u> Central Scotland Green Network Metropolitan Glasgow Strategic Drainage Partnership National Cycling and Walking Network</p> <p><u>Key Actions</u></p> <ol style="list-style-type: none"> 18. Take forward the provisions of the Cycling Action Plan and the National Walking Strategy. 24. Support VisitScotland’s Tourism Development Framework 25. Take forward the actions in the Climate Change Adaptation programme.
<p>A connected place The strategy focuses on improving our key gateways and international transport connections, improving links within Scotland and progressively decarbonising transport networks.</p>	<ul style="list-style-type: none"> - Cities will be better connected and provide a gateway to the rest of the world • Better connected cities – to each other, within each of their regions with transport networks to be progressively decarbonised. • Importance of air, rail and sea international gateways. • Freight transport networks - Rail freight and short-sea shipping have potential to reduce the carbon footprint of the freight sector. 	<p><u>National Developments</u> High Speed Rail Strategic Airport Enhancements: Glasgow, Prestwick A Digital Fibre Network</p> <p><u>Key Actions</u></p> <ol style="list-style-type: none"> 26. Progress Smart Cities initiatives. 27. Deliver the strategic transport projects in the Infrastructure Investment Plan and work with the freight sector to identify priority developments for inclusion in NPF4. 28. Deliver next generation broadband to 95% of premises by 2017-18, and a significant uplift in

Outcome and Spatial Strategy focus	Spatial Priority for change	National Developments and key actions (relevant to SPT area)
	<ul style="list-style-type: none"> • Rail freight networks increasingly important. • Important freight interchanges in Central Belt <p>- Rural areas will be more accessible</p> <ul style="list-style-type: none"> • Reliance on the car will remain important providing infrastructure to facilitate greater use of low carbon fuel options is essential • walking and cycling networks will continue to develop through core path plans and local community network <p>- The disadvantage of distance for our coastal and island communities will be reduced</p> <ul style="list-style-type: none"> • Improved digital infrastructure, both fixed and mobile • Air and ferry services will continue to play an essential role – as a lifeline service but also supporting economic activity and the delivery of public services. • Infrastructure to facilitate greater use of low carbon fuel options is particularly important in more car dependent coastal and inland areas. 	<p>speeds elsewhere</p> <p>29. Provide funding for the installation of domestic, workplace and enroute charging points, as set out in 'Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles'.</p> <p>30. We will continue to progress the Scotland's Scenic Routes initiative.</p>

Scottish Planning Policy (2014)

Scottish Planning Policy (SPP)⁷⁵ is a statement of Scottish Government policy on how land use planning matters should be addressed throughout the country in relation to the preparation of development plans; the design of development; and the determination of planning application and appeals.

Two principle policy areas are established. These should be applied to all development:

- Sustainability
- Placemaking

The sustainability policy establishes the presumption in favour of sustainable development. Sustainable development is development that balances the economically, environmentally and socially costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place; it is not to allow development at any cost. This sets out a range principles by which policies and decisions should be guided including: responding to economic issues; challenges and opportunities supporting good design and the six qualities of successful places; making efficient use of existing capacities of land, buildings and infrastructure; supporting delivery of infrastructure; supporting climate change mitigation and adaptation; and improving health and well-being by offering opportunities for social interaction and physical activity.

The Placemaking policy requires that Planning to:

- take every opportunity to create high quality places by taking a design-led approach.
- direct the right development to the right place.
- support development that is designed to a high-quality, which demonstrates the six qualities of successful place.

SPP is structured around 14 policy area below the four outcomes:

A Successful, Sustainable Place

- Promoting Town Centres
- Promoting Rural Development
- Supporting Business and Employment
- Enabling Delivery of New Homes
- Valuing the Historic Environment

Natural, Resilient Place

- Valuing the Natural Environment
- Maximising the Benefits of Green Infrastructure
- Promoting Responsible Extraction of Resources
- Supporting Aquaculture
- Managing Flood Risk and Drainage

A Low Carbon Place

- Delivering Heat and Electricity
- Planning for Zero Waste

A Connected Place

- Promoting Sustainable Transport and Active Travel
- Supporting Digital Connectivity

In terms of the policy area Promoting Sustainable Transport and Active Travel, the importance of planning in improving connectivity and promoting more sustainable patterns of transport and travel is recognised. Development Plans should promote development where travel demand will be first through walking, then cycling, then public transport and finally through private car use. Development patterns should also:

- optimise the use of existing infrastructure;
- reduce the need to travel;
- provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- enable the integration of transport modes; and
- facilitate freight movement by rail or water.

This is supported by a direction for development management where a new development or change of use is likely to generate a significant increase in the number of trips:

“Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- *direct links to local facilities via walking and cycling networks are not available or cannot be made available;*
- *access to local facilities via public transport networks would involve walking more than 400m; or*

- *the transport assessment does not identify satisfactory ways of meeting sustainable transport requirements.”*

Creating Places (2013)

Creating Places⁷⁶ is the Scottish Government's policy statement on architecture and place. It sets out the role of places in supporting healthy, sustainable lifestyles, identity, community, efficient public services, environmental goals and in attracting people and investment. It highlights the long-term importance of appealing and well-functioning places in addressing economic, environmental and social aims such as, the regeneration of high streets; reduced energy use and a reduction in fuel poverty; improved safety and security; and increased individual activity with consequential benefits to public health. It highlights the significant relationship between architecture and place to a range of policy areas and recognises the public sector has a key role in delivering good places and seeks to embed to principles in relevant policy areas and decision-making. The Vision is for a *“Scotland where quality places support our communities, respect our environment, drive our economy and reflect our identity as a modern, forward-facing nation.”* The ambition of the policy statement is *“to create places where people prosper.”*

'Place' is defined through the environment in which we live; the people that inhabit these spaces; and the quality of life that comes from the interaction of people and their surroundings.

The six qualities successful places that underpin the approach to delivering good places are:

- distinctive;
- safe and pleasant;
- easy to move around;
- welcoming;
- adaptable; and
- resource efficient

Key themes define the benefits of good architecture and places are defined around:

- **People and communities** - A successful place is accessible to all and encourages people to connect with one another. The relationships fostered through place help to create communities where there is a high level of positive activity and interaction. These are safe, socially stable and resilient communities.
- **Sustainable development** - Achieved through sustainable buildings and places. Sustainable places are often characterised by well-designed, walkable mixed-use neighbourhoods with integrated facilities. These types of places can play a role in reducing carbon emissions and encourage for healthier lifestyle choices. Decisions to make journeys on foot or by car are often determined by the layout of the environments. Compact and well-connected neighbourhoods give residents additional options, allowing them to choose to use sustainable modes of transport to reach their destination. The development of, and enhancement of, walkable neighbourhoods has the potential to reduce the significant greenhouse gas emissions related to

everyday journeys. Emissions related to short journeys taken in everyday activities can be reduced by designing places that are compact, walkable and have mixed uses

- **Economic advantages of design** - In an increasingly competitive world market, investing in design and innovation can provide Scotland with a comparative advantage. Good quality buildings and places do not necessarily cost more, especially when long-term costs and benefits are considered, as they should be. By contrast, cutting costs in the short term can often be a false economy, as poor quality places can have a significant long term cost to the public purse and detrimental social impacts.
- **Health outcomes** - Physical and social environments are critical elements in people's lives and can impact on their health and wellbeing. Neighbourhoods which can increase human connectedness through their design and where there is access to good quality green space, safe streets and places for children to play outdoors can positively benefit health. Attractive and well connected places which encourage people to walk and cycle and children to play. Creating attractive, accessible places that put pedestrians first and make it safe and attractive for younger and older people to go outdoors is vital to ensuring the health benefits related to physical activity are recognised. Poor quality surroundings can have a negative impact on health and wellbeing.
- **Culture and identity** - The natural and built environments help to define us as a country, contribute to Scotland's international image and are crucial in attracting people to visit and invest.
- **Landscape and the natural environment** - Landscape shapes impressions and experience of place and, if fully understood, managed and developed, provides numerous benefits including wellbeing, stimulation of our senses, biodiversity, and opportunities for economic development.

The policy focus for achieving good places highlights the need for all areas of policy and practice to plan their part in achieving good places as a priority, through design, decision making and investment. Effective relationships and taking a place-based approach that consider communities as the key user are essential in improving economic, social, health and environmental outcomes. Design for a low carbon economy through low carbon design and planning should be a priority, recognising the need to re-use existing buildings and brownfield land, managing and conserving landscape as a resource, designing to deliver compact, well-connected places that prioritise pedestrians and encourage activity and healthy lifestyles, in order to reduce carbon-related emissions.

Designing Streets (2010)

Designing Streets⁷⁷ sets out the considerations for all types of street design. It recognises the distinction between streets and roads in terms of function with the main function of roads being movement of motor traffic and the streets having key functions in addition to movement that support a range of social, leisure, retail and commercial functions. It recommends all thoroughfares within urban settings and rural boundaries should normally be treated as streets. It recognises the role of land uses and development density have on the way in which streets and roads function as well as influencing levels of car use and notes the role policy implementation through Regional and Local Transport Strategies can have in making car use a matter of choice rather than habit or necessity.

Understand the place and movement function of streets is key to creating good streets. Good street design is about creating successful places.

The document is set around two key principles

- Street design must consider place before movement
- Street design should meet the six qualities of successful places

The six qualities of place (as set out in Creating Places) provide the framework for the key considerations in street design and these inform a street design hierarchy.

The Planning (Scotland) Act (2019)

The Planning Scotland Act 2019 and received Royal Assent on 25th July 2019. Secondary legislation will be required to implement many aspects of the Act and provide detail. The Scottish Government has indicated that it will take around two years to bring this forward. Key changes to the Scottish Planning system coming from the Planning (Scotland) Act 2019 are:

- Development plans – LDPs and NPF to be reviewed every 10 years, rather than five years.
- Strategic development plans abolished – and replaced by Regional Spatial Strategies.
- NPF – Becomes part of the Development Plan for an area and will encompass Scottish Planning Policy. Housing targets to be included; and new outcomes, including improving health and well-being of people, increasing rural population, improving equality and eliminating discrimination, meeting greenhouse gas reduction targets, and securing positive effects for biodiversity.
- Supplementary guidance – no longer has ‘development plan’ status.
- Local place plans – prepared by community bodies and will be considered in forming the local development

A Draft National Planning Framework 4 is to be published in summer 2020. This will set out how and where development should take place across Scotland for the period up to 2050.

National Planning Framework 4 (NPF4) (2020)

As a result of the Planning (Scotland) Act (2019) the status and role of the National Planning Framework changes to that of a development plan and will include policies that which will influence day to day decision making. NPF 4⁷⁸ will have a time horizon to 2050 and will clearly align with other national programmes and strategies including the Economic Strategy, the National Transport Strategy and the Strategic Transport Projects Review. Regional Spatial Strategies will also inform NPF4.

The Scottish government have identified a number of priorities for Planning in Scotland:

- **Climate** - Planning must respond to the global climate emergency
- **People** - support wellbeing ensuring communities have access to services and facilities;
- **Work** - effective and efficient planning can support inclusive growth;
- **Place** - planning can maintain and enhance the unique character and identity of our natural and built environment.

As required by legislation, NPF4 will also address the following high-level outcomes:

- Meeting the housing needs of people living in Scotland including, in particular, the housing needs for older people and disabled people
- Improving the health and well-being of people living in Scotland
- Increasing the population of rural areas of Scotland
- Improving equality and eliminating discrimination
- Meeting any targets relating to the reduction of emissions of greenhouse gases
- Securing positive effects for biodiversity,

National developments are being reviewed through the development of NPF4. National Developments in NPF4 have the potential to help deliver the aims of the national long term spatial plan. Proposals for National Development status will be assessed against the following criteria.

Climate Change	People	Inclusive Growth	Place
The development will help to reduce emissions, contributing to Scotland's target of net zero emissions by 2045, will be emission neutral or emissions negative	The development will support the health, wellbeing, sustainability and quality of life of our current and future population.	The development will contribute to sustainable economic growth that helps to reduce poverty and inequality across Scotland.	The development will protect or enhance the quality of a place or improve biodiversity.

A position statement published by the Scottish Government in November 2020⁷⁹ sorts out early thinking on the content of a draft revised framework. It proposes four outcomes for NPF4:

- Net-Zero Emissions
- Resilient Communities
- A Wellbeing Economy
- Better, Greener Places

Reducing the need to travel, sustainable travel and connectivity are identified as having a key role and with the alignment of Regional Spatial Strategies and Regional Transport Strategies having a key role to play in achieving more sustainable travel

It is intended that a draft of NPF 4 will be placed before Parliament for scrutiny in Autumn 2020 and concurrently be subject to public consultation, with the final draft and adoption proposed for 2021. Once adopted NPF 4 will replace NPF 3 and SPP as the framework for planning in Scotland. The development of the RTS will closely track and respond as appropriate to the emerging NPF4.

The Place Principle (2018)

The Place Principle (2018)⁸⁰ agreed between the Scottish Government and COSLA sets out a collaborative, place based approach to the approach to public service delivery. The Place Principle can be applied in urban rural and island settings regardless of scale and seeks address organisational and sectorial boundaries, involve communities and improve outcomes through collaboration of resources, activity and investment.

Regional Spatial Strategies (indicative) (2020)

The forthcoming National Planning Framework 4 will set a long-term strategy for development and infrastructure at a national level to support sustainable and inclusive economic growth and to explore options that may help to accelerate the reduction in carbon emissions and reverse rural depopulation.

The Planning (Scotland) Act 2019 requires Regional Spatial Strategies to be prepared by planning authorities or groups of planning authorities and for these RSSs to help inform the national and regional planning priorities which will be set out in the NPF4. Regional Spatial Strategies are long-term spatial strategies which specify the area(s) to which they relate and identify:

- the need for strategic development;
- the outcomes to which strategic development will contribute;
- priorities for the delivery of strategic development; and
- proposed locations for strategic development.

The NPF4 Position Statement includes an expectation that future Regional Spatial Strategies and Regional Transport Strategies will be aligned.

Four indicative Regional Spatial Strategies (iRSSs) covering the SPT region have been prepared by partners, including local authorities, Clydeplan and the Loch Lomond and Trossachs National Park to inform the preparation of the NPF4. The iRSSs provide the spatial development context and priorities to be considered in the development of the new RTS, and further details of each strategy are set out below.

Argyll and Bute

The Argyll and Bute Regional Spatial Strategy sets out a strategic development priority for a Helensburgh and Lomond growth area to maximise the economic potential of the £1.2billion UK Government investment in HMNB Clyde at Faslane, tackling depopulation through housing development at Helensburgh and increasing the tourism and visitor potential of the area particularly as a gateway to Loch Lomond and Trossachs National Park. Connectivity priorities include connections to the central belt and access to the rest of Argyll and Bute and beyond including investment in the rail network with a new station at Shandon serving HMNB Clyde and improved services on the West Highland Line as well as trunk road resilience and safety particularly Tarbet to Inverarnan and A83 Rest and Be Thankful.

Ayrshire and Arran

The Ayrshire and Arran Regional Spatial Strategy is strongly linked with the Ayrshire Growth Deal and sets out 17 strategic development priorities including development locations at Hunterston, Ardrossan, Irvine and the Great Harbour, Prestwick Airport and Kilmarnock. Connectivity priorities (Figure 9) include connections to Arran, cross-Ayrshire connectivity, inter-regional connections to Glasgow, Cairnryan and M74, and local public transport networks and services. Specific transport connectivity improvements include Bellfield Interchange, A77/M77 Corridor, A737 Corridor and Connections to M74 and Central Scotland Green Network.

Glasgow City Region

The Glasgow City Region Regional Spatial Strategy, covering eight councils (Inverclyde, Renfrewshire, East Renfrewshire, West Dunbartonshire, East Dunbartonshire, Glasgow, North Lanarkshire and South Lanarkshire), sets out strategic development priorities principally within the Clyde Mission-Clyde Corridor. The Clyde Mission-Clyde Corridor parallels the River Clyde and runs west from the mouth of the River Clyde estuary on the Firth of Clyde eastwards to the Clyde Gateway and includes large scale transformational development and investment locations. Strategic development priorities also include Ravenscraig and Eurocentral/Mossend, Forth and Clyde Canal and Glasgow and Clyde Valley Green Network. Connectivity priorities (Figure 9) in the Glasgow City Region include Greenock Ocean Terminal, Glasgow Airport, Glasgow City Centre, connectivity within and links to the Clyde Mission-Clyde Corridor including development of the Glasgow Metro, sustainable connections for suburban commuting areas, and inter-regional connections to Ayrshire, Edinburgh and the Lothians and England including development of High Speed Rail.

Loch Lomond and Trossachs National Park

Loch Lomond and The Trossachs National Park Regional Spatial Strategy highlights Balloch, Callendar, Arrochar and Tarbet as locations where new strategic tourism development opportunities are

encouraged. The Strategy highlights opportunities to invest in sustainable transport infrastructure to encourage more sustainable travel behaviour among the Park's c. 4 million visitors per annum and to improve accessibility for rural communities.

8.2. Land Use and Housing

Land Use Strategy (2016)

Getting the best from our land - A Land Use Strategy for Scotland 2016-2021⁸¹ sets out the Scottish Governments vision and objectives in relation to sustainable land use and the proposals and policies for meeting these objectives. It is a statutory requirement arising from the Climate Change (Scotland) Act.

A vision, objectives and the principles of Sustainable land use make up the Land Use framework. The vision statement for 2050 that recognises the range of interactions between different interests and land use is *“A Scotland where we fully recognise, understand and value the importance of our land resources, and where our plans and decisions about land use will deliver improved and enduring benefits, enhancing the wellbeing of our nation.”*

The objectives are:

- Land-based businesses working with nature to contribute more to Scotland's prosperity.
- Responsible stewardship of Scotland's natural resources delivering more benefits to Scotland's people.
- Urban and rural communities better connected to the land, with more people enjoying the land and positively influencing land use.

The principles for sustainable land use are in line with the principles of sustainable development and reflect the national priorities which should inform land use choices across Scotland. They should be used by public bodies when making plans and taking significant decisions affecting the use of land.

- Opportunities for land use to deliver multiple benefits should be encouraged.
- Regulation should continue to protect essential public interests whilst placing as light a burden on businesses as is consistent with achieving its purpose. Incentives should be efficient and cost-effective.
- Where land is highly suitable for a primary use (for example food production, flood management, water catchment management and carbon storage) this value should be recognised in decision-making.
- Land use decisions should be informed by an understanding of the functioning of the ecosystems which they affect in order to maintain the benefits of the ecosystem services which they provide.

- Landscape change should be managed positively and sympathetically, considering the implications of change at a scale appropriate to the landscape in question, given that all Scotland's landscapes are important to our sense of identity and to our individual and social wellbeing.
- Land-use decisions should be informed by an understanding of the opportunities and threats brought about by the changing climate. Greenhouse gas emissions associated with land use should be reduced and land should continue to contribute to delivering climate change adaptation and mitigation objectives.
- Where land has ceased to fulfil a useful function because it is derelict or vacant, this represents a significant loss of economic potential and amenity for the community concerned. It should be a priority to examine options for restoring all such land to economically, socially or environmentally productive uses.
- Outdoor recreation opportunities and public access to land should be encouraged, along with the provision of accessible green space close to where people live, given their importance for health and well-being.
- People should have opportunities to contribute to debates and decisions about land use and management decisions which affect their lives and their future.
- Opportunities to broaden our understanding of the links between land use and daily living should be encouraged.

Transport policies and decisions can affect the way land is used and connections to green space. A new Land Use Strategy will be published in 2021.

Housing to 2040 (2019)

Housing to 2040: A vision for our future Homes and Communities ⁸² sets out the draft vision for what Scotland's homes and communities to look and feel like in 2040. Its focus is around the housing system as a whole and takes into account the people, place, environment and communities in which homes, both new and old, are located.

The draft vision is designed to support the conversation around how Scotland's home and communities should look and feel in 2040 to inform the development of an action plan and towards making the vision a reality. The principles underpinning the vision provide a high-level guide to how policy decisions may make the vision a reality. The draft vision and future action plan will be subject to future consultation by the Scottish Government.

The vision and principles are sets out around four themes:

- **A well-functioning housing system:** People can easily find and afford a home that is suitable, affordable, appropriate to needs, with assistance available when necessary, regardless of where you live
- **High quality sustainable homes:** Homes are well designed and maintained, comfortable and energy efficient regardless of age or tenure. There are no unoccupied homes and homes are all retro fitted to near zero carbon
- **Sustainable communities:** There is a good housing mix in all rural and local communities. Places are well-designed and new homes are fit into neighbourhoods and are climate ready. Places are vibrant, clean well maintained with walking and cycling friendly environments. The right infrastructure is in place for new homes and the good transport connectivity is available to provide easy access to services
- **Homes that meet people's needs:** Homes support well-being and can be easily adapted to meet changing need. Information is available about housing and housing services. People are able to live independently in communities that are well connected to health welfare education services.

The location of housing relative to the location of school, healthcare and employment opportunities and other community facilities and connections between them by active and sustainable travel is at the core of sustainable communities. The right amount of housing in the right place also supports and enhances existing communities, rejuvenates town centres and supports rural and island communities to thrive.

The vision recognises that settlements do not exist in isolation, but have strong inbound and outbound connections and for communities to thrive they need to be connected in a geographical context physically, digitally, culturally and economically, especially areas facing depopulation. Connected, well designed places, health and wellbeing, vibrant communities and providing people to stay in their local areas as their needs change, are at the heart of the vision. Sustainable transport availability and accessibility is intrinsic to these.

The Scottish Government is currently reviewing feedback received during a recent consultation on supporting principles to guide policy development.⁸³ This will inform the final vision and route map for Housing to 2040, due to be published in summer 2020. The policy context will be reviewed following this publication.

8.3. Green networks

Central Scotland Green Network Vision

The Central Scotland Green Network⁸⁴ is a national development in NPF3 that aims to restore and improve rural and urban landscape in Central Scotland so that, by 2050, the region is a place where the environment adds value to the economy and where people's lives are enriched by its quality.

The CSGN connects green and blue spaces in towns and cities across Central Scotland to the wider countryside and coastal areas. Key elements includes park, public spaces (formal and informal) and gardens (public and private), street trees, green roofs and green walls in urban areas; networks of natural or semi-natural habitats, such as woodlands, hedgerows and peatland; rivers, streams, ponds, wetlands and man-made structures such as canals and 'sustainable urban drainage systems' (blue spaces); the cliffs, beaches and marshland which form our coastline; and existing path and cycle networks and greened transport corridors.

The work to deliver the CSGN is grounded in 10 key principles:

1. Grounded in nature
2. At Scale
3. Regenerative
4. Life enhancing
5. Connected
6. Functional and resilient
7. Locally distinctive and respectful of the past
8. Harnessing the potential of development
9. Beyond carbon neutral
10. Adding value

The delivery of the CSGN vision is directed by 5 key themes. Of particular relevant to the RTS is the theme: 'Creating an environment which supports healthy lifestyles and good physical and mental well-being', which seeks to increase physical activity, reduce health inequalities and improve physical and mental health through, partly, developing a strategic network of high-quality routes for active walking and cycling and recreation throughout Central Scotland. The RTS will need to support the delivery of the CSGN vision and associated green network strategies.

Glasgow and Clyde Valley Green Network Strategy and Blueprint

The Glasgow and Clyde Valley Green Network Strategy⁸⁵ sets out a vision to 2050 and beyond to deliver a well-connected, high quality, multi-functional greenspaces throughout Glasgow City Region, which

will help transform the environment to improve health and wellbeing and support the region's economic competitiveness. The long term ambition is for the green network to be easily accessible by everyone who lives and works in the region with all urban areas no more than a 5 minute walk from quality green space connecting to the wider green network. The green network will be formed from 6 key outputs – greening of vacant and derelict land, urban green infrastructure, new and improved greenspace, community growing spaces, wildlife habitats, and active travel routes.

Sixteen Strategic Delivery Areas (SDAs) have been identified that provide the initial focus for delivery of the strategy. The SDAs are locations where opportunities to deliver the Green Network strategy overlap strongly with the Strategy's strategic priorities. Spatial strategies have been developed for 3 SDAs - Yoker, Greenock and Clydebank - whilst some of the SDAs have existing delivery mechanisms (e.g. Clyde Gateway and Seven Lochs Partnership). A range of mechanisms are necessary to deliver the green network over the long term including through planned development, public sector activities, integration with infrastructure investment and major project funding sources, with an estimated £1.1 billion required over 35 years.

The Green Network Blueprint⁸⁶ is the strategic masterplan to guide the delivery of key components of the GCV Green Network Strategy. The Blueprint sets out the key connections that the Green Network will provide between places where people live and work and greenspaces. The Blueprint incorporates the two fundamental functions of the Green Network - facilitating access for people through green active travel routes and greenspaces and movement of wildlife through the landscape. The Blueprint identifies the existing Green Network assets to be protected and managed, gaps in the Network, and opportunities to address the gaps. The Blueprint identified over 500 miles of the strategic access network for the movement of people, with around 60% of this being part of the Green Network. The Blueprint also identifies opportunities to address on-road routes to increase and improve green infrastructure.

9. Digital connectivity

Realising Scotland's full potential in a digital world: a digital strategy for Scotland (2017)

Realising Scotland's full potential in a digital world: a digital strategy for Scotland⁸⁷ sets out a strategy for an agile approach to our digital future that aims to place digital growth and opportunities at the heart of achieving the wider social, environmental and economic agenda. The strategy sets out a range of actions to support digital transformation across the wider economy and support growth in the digital sector, re-design Scotland's digital public services, enable change and innovation through data, build a digital government and public sector, deliver high quality connectivity throughout Scotland, build a digitally skilled nation, promote diversity in the digital sector, support people and communities through social changes and promote digital inclusion and participation. The strategy lists developing intelligent transport systems and smart integrated ticketing as key actions for the transport sector. Digital connectivity and technologies will be increasingly important to achieving objectives for access to services and reducing the need to travel.

Scottish Government has committed to delivering superfast broadband access (speeds of at least 30 Mbps) to every home and business in Scotland by the end of 2021, building on Digital Scotland Superfast Broadband (DSSB) programme that achieved 95% coverage of residential and business premises by 2017.

5G: strategy for Scotland (2019)

5G policy is a reserved matter and the UK Government priority to promote investment and innovation with the aim of the majority of the population to have access to 5G by 2027. 5G: Strategy for Scotland⁸⁸ sets out the Scottish Government's vision and commitment to fulfilling the opportunities arising from the roll out of 5G technology to ensure an equitable provision and benefits across Scotland. It recognises the potential to make the country more productive and efficient and to play a vital role towards a zero carbon economy and tackling climate change, as well as helping to sustain remote and rural areas. The potential to support passenger productivity and a more integrated user friendly and seamless transport system is recognised.

The strategy highlights the areas in which work has already taken place in relation to the 4G and emerging 5G networks and sets out the short to medium term to drive 5G initiatives:

- **Development of 5g Use and User Classes:** focused on security and resilience for key user groups - rural connectivity, remote healthcare, agri-tech, tourism, design and development of Urban 5G networks, energy management, precision medicine, machine to machine
- **Access to Public Sector Assets** for the siting of infrastructure

- **Digitisation of Transport Scotland's Assets** – working with the industry to understand how sustainable transport corridors can be created, piloted using the trunk road network.
- **Planning policy** – utilising NPF4 and permitted development rights and revise the relevant Planning Advice note to create the policy framework and support the delivery of infrastructure roll out
- **Supporting Local Authorities** with infrastructure mapping at a local level, a 5G procurement toolkit and the development of best practise guidance
- **Exploring Neutral host solutions for 6G.**

10. Health and Wellbeing

10.1. Healthy Weight

Prevalence of obesity and being overweight is increasing in Scotland and there is a strong link with inequalities⁸⁹. In 2016, 65% of adults in Scotland were overweight, including 29% who were obese whilst 29% of children were at risk of overweight, including 14% at risk of obesity. Over 2013 – 2016, obesity rates for residents in NHS Lanarkshire (32%) and NHS Ayrshire and Arran (34%) health board areas were significantly higher compared to Scottish average (28%)⁹⁰. Being obese or overweight increases our risk of developing type 2 diabetes, cardiovascular disorders, certain cancers and many other health conditions, resulting in shortened life expectancy and significant costs to health and social care services and the economy.

Increasing physical activity helps support maintenance of healthy weight, reduces risk of developing health conditions associated with obesity and can improve mental health and wellbeing. In 2016, 25% of Scottish adults reported that their physical activity levels were low or very low. In SPT area, the percentage of adults meeting physical activity guidelines were lower in Ayrshire and Arran Healthboard area (60%) compared to Scottish average (64%)⁹¹.

Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight (2010)

Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight⁹² is the national long term strategy for tackling obesity as a cross-government approach. Key areas of action are identified as:

- reducing demand for and consumption of excessive amounts of high calorie foods and drinks;
- increasing opportunities for uptake of walking, cycling and other physical activity;
- establishing life-long healthy habits in children; and
- increasing the responsibility of organisations for the health and wellbeing of their employees.

A 2015 review⁹³ found that the Route Map remains relevant but further actions were necessary to tackle obesity including the integration of policies across all fields.

A Healthier Future – Scotland’s Diet & Healthy Weight Delivery Plan (2018)

A Healthier Future – Scotland’s Diet & Healthy Weight Delivery Plan⁹⁴, builds on the Route Map and continues to address a broad range of actions and recommendations.

Active Scotland Outcomes Framework (2018)

The Active Scotland Outcomes Framework⁹⁵ is the key framework in Scotland for increasing physical activity and takes a cross-government /cross-sector approach. The Framework includes delivery of the national strategies for walking, cycling and active travel.

Transport policy and strategy that are aligned to the Route Map, Healthier Scotland and Active Scotland Outcomes Framework include increasing active travel for transport or leisure, improving access to greenspace and active travel networks to encourage more physical activity, and supporting planning policy to achieve improvements in the built environment that encourage more physical activity.

10.2. Mental Health and Wellbeing

Improving mental health and wellbeing is a national public health priority. Improving mental health can be linked to achieving other policy outcomes including in education and economy and is important to creating a society where everyone can thrive. Mental health and physical health are strongly linked and people with life-long mental ill health are likely to die 15-20 years prematurely due to physical ill health.⁹⁶ The National Performance Framework National Indicator¹ for mental wellbeing has had little change over the past 10 years.

The evidence shows that physical activity can improve mental health as well as physical health through, for example, improving sleep quality, building confidence, and increasing social interaction resulting in improved mood, reduced stress and enhanced self-esteem.⁹⁷

Mental Health Strategy 2017 – 2022 (2017)

The Mental Health Strategy 2017 – 2022⁹⁶ aims to achieve parity in commitment to improvement for both physical and mental health and sets out the partnerships and collaborative actions required to achieve improved mental health and wellbeing. The Strategy lists a number of actions for transport policy and strategy including increasing active travel, creating healthy places and improving access to services for rural and isolated communities.

10.3. Social Isolation and Loneliness

Social isolation refers to the 'quality and quantity of the social relationships a person has at individual, group, community and societal levels'¹⁰⁴ whilst loneliness is more subjective and influenced by individual circumstances as well as psychological and cultural factors⁹⁸. Social isolation and loneliness are not the same thing and individuals can be socially isolated without being lonely, although tackling isolation is one of the most effective ways to reduce loneliness⁹⁹. The evidence shows that experiencing social isolation or loneliness can affect anyone at any stage of life and can have serious impacts on mental and physical health and wellbeing. In Scotland, 11% of adults in Scotland often feel

lonely and 38% feel lonely sometimes¹⁰⁰ 18% of people have limited regular social contact in their neighbourhoods¹⁰¹, and 22% feel that they don't have a strong sense of belonging to their local community¹⁰².

There is no typical profile for those experiencing social isolation or loneliness, but risks include socio-economic disadvantage, poor physical or mental health and living alone¹⁰³. There is limited information across population groups, but patterns of social isolation and loneliness varies by gender and these patterns vary by age.¹⁰³ People who have a disability may be more likely to experience social isolation and isolation and people of minority ethnic backgrounds or from the LGBTI community may be at greater risk of social isolation and loneliness.¹⁰³

A Connected Scotland (2018)

A Connected Scotland – Our strategy tackling social isolation and loneliness and building stronger social connections,¹⁰⁴ the Scottish Government's first national strategy to tackle social isolation and loneliness, advocates a broad range of interventions to address the complex needs across the whole population. The strategy sets out a large range of intervention areas, including those directly relevant to transport policy and strategy - increasing physical activity, creating high quality places and improved accessibility and transport services.

10.4. Noise Pollution

The impact of noise pollution on physical and mental health is well established. Noise disrupts our ability to be productive and to enjoy and interact with others and with our surroundings as well as having specific health impacts including damage to hearing, cognitive impairment, sleeplessness and cardiovascular diseases. It has been estimated that, in the western part of Europe, "1 million health life years are lost every year from traffic noise"¹⁰⁵.

Environmental Noise (Scotland) Regulations 2006

The Environmental Noise (Scotland) Regulations 2006, set out requirements in relation to national noise mapping and action plans. Environmental noise is given as "unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic, and from sites of industrial activity."¹⁰⁶ Round 3 Action Plans were published in 2019. Of relevance to in the development of the Regional Transport Strategy are the Glasgow Agglomeration Noise Action Plan¹⁰⁷ and the Transportation Noise Action Plan (TNAP) 2019-2023¹⁰⁸.

10.5. Access to Healthcare

Transport for Health and Social Care (2011)

Audit Scotland's report Transport for Health and Social Care¹⁰⁹ recommended that agencies needed to work more closely together to deliver transport for health and social care by making best use of available resources. This should include integrating or sharing services where this represents more efficient use of resources and better services for users, including considering an integrated scheduling system.

Transport to Health and Social Care – Report (2020)

Mobility and Access Committee for Scotland (MACS) Report: Transport to Health and Social Care¹¹⁰ is the culmination of research by MACS into the transport barriers faced by disabled and older people in accessing health and social care facilities. The highlights that transport must be regarded as a key component of an integrated health and social care system and patient care pathway, however, there has been little progress since the 2011 Audit Scotland report. Key issues are identified around 5 themes:

- **Accessibility** –Public transport barriers including lack of knowledge and understanding of available journey options, potentially further limited by timetabling, routing and infrastructure
- **Booking information:** lack of consistency in signposting to alternative transport providers and accessibility of information that is available.
- **Availability** – Scottish Ambulance Service booking procedures and impact of limited resources.
- **Community Transport** - Local CT schemes are filling the gap in transport to health and social care, but demand outstrips resource and signposting is limited.
- **Affordability** – cost of travel (especially in rural area), NHS reimbursement, companions/escorts

The report sets out 27 recommendations for the Scottish Government, NHS Scotland, the SAS, Local Authorities, Regional Transport Partnerships and the CTA. Key within the recommendations is:

- Ensuring that transport is seen as part of the care pathway;
- recognising the importance of an accessible public transport system that meets the needs of users and breaking down the barriers that prevent use including affordability service provision, hours of operation, information provision and accessible;
- creating a joined up approach across services for transport to health to enable disabled people and older people to easily gain knowledge of and access to the service that is most appropriate for their needs, including local community transport groups: and
- Considering how existing transport resources could be deployed more effectively.

In taking forward the recommendations, partners must engage people and involve them in the design of services and use lived experience to shape agendas.

11. Climate Change and the Environment

11.1. Climate Change

Climate Change (Scotland) Act 2009

Scotland has the most ambitious greenhouse gas emissions reduction targets in the world including an interim target of a 42% reduction by 2020 and an 80% reduction by 2050, as established through the Climate Change (Scotland) Act 2009.

Climate Change (Emissions Reduction Targets) (Scotland) Act 2019

Climate Change (Emissions Reduction Targets) (Scotland) Act received Royal Assent on 31 October 2019. The Act set a new target for 2045 of at least 100% emission reduction on the 1990 baseline, with interim targets of at least a 56% reduction by 2020, at least a 75% reduction by 2030 and at least a 90% reduction by 2040. The way in which emissions are accounted for in relation to the targets is altered by the Act and it introduces a Citizens Assembly.

Climate Change Plan update (2020)

The Climate Change Plan update (CCPu)¹¹¹, an update to the previous Climate Change Plan: the third Report on Proposals and Policies 2018-2032 (RPP3),¹¹² sets out the Scottish Government's pathway to the targets set by the Climate Change Act 2019. The CCPu builds on the 2018 RPP3, which highlighted that the evidence suggested that roads transport can make the greatest reduction in the transport sector due to roads transport being the largest source of transport emissions and the availability of interventions. There is alignment between CCPu and the National Transport Strategy 2 in setting out an integrated and rounded approach to transport emissions reductions focusing on technological advances, managing demand and behaviour change, with a focus on the sustainable travel hierarchy. The CCPu sets out a new commitment to reduce car kilometres by 20% by 2030 as well as building on or boosting previous commitments to phase out the need for petrol and diesel cars and vans in Scotland by 2030, phase out the need for all new petrol and diesel vehicles in Scotland's public sector fleet by 2030, to ensure that the majority of new buses purchased from 2024 are zero-emission, work to decarbonise scheduled flights within Scotland by 2040, 30% of Scottish Government owned ferries will be low emission by 2032, low emissions solutions will be widely adopted at Scottish ports by 2032 and Scotland's passenger rail services will be decarbonised by 2035.

Carbon Account for Transport (2020)

The Carbon Account for Transport (CAT) provides a detailed analysis of published transport emissions data for Scotland to help monitor and review progress of national priorities to reduce emissions from

transport to tackle Climate Change. The main findings of the latest report *Carbon Account for Transport No.10: 2020 Edition*¹¹³ include:

- In 2018, Scottish transport emissions, including emissions from international aviation and shipping, were recorded at 14.8 MtCO₂e
- In 2018, Scottish transport emissions have declined for the first time since 2013. – a decrease of 1.1% since 2017. Prior to this, transport emissions increased for four consecutive years between 2013 – 2017 and increased by 2% between 2016 and 2017
- Transport emissions in 2018 were slightly above (0.5%) 1990 baseline emissions
- Transport, including international aviation and shipping, was the largest contributor of Scottish greenhouse gases in 2018, accounting for 35.6% of all emissions
- In 2018, road transport accounted for 10 MtCO₂e (68% of all transport emissions), the largest share of all transport modes.
- Between 1990 and 2018, the share of transport emissions due to shipping has generally fallen, while the shares due to road, rail and aviation have generally increased
- In 2018, cars accounted for 39.3% of all transport emissions, the largest contribution of any transport mode, and 57.9% of road transport emissions
- In 2018, Heavy Goods Vehicles accounted for 19% of all roads transport emissions
- In 2018, Light Goods Vehicles accounted for 18% of all roads transport emissions
- Since the 1990 baseline LGV emissions have seen an increase of 93.7%, although emission fell slightly between 2017 and 2018
- There were 11,350 Ultra Low Emission Vehicles registered in Scotland and 1,185 charge points on the ChargePlace Scotland network by the end of 2018

The future of energy in Scotland: Scottish energy strategy (2017)

The Scottish Energy Strategy¹¹⁴ sets out key priorities to decarbonise heat, transport and electricity systems with a 2030 target that the equivalent of 50% of the energy for Scotland's heat, transport and electricity consumption will be supplied from renewable sources. In 2015, transport accounted for 25% of energy demand in Scotland - the majority from roads transport. A 2016 report by Transport Scotland and Urban Foresight found that a large scale shift to electric vehicles could *help support 'whole-system' energy solutions* across Scotland by:

- *“providing significant and distributed energy storage capacity, able to absorb intermittent loads from renewable generation;*
- *helping to integrate more micro-generation;*
- *increasing overall energy efficiency; and*
- *potentially providing a source of grid power input when required.”*

Climate Ready Scotland: climate change adaptation programme 2019-2024

Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024¹¹⁵, as required by the Climate Change (Scotland) Act 2009, is the Scottish Government's statutory five year programme for adapting to climate change. It sets out 7 cross-cutting outcomes to achieve a comprehensive approach to climate change adaptation across all government policies and programmes. These are

- Outcome 1: Our communities are inclusive, empowered, resilient and safe in response to the changing climate
- Outcome 2: The people in Scotland who are most vulnerable to climate change are able to adapt and climate justice is embedded in climate change adaptation policy
- Outcome 3: Our inclusive and sustainable economy is flexible, adaptable and responsive to the changing climate
- Outcome 4: Our society's supporting systems are resilient to climate change
- Outcome 5: Our natural environment is valued, enjoyed, protected and enhanced and has increased resilience to climate change
- Outcome 6: Our coastal and marine environment is valued, enjoyed, protected and enhanced and has increased resilience to climate change
- Outcome 7: Our international networks are adaptable to climate change

Climate Ready Clyde Climate Risk & Opportunity Assessment for Glasgow City Region (2018)

The Climate Ready Clyde Climate Risk and Opportunity Assessment for Glasgow City Region – Key findings report ¹¹⁶ highlights the priority areas for action in the development of an adaptation strategy and action plan for the Glasgow City Region. Key actions identified in the report include addressing climate impacts on infrastructure including coastal erosion risks to railway infrastructure on the north bank of the River Clyde and storm risk to the Erskine Bridge, managing and minimising flood risk to transport infrastructure, and improving understanding of the risks to other coastal infrastructure including ferry terminals and ports and the resilience of public transport networks and services to climate events and sustained heat waves.

Ayrshire Shoreline Management Plan

The Ayrshire Shoreline Management Plan¹¹⁷ presents a large-scale assessment of the risks to the public of Ayrshire and its developed, historic and natural environment from coastal flooding and erosion. The Plan identifies suitable policies for the management of these risks and covers the entire Ayrshire mainland coastline. The Plan contains shoreline management policies and measures, an action plan for

all fifteen sections of shoreline in the short (0-20 years), medium (20-50 years) and long-term (50-100 years) which set out the methods by which these policies may be implemented.

The four policies and objectives of the Plan which are available to shoreline managers are to hold / advance the existing defence line, managed realignment to allow the shoreline to move backwards or forwards and to not allow investment in coastal defences or operations to allow the shoreline to remain in a natural state or revert to a natural state.

Clyde Regional Marine Plan

The Clyde Marine Planning Partnership (CMPP) was established in 2016 under the Scottish Marine Regions Order 2015. The Clyde Marine Region area extends from the Normal Tidal Limit of the River Clyde in Glasgow City centre, seawards to the outer firth in Argyll and Ayrshire. It includes the Mull of Kintyre, the Clyde's sea lochs, and the islands of Arran, Bute and the Cumbraes.

The CMPP is working to ensure the sustainable and co-ordinated management of the Clyde. Key to this is the development of the Clyde Regional Marine Plan which will aim to balance environmental protection and economic growth in the area.

The Clyde Regional Marine Plan, once adopted by Ministers, will provide a statutory policy framework to support effective decision making and appropriate inward investment, enabling delivery of the Plan's long-term vision and aims. The Plan interprets and supports Scotland's National Marine Plan in a regional context. The development of the Draft Plan is on-going and will be subject to formal consultation prior to submission to ministers.

The pre-consultation draft of the Clyde Regional Marine Plan¹¹⁸ sets out a 20 year vision for the marine and coastal environment of the Clyde Marine Region to be clean, healthy, safe, productive, biologically diverse and accessible for all. It is managed sustainably to support productive and thriving coastal communities and to allow nature to flourish.

Policies are formed around the guiding principles of:

- Sustainable Development;
- Support delivery of Good Environmental Status
- Ecosystem Approach
- Adding value, not complexity
- Multiple responsible use of marine space

Flood Risk Management Strategies

There are 14 Local Plan Districts in Scotland for flood risk management purposes. The two districts which fall within the SPT area are Clyde and Loch Lomond and Ayrshire. These districts are based on river catchments and coastal areas which cross administrative and institutional boundaries. Flooding

demands a collaborative and coordinated response from the organisations and individuals, as flooding is best understood and managed as a natural process. SEPA, working with other authorities, has produced a Flood Risk Management Strategy^{119,120} for each Local Plan District.

Each Local Flood Risk Management Strategy highlights the boundary of the potentially vulnerable area, the percentage of different types of flooding to the area (river, surface water and coastal), the residential properties and non-residential properties at risk and the estimation of growth in properties at risk due to climate change.

Flood Risk Management Strategy Clyde and Loch Lomond (2015)

The Clyde and Loch Lomond Local Plan District¹¹⁹ extends from Loch Lomond in the north to Leadhills in the south, and includes part of the Loch Lomond and The Trossachs National Park with a total area of approximately 4,800km. Within this area there are 22 Potentially Vulnerable Areas. The coastal area of the Clyde and Loch Lomond Local Plan District covers approximately 500km .

27% of all properties in Scotland at risk of flooding are within this district area. (21,000 residential and 8,600 non residential properties.) River flooding is the main source of flooding in the District. A high percentage of the Inner Firth of Clyde coastline is protected by some form of coastal defence works reflecting the highly developed nature of the coastal area. The Annual Average Damages caused by coastal flooding are approximately £19 million, with 5% (£940,000) affecting roads and 3% (£540,000) affecting vehicles. The highest damages are predicted to occur around Clydebank, Dumbarton, Renfrew and Rothesay. The predicted average sea level increase for the Clyde and Loch Lomond Local Plan District is approximately 0.47m by the year 2080. Coastal flood modelling by SEPA has not taken into account the impacts of future climate change on wave overtopping or storminess, which could increase the number of people affected by coastal flooding.

Glasgow and surrounding areas are highly urbanised and have the greatest risk from surface water flooding in the Clyde and Loch Lomond Local Plan District. Surface water flooding within these heavily urbanised areas is often associated to flooding from urban watercourses. In many areas, this type of flooding presents the greatest flood risk. The Average Annual Damages caused by surface water flooding are approximately £20 million, with 7% (£1.4 million) affecting roads and 2% (£400,000) affecting vehicles. The surface water modelling undertaken for the Plan considered climate change scenarios with a 20% increased rainfall intensity.

SEPA has set out two objectives for managing flooding in the District:

- **Avoiding an overall increase in flood risk** - through the use of planning policy by taking a catchment based approach

- **Reduce overall flood risk** – Flood forecasting, self-help, awareness raising and maintenance and emergency plans/response

Ayrshire Local Flood Risk Management Plan (2015)

The Ayrshire Local Plan District¹²⁰ extends from Largs in the north to Ballantrae in the south and includes the Isle of Arran and Great Cumbrae, a total area of 3,100km. Within this area there are 18 Potentially Vulnerable Areas. 10% of all properties in Scotland at risk of flooding are within this district area. (7,800 residential and 2,700 non residential properties.). River flooding accounts for almost three quarters of flood in the District. There are three main river catchments within the Ayrshire area: River Doon, the Water of Girvan and the River Stinchar. The average annual rainfall in the area is broadly typical for Scotland; with values ranging between 1,359mm and 1,566mm in the lowland areas to 1,636mm and 1,803mm in the upper parts of the catchment.

The coastal area of the Ayrshire plan covers approximately 300km of the coastline including the Firth of Clyde, Great Cumbrae and the Isle of Arran. The Annual Average Damages caused by coastal flooding are approximately £1.3 million; 1% (£30,000) vehicles and 16% (£210,000) affecting roads. There is potential for damages along the coastline with the highest damages predicted to occur to properties, shops, services and golf courses which are potentially significant local economic drivers.

The Annual Average Damages caused by surface water flooding within this catchment are approximately £3.2 million. 1% (£34,000) is damages to vehicles, whereas 6% (£190,000) is to roads. The highest Annual Average Damages across the area are located in Ardrossan, Kilmarnock and Cumnock.

The most notable surface water flood occurred on the 20 September 2012 in Ayr, Prestwick and Kilmarnock, following an estimated 1:70 year rainfall event. A combination of both river and surface water flooding resulted in the closure of Glasgow Prestwick Airport for longer than 12 hours.

SEPA has set out two objectives for managing flooding in the District:

- **Avoiding an overall increase in flood risk** - through the use of planning policy by taking a catchment based approach
- **Reduce overall flood risk** – Flood forecasting, self-help, awareness raising and maintenance and emergency plans/response.

11.2. Environment

Scottish Biodiversity Strategy, “Scotland’s Biodiversity: It’s in Your Hands” (2004)

The Scottish Biodiversity Strategy, “Scotland’s Biodiversity: It’s in Your Hands”¹²¹ sets out the rationale for conserving biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future.

2020 Challenge for Scotland's Biodiversity (2013)

2020 Challenge for Scotland's Biodiversity¹²² is Scotland's response to the Aichi Targets set by the United Nations Convention on Biological Diversity, and the European Union's Biodiversity Strategy for 2020. It sets out the major steps necessary to improve nature and biodiversity in Scotland and to meet international targets. The 2020 Challenge aims to:

- protect and restore biodiversity on land and in our seas, and to support healthy ecosystems;
- connect people with the natural world, for their health and well-being, and to involve them more in decision making; and,
- maximise the benefits for Scotland of a diverse natural environment and the services it provides, contributing to sustainable economic growth.

Route Map to 2020 - 6 Big Steps for Nature (2015)

The Route Map to 2020 - 6 Big Steps for Nature¹²³ and sets out priorities and key projects to achieve healthy biodiversity including ecosystem restoration, investment in natural capital, quality greenspace for health and educational benefits, conserving wildlife in Scotland, sustainable management of land and freshwater, and sustainable management of marine and coastal ecosystems. The Route Map includes transport-related targets and actions to increase regular visits and active travel in greenspace through improved infrastructure, information, and campaigns, and the provision of activities and events; delivering the National Walking and Cycling Network and promoting its use by the public; and provision of green infrastructure in central Scotland through Scotland’s 2014-2020 Structural Funds Programme. The multiple benefits of green networks for improving the environment and health are identified.

The Environment Strategy for Scotland: vision and outcomes (2020)

Scotland’s Environment Strategy¹²⁴ provides an overarching framework to bring together existing plans and strategies to protect the environment and climate change and identify new strategic priorities and opportunities. The strategy is focused towards dealing with the twin global crises of climate and nature. It highlights the importance of the natural environment in terms of the identity, health and wellbeing,

quality of life and economy, but key aspects are under threat and degraded and that action needs to be taken to restore the natural systems.

The Environment Strategy creates an overarching framework for Scotland's existing environmental strategies and plans, including the Climate Change Plan and is a key foundation in the strategic approach to environmental policy, alongside future arrangements for environmental principles, governance and monitoring

The vision and outcomes establish a long term direction and shared goals and will help to guide the future development and delivery of these Scotland environmental strategies and plans

The Strategy's Vision is ***"One Earth. One home. One shared future. By 2045: By restoring nature and ending Scotland's contribution to climate change, our country is transformed for the better - helping to secure the wellbeing of our people and planet for generations to come."***

The Strategy sets out six outcomes as the focus for the Scottish government and Partners towards achieving vision:

Ambitions for the environment, focusing on nature, climate change and resource-use.

- Scotland's **nature** is protected and restored with flourishing biodiversity and clean and healthy air, water, seas and soils
- We play our full role in tackling the global **climate** emergency and limiting temperature rise to 1.5oC
- We use and re-use **resources** wisely and have ended the throw-away culture

Relationship between the environment and wider ambitions for economy, society and international impact.

- Our thriving sustainable **economy** conserves and grows our natural assets
- Our healthy environment supports a fairer, healthier, more inclusive **society**
- We are **responsible global citizens** with a sustainable international footprint

To achieve the vision the Government will develop we will develop pathways for outcomes and a monitoring framework.

12. Air Quality

12.1. National Air Quality Strategy

Cleaner Air for Scotland - The Road to a Healthier Future (CAFS)(2015)

Within the UK, air quality is a devolved matter, with the Scottish Government having responsibility for the development of air quality policy and legislation for Scotland. The national air quality strategy, Cleaner Air for Scotland - The Road to a Healthier Future (CAFS)¹²⁵, brings together all cross-Government policies impacting on air quality into a single integrated framework and sets out how the Scottish Government and partners propose to further reduce air pollution to protect human health and fulfil Scotland's legal responsibilities as soon as possible.

CAFS outlines the contribution that air pollution makes to a range of factors that increase the risk of diseases and has a disproportionate impact on more vulnerable population groups and urban communities including children, older people, people with existing health conditions and areas of higher deprivation, which results in increased episodes of acute and chronic illness, reduced life expectancy, more pressure on health services and higher consequent costs, and loss of work and school time. The range of benefits of good air quality are identified across multiple themes including wellbeing, health, finance, safety and the environment.

CAFS sets out 40 actions to improve air quality including a number of transport actions identified through an approach that considers objectives related to avoiding travel altogether through spatial planning and digital technology, shifting journeys to lower emission modes and active travel, using intelligent traffic management systems to improve efficiency, and improving engine technology and increasing uptake of low emission vehicles (including developing supporting infrastructure).

CAFS commits to a review of existing Ministerial guidance on Regional and Local Transport Strategies in the light of the refreshed National Transport Strategy which will address and set out how RTPs and local authorities should use their transport strategies to support modal shift towards sustainable and active travel, including through Smarter Choices initiatives, and promote the take up of greener vehicles. CAFS sets out the basis for a National Modelling Framework (NMF) and National Low Emissions Framework (NLEF)¹²⁶. The NMF will provide a standardised approach to air quality modelling across Scotland with detailed city models for Glasgow, Edinburgh, Aberdeen and Dundee and regional model to provide a tool for screening and assessing the potential air quality impacts associated with large-scale planned developments across local authority areas. The NLEF will support local authorities to appraise and implement a range of air quality improvement options related to transport. The NLEF is supported by the evidence from the NMF and supports and builds upon the work undertaken through the Local Air Quality Management (LAQM) system.

The Scottish Government's 2018/19 Programme for Government committed to an independent review of CAFS. The review was launched in November 2018 with the purpose of reviewing the progress of CAFS to date, assessing the current state of Scotland's air quality and possible future trajectories, identifying evidence and activity gaps, and providing advice and recommendations on priorities for further action. The resulting report *Cleaner Air for Scotland – Independent Review (2019)*¹²⁷ included the following key recommendations:

- The evidence of the impacts of air pollution on human health justifies a precautionary approach to reducing air pollution. Compliance with international air quality limits is a minimum requirement and practical efforts to reduce air pollution further should continue.
- Co-ordination, alignment and integration of air quality action plans and climate change and adaptation strategies, policies and plans is important to maximise co-benefits
- Consideration should be given to a presumption that any major new development (e.g. a new road or housing development) must not lead to a net increase in carbon emissions, must not worsen air quality, and must not exacerbate existing health inequalities.
- Improved quality and coverage of data on transport/traffic, environmental conditions and emissions and health are required to improve modelling, development of interventions and monitoring
- New behavioural research, particularly understanding around car use and willingness to change air pollution related behaviours, should be undertaken.
- Progress on air pollution and transport emissions requires a modal shift to more sustainable means including:
 - Focusing on demand management including reducing personal private vehicle use as a priority, better public transport provision and constraints upon private use, especially in urban centres. Strong leadership and an improved understanding of demand management and behaviour change issues and the most effective interventions will be required;
 - Reducing aspects of traditional road supply and focusing future roads investment on safety, maintenance and modal accommodations, especially in rural areas;
 - Embracing new technologies without relying solely on technological solutions
 - Aligning and integration complementary transport strategies (cycling action plan etc)

The Review also makes a series of recommendations by theme and sector. For transport, these include:

- A commitment to better data and research for transport planning
- The implementation of the NTS2 should lead to a permanent preference for more sustainable transport modes and infrastructure investments

- Encourage the introduction of the workplace parking levy
- Develop and communicate a transport and mobility hierarchy
- Economic stimulus for scrappage of the most polluting vehicles with behaviour change focus
- Incentives for more sustainable “last mile” vehicle delivery approaches including supportive infrastructure
- Bus-based Park and Ride provision alongside LEZs with chargers for electric/plug-in hybrid vehicles and appropriate fiscal charging for more polluting vehicles
- Integrated and effective spatial planning and transport planning to ensure local decision-making does not undermine national objectives for air quality and to pursue complementary outcomes including increased densification
- Make Supplementary Planning Guidance on Air Quality mandatory

A large number of recommendations are also made for the Local Air Quality Management, aimed at improving the effectiveness of the system at achieving improved air quality. This includes a recommendation that future legislation should place a statutory duty on local authorities to deliver Air Quality Action Plan actions and this should be complemented by specific commitment to state and adhere to delivery timetables.

12.2. Local Air Quality Management

The Environment Act 1995 sets out requirements for Local Air Quality Management (LAQM) where local authorities must regularly review and assess local air quality in their areas against the objectives. The objectives adopted in Scotland for the purpose of Local Air Quality Management are set out in the Air Quality (Scotland) Regulations 2000, the Air Quality (Scotland) Amendment Regulations 2002 and the Air Quality (Scotland) Amendment Regulations 2016. Scotland was the first country in Europe to adopt WHO guideline value for PM2.5 fine particulate matter into legislation in 2016.

Air Quality Management Areas

An Air Quality Management Area (AQMA) must be declared by a local authority for any area unlikely to meet the objectives by required dates. There are currently 13 AQMAs in the SPT area for transport-related pollutants including Bearsden, Bishopbriggs, Byres Road/Dumbarton Road (Glasgow), Chapelhall, Coatbridge, Glasgow City Centre, Johnstone, Lanark, Motherwell, Paisley Town Centre, Parkhead Cross, Renfrew Town Centre, Rutherglen, Whirlies Roundabout (East Kilbride).

Table 12: Local Air Quality Management Areas

Name	Date declared	Pollutants	Key mitigating actions
Bearsden ¹²⁸	18/07/2011	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Junction improvement – Bearsden Cross - Redeployment of Council vehicles - Electric Vehicles - Idling enforcement - Green Travel Planning - Emission testing - Bus stop improvements
Bishopbriggs ¹²⁹	23/12/2005	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Bishopbriggs Relief Road completion (06/18) - Station access at Bishopbriggs - Westerhill P&R Interchange - Appropriate Bus services - Traffic calming - Parking enforcement
Byres Road/ Dumbarton Road ¹³⁰	01/07/2007	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Vehicle idling - Travel Planning incl. bikes - Car club - LEZ across City - Emission testing - TROs - Cleaner Taxis - Streamline EURO standards - Bus retro-fit to higher standards - Electric vehicles and charging points
Chapelhall ¹³¹	12/12/2005	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Work with SPT to secure funding to take forward proposed junction improvements - Detailed Assessment of A73 corridor through to Airdrie, to identify pinch-points which could be impacting on the AQMA. - Introduction of Ecostars Fleet Recognition Scheme with potential Scot Gov't grant support - Revlimiters on Council vehicles to ensure more efficient driving and reduced emissions. Initially 30 vehicles to be trialled and rolled out if successful. - Emissions diagnostic testing on Council vehicles - EVs for council services - feasibility study with view to future procurement decisions. - Council pool car fleet extended to reduce private car use for Council business. - Introduction of emissions standards to Council vehicle procurement policy. - Automatic Vehicle Logging System (AVLS) in 20% of Council vehicles as advanced feasibility study. - Electric vehicle charging points in Council car parks for use by Council and general public - Council Work place travel plan - Cycling promotion initiative - School Travel plan / walk to school week
Coatbridge ¹³¹	12/12/2005	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Ongoing monitoring within the area, extension of area to include Shawhead - Installation of NO₂ analyser - Revlimiters on Council vehicles to ensure more efficient driving and reduced emissions. Initially 30 vehicles to be trialled and rolled out if successful.

Name	Date declared	Pollutants	Key mitigating actions
			<ul style="list-style-type: none"> - Emissions diagnostic testing on Council vehicles - EVs for council services - feasibility study with view to future procurement decisions. - Council pool car fleet extended to reduce private car use for Council business. - Introduction of emissions standards to Council vehicle procurement policy. - Automatic Vehicle Logging System (AVLS) in 20% of Council vehicles as advanced feasibility study. - Electric vehicle charging points in Council car parks for use by Council and general public - Council Work place travel plan - Cycling promotion initiative - School Travel plan / walk to school week
Glasgow City Centre ¹³⁰	01/01/2002 Amended 01/07/2007	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Vehicle idling - Travel Planning incl. bikes - Car club - LEZ across City - Emission testing - TROs - Cleaner Taxis - Streamline EURO standards - Bus retro-fit to higher standards - Electric vehicles and charging points
Johnstone ¹³²	24/08/2016	NO ₂ PM ₁₀ PM ₂₅	<ul style="list-style-type: none"> - Glasgow City Region City Deal Projects - Upgrades & Improvements to the Council's Urban Traffic Control (UTC) system - Council Fleet Improvements - Masternaut Connect Fleet Telemetrics System - Introduction of Council Pool Car Scheme - ECO Stars (Efficient and Cleaner Operations) Fleet Recognition Scheme - Renfrewshire's Local Transport Strategy - Johnstone Town Centre Transportation Plan - Improvements in the Bus Fleet Standard - Vehicle Idling Awareness Raising - Vehicle Emissions Testing - Renfrewshire Council Corporate Travel Plan - Renfrewshire Council Cycle Strategy & Action Plan - Renfrewshire Council Staff Cycling Incentives
Lanark ¹³³	01/01/2016	NO ₂	<ul style="list-style-type: none"> - Cycle hire feasibility – increasing opportunities for active rather than private car travel - Bus quality partnerships – focus on deploying the cleanest vehicles through the most polluted areas - Investigate the use of TROs to improve emissions - Encourage local businesses in eco fleet initiatives and travel planning - Investigate eco-route signage to encourage alternative routes away from the town centre – consider options to use less polluted / busy routes - Review delivery times during peak times to reduce congestion and parking issues in town centre - Review traffic/air quality/traffic data to better understand

Name	Date declared	Pollutants	Key mitigating actions
			<ul style="list-style-type: none"> traffic within area - Review/promote awareness of parking restrictions, community campaign raising awareness of parking issues to improve traffic flow - Investigate active transport hub for bus and train station – improving sustainable options for final stages of journeys - reducing private car reliance - Review pedestrian crossing locations – impact on flow of traffic and pedestrians through the area - Investigate traffic re-routing – consider feasibility of an HGV ban in town centre - RTPI - support uptake of public transport - Investigate utilisation of green infrastructure to target emissions at hot spots – increase plant types to reduce emissions where infrastructure allows
Motherwell ¹³¹	12/12/2005	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Feasibility study in relation to the potential development and introduction of a Statutory Quality Bus Partnership - joint working with SPT - Investigate potential excessive lay-over times of bus companies in and around the Muir Street area of Motherwell, adjacent to Motherwell Station. - Two new strategic park and ride facilities in Town Centre to ease congestion in co-operation with SPT - Design of potential widening of Windmillhill Street - Extend Airbles Road to form a new access into t Ravenscraig. - Proposed dualling of A723 north of Motherwell. - Revlimiters on Council vehicles to ensure more efficient driving and reduced emissions. Initial batch of 30 vehicles to be trialled and measures to be rolled out across Council fleet if successful. - Emissions diagnostic testing on Council vehicles - EVs for council services - feasibility study with view to future procurement decisions. - Council pool car fleet extended to reduce private car use for Council business. - Introduction of emissions standards to Council vehicle procurement policy. - Automatic Vehicle Logging System (AVLS) in 20% of Council vehicles as advanced feasibility study. - Electric vehicle charging points in Council car parks for use by Council and general public - Council Work place travel plan - Cycling promotion initiative - School Travel plan / walk to school week
Paisley	28/11/2008 Amended 12/08/2009	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Glasgow City Region City Deal Projects - Upgrades & Improvements to the Council’s Urban Traffic Control (UTC) system - Council Fleet Improvements - Masternaut Connect Fleet Telemetrics System - Introduction of Council Pool Car Scheme - ECO Stars (Efficient and Cleaner Operations) Fleet Recognition Scheme - Renfrewshire’s Local Transport Strategy - Transport Strategy for Paisley - Improvements in the Bus Fleet Standard

Name	Date declared	Pollutants	Key mitigating actions
			<ul style="list-style-type: none"> - Vehicle Idling Awareness Raising - Vehicle Emissions Testing - Renfrewshire Council Corporate Travel Plan - Renfrewshire Council Cycle Strategy & Action Plan - Renfrewshire Council Staff Cycling Incentives
Renfrew	24/08/2016	NO ₂ PM ₁₀	<ul style="list-style-type: none"> - Glasgow City Region City Deal Projects - Upgrades & Improvements to the Council's Urban Traffic Control (UTC) system - Council Fleet Improvements - Masternaut Connect Fleet Telematics System - Introduction of Council Pool Car Scheme - ECO Stars (Efficient and Cleaner Operations) Fleet Recognition Scheme - Renfrewshire's Local Transport Strategy - Improvements in the Bus Fleet Standard - Vehicle Idling Awareness Raising - Vehicle Emissions Testing - Renfrewshire Council Corporate Travel Plan - Renfrewshire Council Cycle Strategy & Action Plan - Renfrewshire Council Staff Cycling Incentives
Rutherglen ¹³³	01/01/2016	PM ₁₀	<ul style="list-style-type: none"> - Air quality modelling – measures used to inform local authority of pollutant concentrations - Investigate bus quality partnership with focus on deploying cleanest vehicles in most polluted areas - Investigate the use of TROs – improving euro classifications of vehicles improves emissions - Investigate eco-route signage to encourage alternative routes away from the town centre – increase options on less polluted / busy routes - Investigate utilisation of green infrastructure to target emissions in hot spot locations – increase plant types which have ability to reduce emissions - Review pedestrian crossing locations – review impact on traffic and pedestrian flow through area - Review parking enforcement and review peak hour delivery times to reduce congestion - RTPi to support uptake of public transport - Bike hire scheme, increase options for active travel, reduce use of polluting forms
Whirlies Rdbt ¹³³	28/11/2008	PM ₁₀	<ul style="list-style-type: none"> - Real time passenger information – at a number of bus stops to support uptake of public transport - Investigate bike hire schemes for key locations – increase sustainable travel options

12.3. Low Emission Zones

In 2017, the Scottish Government committed to the introduction of Low Emission Zones (LEZs) into Glasgow, Edinburgh, Aberdeen and Dundee by 2020 and into all other AQMAs by 2023 where the NLEF¹²⁶ appraisal advocates such mitigation. (The NLEF provides basis for assessing appropriateness of LEZs in Air Quality Management Areas in areas other than Glasgow, Edinburgh, Dundee and Aberdeen). Scotland's first Low Emission Zone came into effect on 31 December 2018 in Glasgow city centre. The

LEZ is being phased in and initially applies to local service buses only. By 31 Dec 2022, all vehicles entering the LEZ will have to meet exhaust emission standards. The Transport (Scotland) Act 2019¹³⁴, creates a system allowing local authorities to establish, operate, amend and revoke LEZ schemes.

12.4. Electric vehicles

Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013)

Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles¹³⁵ established a vision that, by 2050, Scotland's towns, cities and communities will be free from the damaging effects of petrol and diesel fuelled vehicles. The Roadmap's long term strategy sets out three phases for the development of the electric vehicle market in Scotland - launch, growth and take-off.

Switched On Scotland Phase 2: An Action Plan for Growth (2017)

Switched On Scotland Phase 2: An Action Plan for Growth¹³⁶ was published following a review of the Roadmap in 2016 and sets out 10 outcome-focussed actions for the second phase to accelerate growth of the market over the period 2017-2020. The Action Plan is focused on achieving a reduction in the cost of owning and driving an electric vehicle, making electric vehicles convenient to drivers and promoting a cultural change whereby electric vehicles are widely recognised as a preferred alternative to petrol and diesel vehicles through developing infrastructure and user support, encouraging development of electric vehicle mobility services, and promoting the benefits of electric vehicles.

At end of 2018 Q3, there were 10,360 ultra-low emission vehicles registered in Scotland, with first time registrations increasing by 31% between 2017 and 2018. Based on sales to end of 2017 and the Climate Change Plan (RPP3) target to phase out petrol and diesel vehicles by 2032, annual electric vehicle sales need to grow *"at an average annual growth rate of around 28% every year"* (*Electric Nation, Urban Foresight*).

13. Equality and human rights

13.1. Tackling discrimination and promoting equality

Equality Act 2010

The Equality Act 2010¹³⁷ protects people from discrimination and provides legal rights in terms of, amongst others, access to goods, services and facilities including transport. The Act identifies nine protected characteristics¹ and introduces a duty on public authorities (The Public Sector Equality Duty) to have due regard to the need to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act;
- advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- foster good relations between people who share a protected characteristic & those who do not.

The duty requires the decisions of public authorities to be influenced by equality considerations, including the need to remove or minimise disadvantages suffered by people due to their protected characteristics, meet the needs of people with protected characteristics, encourage people with protected characteristics to participate in public life or in other activities where their participation is low and tackle prejudice and promote understanding between people who share a protected characteristics and others¹³⁸.

13.2. Human Rights

The Children & Young People (Scotland) Act 2014

The Children and Young People (Scotland) Act 2014¹³⁹ is a key part of the Scottish Government's strategy for making Scotland the best place in the world for children to grow up establishes a new legal framework within which services are to work together in support of children, young people and families. By facilitating a shift in public services towards the early years of a child's life, and towards early intervention whenever a family or young person needs help, the legislation encourages preventative measures, rather than crises' responses. The Act seeks to reflect in domestic law the role of the United Nations Convention on the Rights of the Child (UNCRC) in influencing the design and delivery of policies and services by placing duties on the Scottish Ministers and the wider public sector in relation to assessment of impact and reporting.

¹ The nine protected characteristics are disability, age, gender reassignment, sex, sexual orientation, race, religion and belief, marriage & civil partnership, and pregnancy & maternity

Whilst the specific child rights impact assessment and reporting requirements under the Act do not statutorily apply to SPT as a Regional Transport Partnership, this legislation does apply to constituent local authorities and NHS Health Boards within the SPT region. Articles 3 and 4 of the UNCRC also apply to both SPT and constituent local authorities. Therefore in developing a new RTS the likely impacts on young people and child rights from the emerging RTS will require to be undertaken.

Scottish Government guidance¹⁴⁰ recommends that a multi-stage Child Rights and Wellbeing Impact Assessment (CRWIA) process should be used to identify, research, analyse and record the anticipated impact of emerging legislation and policy on children's human rights and wellbeing. This can be undertaken as part of a joint impact assessment for example alongside an EqlA, providing that differential impacts on children and young people are assessed and clearly reported.

Composed of 18 distinct Parts, the 2014 Act makes important changes to the development of services for children and their families. In summary, the Act:

- Places new duties on Scottish Ministers and public bodies to report on the steps they have taken to give further effect to the UNCRC requirements. (Part 1)
- Strengthens the powers of the Commissioner for Children and Young People in Scotland to enable investigations to be conducted in relation to matters concerning individual children and young people. (Part 2)
- Establishes a structure for the 'integrated' planning and delivery of all children's services in a local authority area. (Part 3)
- Places corporate parenting duties on a range of publicly funded organisations in respect of looked after children and care leavers, increasing the breadth and depth of support available to those groups of children and young people. (Part 9)
- Strengthens existing legislation on school closures. (Part 15)
- Establishes a holistic understanding of child wellbeing for the purposes of the 2014 Act. (Part 18)

A Fairer Scotland for Disabled People (2016)

A Fairer Scotland for Disabled People¹⁴¹ is the Scottish Government's delivery plan to 2021 for the United Nations Convention on the Rights of Persons with Disabilities. This Delivery Plan supports the social model of disability which views disability as the relationship between the individual and society. This means that the barriers created by society, such as negative attitudes towards disabled people, and inaccessible buildings, transport and communication, are the cause of disadvantage and exclusion, rather than impairment. The aim, then, is to remove the barriers that isolate, exclude and so disable the individual.

The Plan is built around five ambitions and 93 actions for the Parliamentary session to 2021:

- 1. Support services that promote independent living, meet needs and work together to enable a life of choices, opportunities and participation.** Health and social care support services are designed to meet - and do meet - the individual needs and outcomes of disabled people.
- 2. Decent incomes and fairer working lives.** Making sure disabled people can enjoy full participation with an adequate income to participate in learning, in education, voluntary work or paid employment and retirement.
- 3. Places that are accessible to everyone.** Housing and transport and the wider environment are fully accessible to enable disabled people to participate as full and equal citizens.
- 4. Protected rights.** The rights of disabled people are fully protected and they receive fair treatment from justice systems at all times.
- 5. Active participation.** Disabled people can participate as active citizens in all aspects of daily and public life in Scotland.

Creating places that are accessible for everyone requires:

- Greater and more meaningful involvement by disabled people in designing policies and services;
- Disabled people to benefit from increased availability of affordable and accessible housing to support people to continue to live independent lives;
- Increased availability of accessible and inclusive transport and services; and
- Increased awareness of the additional barriers living in rural or remote areas can bring for disabled people.

The Accessible Travel Framework is the core area of action in relation to transport.

13.3. Accessible Transport

Going Further - Scotland's Accessible Travel Framework (2016)

Going Further - Scotland's Accessible Travel Framework¹⁴² sets out a vision for a Scotland where "All disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens" that is supported by four outcomes:

- more disabled people make successful door-to-door journeys;
- more often, disabled people are more involved in the design, development and improvement of transport policies, services and infrastructure;
- everyone involved in delivering transport information, services and infrastructure will help to enable disabled people to travel; and
- disabled people feel comfortable and safe using public transport – this includes being free from hate crime, bullying and harassment when travelling.

14. Inequality, poverty and cohesion

14.1. Socio-economic inequality

Fairer Scotland Duty (2018)

The Fairer Scotland Duty, Part 1 of the Equality Act 2010, came into force in Scotland in 2018. The aim of this duty is to put tackling inequality genuinely at the heart of key decision-making. It places a legal responsibility on particular public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions.

To fulfil their obligations under the Duty, public bodies must in each case:

- actively consider how they could reduce inequalities of outcome in any major strategic decision they make; and
- publish a written assessment, showing how they've done this.

The Duty, defines 'socio-economic disadvantage' in broad terms as, *"living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services"*. Socio-economic disadvantage can be experienced both 'communities of place', in terms of places and geographical communities which are impacted by socio-economic disadvantage, and 'communities of interest' in terms of people who share an experience and are particularly impacted by socio-economic disadvantage. People who share particular protected characteristics (under Equality Act 2010) are often at higher risk of socio-economic disadvantage, therefore the problems and solutions should be considered through an equality lens¹⁴³

Poverty and Income Inequality in Scotland 2017 - 2020 (2021)

The Poverty and Income Inequality in Scotland¹⁴⁴ report contains statistics on poverty and income inequality for Scotland. The report is compiled by Scottish Government National Statistics team. Data comes from the Department for Work and Pensions' (DWP) Family Resources Survey, Households Below Average Income and The Persistent Poverty in Scotland report that provides estimates of how many people in Scotland live in persistent poverty. The data for this latter report comes from the Understanding Society Survey.

These poverty statistics are used by the Scottish Government and other organisations to monitor progress in tackling poverty and child poverty, and to analyse what drives poverty and what works for tackling poverty and income inequality. The report presents three-year averaged estimates of the percentage of people, children, working-age adults and pensioners in Scotland living in poverty, and other statistics on household income and income inequality. These estimates are used to monitor progress in reducing poverty and income inequality. The latest estimates are from the period between

April 2017 and March 2020. This was before the first UK-wide lockdown due to the coronavirus (COVID-19) pandemic. Therefore, these statistics do not yet tell us anything about the impact of the pandemic on poverty and income inequality.

Key points from the 2017-2020 report include:

Working age adults:

- Relative poverty for working-age adults has been broadly stable since the nineties, when reporting began. The relative poverty rate in 2017-20 was estimated to be 19% after housing costs, and 16% before housing costs.
- In 2017-20, there were 650,000 working-age adults in poverty after housing costs, and 530,000 before housing costs.

Child poverty:

- Children are more likely to be in poverty across all measures compared to adults.
- It is estimated that 24% of children (240,000 children each year) were living in relative poverty after housing costs in 2017-20. Before housing costs, it is estimated that 21% of children (210,000 children each year) were in relative poverty.
- It is estimated that in 2017-20, 68% of children in relative poverty after housing costs were living in working households (160,000 children each year).

Pensioners:

- The relative poverty rate after housing costs for pensioners was 14% in 2017-20, or 150,000 pensioners each year. The poverty rate has been consistently below that for working-age adults (19%) and children (24%).
- Before housing costs, 17% of pensioners (170,000 pensioners) were in relative poverty.

Young adults:

- In the last 15 years, the youngest adults (16-24 year olds) have been consistently more likely to be in relative poverty compared to older adults.
- In 2017-20, 28% of adults aged 16-24 were in relative poverty after housing costs (140,000 adults each year), compared to 15% of adults aged 65 and older (150,000 adults). The age groups in between all had similar poverty rates between 17% and 19%

Single working-age adults and gender

- The poverty rate was highest for single women with children (38%, 40,000 single mothers each year). The poverty rate for single women without children was 27% (60,000 women), and for single men without children was 34% (90,000 men).

Ethnicity

- In 2015-20, people from non-white minority ethnic groups were more likely to be in relative poverty after housing costs compared to those from the 'White - British' and 'White - Other' groups.
- The poverty rate was 41% for the 'Asian or Asian British' ethnic groups (50,000 people each year), and 43% for 'Mixed, Black or Black British and Other' ethnic groups (no population estimate available due to the small sample).
- The poverty rate amongst the 'White - Other' group was 24% (80,000 people) and that of the 'White - British' group was 18% (860,000 people).

Disability

- Poverty rates remain higher for households in which somebody is disabled compared to those where no-one is disabled. The gap between the two groups has remained fairly steady over the last few years.
- In 2017-20, the poverty rate after housing costs for people in households with a disabled person was 23% (500,000 people each year). This compares with 17% (540,000 people) in a household without disabled household members.

Marital Status

- In 2017-20, the relative poverty rate after housing costs was highest for single adults (27%, 260,000 adults each year) and divorced (or separated) adults (27%, 100,000). Married adults were the least likely to be in poverty (13%, 260,000), and widowed and cohabiting adults were in the middle (19% and 19%; 60,000 and 120,000).
- Poverty among widowed and divorced/separated adults largely decreased over the long term, whereas the trend for singles, cohabiting and married adults was broadly flat over time.

Income inequality:

- In 2017-20, the top ten percent of the population had 21% more income (before housing costs) than the bottom forty percent combined.

Child Poverty (Scotland) Act (2017)

The Child Poverty (Scotland) Act 2017¹⁴⁵ received Royal Assent in December 2017 and sets out targets to reduce the number of children experiencing the effects of poverty by 2030. The statutory targets aim to:

- focus efforts to tackle and ultimately eradicate child poverty;
- monitor progress; and

- align with the UN Convention on the Rights of the Child (UNCRC)

The targets state that by 2030, of children living in Scottish households:

- less than 10% should be living in relative poverty (how many families are on low incomes compared with middle income households)
- less than 5% should be living in absolute poverty (how many low income families are not seeing their living standards improving over time)
- less than 5% should be living with combined low income and material deprivation (how many lower income families cannot afford basic necessities)
- less than 5% should be living in persistent poverty (how many families live on low incomes three years out of four)

The Act requires Scottish Ministers to publish child poverty delivery plans at regular intervals, with annual reports to measure progress. Local authorities and health boards must also jointly publish annual reports on what they are doing to reduce child poverty in the local area.

The Child Poverty Act is part of the Fairer Scotland Action Plan, which sets the overall strategy for tackling poverty and inequality in Scotland. The core principles of the Act are further strengthened by:

- Children and Young People (Scotland) Act
- Getting it Right for Every Child (GIRFEC) approach
- Early Years Framework

These seek to ensure children's interests and rights are placed at the core of policy considerations.

Tackling Child Poverty Delivery Plan (2018)

The Child Poverty (Scotland) Act requires Scottish Ministers to publish child poverty delivery plans at regular intervals, with annual reports to measure progress.

The Every Child, Every Chance: the Tackling Child Poverty Delivery Plan 2018-22¹⁴⁶ sets out policies and proposals towards the achievement of child poverty reduction targets set out in the Act. Actions are organised in two ways:

- Actions to make progress immediately on the three main drivers of child poverty (income from work and earnings; costs of living; income from social security)
- A range of preventative actions that help children and young people avoid becoming parents in poverty by 2030 (this includes a focus on quality of life and partnership working).

There is a focus within the Action Plan on 'priority families' at high risk of poverty: lone parents, families with a disabled adult or child, young mothers, minority ethnic families, families with a child under 1, and larger families (with three or more children).

Travel costs are identified as a key aspect of living costs for families on low incomes. The Delivery Plan recognises that transport policy has an important role to play in addressing child poverty, through its impact on both household income by improving access to employment, education, goods and services for parents and carers and living costs as direct and indirect transport costs are a significant component of many households' expenditure.

Lack of affordable transport in disadvantaged communities to connect children and families directly with vital services such as Jobcentres, after-school provision and employment opportunities is identified as a key issue. Supporting the delivery of the child poverty targets and the addressing inequality is should be considered in the development of transport policy and projects at a national regional and local level. Transport Affordability and accessibility are essential aspects of this.

One example of addressing the needs of young people affected by poverty is through the Scottish Government funded pilot with Young Scot considering how the Young Scot National Entitlement Card can provide targeted additional support, incentives and rewards to children and young people (aged 11-26).

14.2. Gender Inequality

Equally Safe (2018)

Equally Safe¹⁴⁷ is the Scottish Government and COSLA's strategy to eradicate violence against women and girls in Scotland. It establishes the vision for a *"A strong and flourishing Scotland where all individuals are equally safe and respected, and where women and girls live free from all forms of violence and abuse – and the attitudes that help perpetuate it"*. A key element to enabling women and girls to thrive as equal citizens is seeking to ensure they are safe, respected and equal in their communities. This requires reducing women's inequality in terms of participation in economic, social and political spheres of society; financial independence through benefits, earnings and pensions; poverty reduction and feelings of safety in public place.

Women express much higher levels of fear for their personal security in public places, such as while waiting for transport, or in the use of car park, particularly at night. This fear can, in turn, place a constraint on the mobility of women and their participation in public life as they factor personal safety into routine decisions and activities.

A Fairer Scotland for Women: Gender Pay Gap Action Plan (2019)

A Fairer Scotland for Women: Gender Pay Gap Action Plan¹⁴⁸ sets out the Scottish Governments actions to address drivers of the Gender Pay Gap. Tackling the gender pay is considered a key element of delivering inclusive economic growth and in helping to tackle child poverty and there is a role all policy

areas and sectors of the public, private and third sectors in breaking down the barriers which currently constrain individual's and household choices

The objective of the action plane is to reduce gender pay gap for employees and tackling the labour market inequalities faced by women, particularly disabled women, older women, minority ethnic women, women from poorer socio economic backgrounds and women with caring responsibilities.

It highlights that more women are likely to work in part-time employment, with 45% of women in employment work part time, compared with 13% of men and that reduced mobility and lack of access to child care are key component in accessing employment. It highlights that lack of access to a car during the working day can result in several changes and long journey times to accommodate childcare or school drop-off. Consequently, some UK researchers have argued that public transport timetables and services are designed for the 'male' working day rather than recognising part-time and flexible worker needs and that this can lead to women seeking work to choose a more local, lower paid, job.

It stresses the need for transport planning and service design to recognise the differences in women and men's work patterns and travel behaviour. An action for the Scottish Government is to research how transport infrastructure investment impacts on the gender pay gap in transport appraisal.

14.3. Inequalities experienced by older people

A Fairer Scotland for Older People: A framework for Action (2019)

A Fairer Scotland for Older People: A framework for Action (2019)¹⁴⁹ is the Scottish Government's framework to address the inequalities experienced by older people as they age. The Framework provide the basis for Government, other organisations and communities to challenge and remove age-driven barriers and other inequalities to ensure older people can continue to engage with and contribute to their communities, access the public and other services they need with ensured financial security as they move into retirement. It defines older people those aged 50 and above and recognises the diversity within this in terms of stages of life, financial and economic circumstance and health and wellbeing as well as gender, ethnicity and sexuality.

The framework highlights the need for a joined up approach to ensure older people remain actively involved and engaged in their communities with the access to the public services that they need. It highlights the importance of concessionary travel and transport in enabling people to lead healthier more connects and happier lives as well as reducing isolation and supporting independence, resulting in improved mental and physical wellbeing. Community transport is also identified as being an essential element in help people access services through flexible and accessible community-led solutions where there is unmet public transport demand

14.4. Transport Poverty

Transport and poverty in Scotland (2019)

The Child Poverty (Scotland) Act established a statutory Poverty and Inequality Commission from 1 July 2019. The Commission provides independent advice to ministers and has a strong scrutiny role in monitoring progress towards tackling poverty and inequality. It also has an advocacy role to help bring about real reductions in poverty and inequality in Scotland.

The Poverty and Inequality Commission have identified that transport is a key issue in the lives of people on low incomes. Transport and Poverty in Scotland¹⁵⁰ sets out the key relationship between transport and poverty and establishes a framework for how we think about this and what people should be able to expect from Scotland's transport system.

The cost and affordability of transport can significantly impact household incomes and the quality of transport access affects people's ability to increase income. For example, good, affordable transport can enable people to access jobs, education and training potentially increasing household income, preventing poverty or allowing people to move out of it, whereas poor transport access can lock people into poverty through limiting access to opportunities to increasing income. The report highlights that the people in lower income households are more likely to take the bus, while higher income households are more likely to use the train or drive.¹⁵¹ Poverty can also prevent people from travelling, and high transport costs or poor transport services can restrict people to use local shops and services, potentially at higher prices – a poverty premium. There can also be an issue of forced car ownership where there is a lack of alternative.

The report sets out a framework of eight principles and 13 recommendations towards what a transport system that aims to reduce poverty would look like.

Table 13: Transport and Poverty in Scotland Framework Principles

Principle	Description
Rights-based	Access to suitable transport, no matter your level of income or where in Scotland you live, should be seen as a necessary requirement in order to achieve other human rights such as the right to work, right to education, right to take part in cultural and public life, and right to the highest attainable standard of physical and mental health.
Affordable	Transport should be affordable for everyone, no matter their level of income. People should not have to make trade-offs between spending on transport and spending on other essential items such as food or fuel.
Accountable	The transport system should be accountable, with people and communities able to influence the delivery of services. It should be clear who people need to contact when transport is not meeting their needs and who is accountable for making sure that standards are met.
Inclusive	Transport systems should be explicitly designed to be inclusive, taking into account the different needs of women and disabled people, particularly in relation to issues such as caring responsibilities, access to health services and participation in public life. These groups of transport users should be part of the design process.
Integrated and	Transport services should be delivered in a joined up way that properly considers the

connected	type of journeys people take. People should be able to change transport easily and affordably on their journeys (e.g. changing between buses or changing between different types of transport). Particular attention should be paid to connectivity in rural areas and to the needs of disabled people when changing transport.
Supports employment and education	People should have access to transport that enables them to get to education, training and employment. This transport needs to be affordable and reliably get them to education/employment by the time they need to be there.
Joined up	Strategies for delivering housing, employment, education, health, leisure, and transport services should not be developed in isolation from each other but should be considered in a connected way so that they maximise accessibility and reduce transport costs.
Reduces the Poverty Premium	People should not face a poverty premium on food and other goods and services as a result of a lack of access to transport.

Key recommendations that should influence the development of the new RTS are:

- A rights-based approach to transport:
 - Recommendation 1: The Scottish Government and Transport Scotland should adopt a rights-based approach to transport that recognises that access to suitable transport, no matter your level of income or where in Scotland you live, is a necessary requirement in order to achieve other human rights such as the right to work, right to education, right to take part in cultural and public life, and right to the highest attainable standard of physical and mental health.
 - Recommendation 2: The new Poverty and Inequality Commission should undertake work to explore how a minimum transport standard (i.e. what access to transport should be available as a minimum for everyone) might be defined for Scotland.
- Involving communities:
 - Recommendation 4: Transport Scotland should explain what levers it has to require transport planners and operators to involve individuals and communities with lived experience of poverty, women, and disabled people in identifying needs, and designing transport services to respond to those needs. It should set out how it will use these levers.
- Accountability
 - Recommendation 5: The working group recommends that Scottish Ministers and Transport Scotland should review the accountability of the different elements of the transport system in Scotland.
 - Recommendation 6: Transport Scotland should look at establishing a simple ‘front-end’ (e.g. through a website) that allows people to raise and escalate issues about services no matter who is providing them.
 - Recommendation 7: Transport Scotland should also consider establishing a requirement for a system of redress for bus users and ferry users similar to the compensation offered by train operators in case of delays.
- Affordability

- Recommendation 8: Transport Scotland should explore and pilot a range of ways of making travel more affordable.
- Recommendation 9: Transport Scotland should look at how information about all concessionary fares schemes, whether national or local, could be made more accessible.
- Joining up policies and planning
 - Recommendation 10: Scottish Government (and agencies), COSLA and NHS Scotland should work together to consider how the full range of national and local strategies and plans can better take account of transport needs, particularly for those on the lowest incomes, and ensure that future strategies maximise accessibility and reduce transport costs.
 - Recommendation 11: The Scottish Government should ensure transport is fully integrated as part of its work to deliver inclusive growth.
- Rural transport
 - Recommendation 12: Transport Scotland should examine ways of addressing the transport challenges faced by people on low incomes in remote and rural areas. This should include consideration of the availability of services at times, and to places, where people need to travel, and consideration of regulations around pricing structure to reduce financial pressures and ensure greater equality of pricing across communities in Scotland.
- Future developments in transport
 - Recommendation 13: Transport Scotland should ensure that its work on new developments in transport and particularly the use of new technology should prioritise poverty reduction as an objective.

14.5. Islands

The Islands (Scotland) Act 2018

The Islands (Scotland) Act¹⁵² was passed by the Scottish Parliament on 30th May 2018 and received Royal Assent on 6th July 2018. It gives island councils extra powers over activities on and around their coastlines and requires ministers to have a long-term plan for improvement. The Act includes the creation of a "national islands plan" to set a long-term improvement strategy, extended powers for island councils over areas like marine licensing, and protection for the boundaries of the Holyrood constituency of Na h-Eileanan an Iar.

The Act provides a legal basis for greater decision making at a local level within Scottish Islands and seeks to increase economic prosperity for island communities. This is to be achieved through 'island proofing' legislation, policy and strategic decisions by taking account of the special circumstances of island communities and ensuring no disadvantage to people living and working on islands (as defined by Section 1 of the Act).

Section 7 of the Act sets out a specific duty for relevant public bodies (including Regional Transport Partnerships) to “have regard to island communities” in carrying out their functions. A related duty in Section 8 of the Act requires relevant public bodies to undertake an island communities impact assessment “in relation to a policy, strategy, or service which, in the authority’s opinion, is likely to have an effect on an island community which is significantly different from its effect on other communities (including other island communities) in the area in which the authority exercises its functions”.

The National Plan for Scotland's Islands (2019)

The National Plan for Scotland's Islands,¹⁵³ as required under Islands (Scotland) Act 2018, is a five year Scottish Government plan which provides a framework for action in order to meaningfully improve outcomes for island communities. This requires a strong collaborative place based approach which considers the islands’ opportunities and challenges in the round.

The Plan is underpinned by 4 key principles to improve outcomes for island communities:

- A **fair** Plan with wellbeing at its heart will strive towards fairer, healthier, happier communities across Scotland. Its human rights approach will support greater accountability and help ensure that island communities’ rights are respected, protected and fulfilled
- An **integrated** Plan will promote joined-up services based on a cohesive, place-based and holistic approach to policy and will build economic, social and environmental considerations in an integrated approach to island policy.
- A **green** Plan will harness the opportunities of a greener, fairer economy while we work toward ending Scotland’s contribution to climate change.
- An **inclusive** Plan will promote genuine community empowerment at the local level enabling decisions to be taken as close as possible to where their impact will be felt.

Key Actions are set out under 13 strategic objectives:

- Address population decline and ensure a healthy, balanced population profile
- Improve and promote sustainable economic development
- Improve transport services
- Improve housing
- Reduce levels of fuel poverty
- Improve digital connectivity
- Improve and promote health and wellbeing
- Improve and promote environmental wellbeing and deal with biosecurity
- Contribute to climate change mitigation & adaptation and promote clean, affordable and secure energy

- Empower diverse communities and different places
- Support arts, culture and language
- Promote and improve education for all throughout life
- Support effective implementation of the National Islands Plan

Transport is recognised as a key part of an integrated and sustainable approach to island policy and a sector is an area where island communities want a greater voice over the decisions that affect them. Transport to/from, within and beyond islands is essential for individual residents to access services and enjoy fundamental human rights. Lack of availability of transport services, well as the cost of transport to and from the island, the cost of transport relative to incomes, journey times and complexity of journeys, lack of integrated ticketing and timetables across modes and ferry capacity were identified as key issues. The Strategy recognises that a fair, low carbon transport system is needed so that island communities are put on an equal footing with people on the Scottish mainland, and in order for transport to fully allow the fulfilment of basic human rights. Key areas of action identified to achieve this are:

- Island proof existing and future transport-related policies, strategies and services are fully island proofed so that they truly meet the needs of island communities.
- Engage with local authorities, island communities and transport operators in developing regulations and guidance for the bus services provisions of the Transport (Scotland) Act 2019.
- Produce a long-term plan and investment programme for new ferries and development at ports to improve resilience, reliability, capacity and reduce emissions
- Develop a new Ferries Plan including a review the impacts of Road Equivalent Tariff and consider future ferry fares policy options and integration between ferries and other modes of transport
- Develop and introduce a new booking, reservation and ticketing system, with Smart Ticketing capability for the Clyde and Hebrides ferry services,
- Improve walking and cycling infrastructure, the design of place and access to bikes, facilities, promotion and education to make walking and cycling the most popular choice for shorter everyday journeys including as part of multi-modal journeys.
- Explore the potential to reduce the need to travel by using the planning system to promote places which bring people and services together.

15. Community Planning

Community Planning is the process by which local authorities and other public bodies work together and with communities, business, voluntary groups and third sector partners to plan and deliver better services and improve outcomes for people and communities. The Local Government Act 2003¹⁵⁴ provided the initial statutory basis for Community Planning to enable public bodies to work together on long-term challenges and to involve communities more in the decisions and plans that affect people's lives.

The role of Community Planning was strengthened through the findings of the Christie Commission in 2011¹⁵⁵, which placed emphasis on tackling poverty through prevention and early intervention. The Community Empowerment (Scotland) Act 2015¹⁵⁶ has placed Community Planning on a stronger statutory basis and placed more responsibilities on and scrutiny of and by Community Planning Partnerships, including RTPs, to deliver on outcomes around poverty, health, employment and education. The introduction of participation, asset transfer and participatory budgeting requests as specified in the Act will increase the influence of community groups on transport decision making at a local level. In 2016 the refreshed National Transport Strategy¹⁵⁷ emphasises the increasingly important role of partnership working, describing Community Planning as the "natural home in which partnership working at the community level can take place."

15.1. Local Outcome Improvement Planning

The Community Empowerment (Scotland) Act 2015 requires each Community Planning Partnership (CPP) to produce and publish a Local Outcomes Improvement Plan (LOIP). The LOIP provides a vision and focus, based on agreed local priorities, towards which CPPs and community planning partners drive change and achieve impact for communities; develop new and different ways of working and behaviour; take a more systematic and collaborative approach to performance improvement; and apply strong governance, accountability and operating arrangements. In all of this, the LOIP provides a shared and explicit plan for local communities in each CPP area, which binds its signatories.

The LOIP also provides the focal point for the issues on which the CPP and partners account publicly to local communities for community planning in their area, in accordance with section 8 of the 2015 Act. As part of this demonstration of understanding, the CPP should set out in the LOIP which communities in its area (geographical communities and/or communities of interest) experience significantly poorer outcomes, relative to other communities either in the CPP area or in Scotland overall. It should also outline how participation with local communities and the business and third sectors has helped to develop and influence this understanding.

The LOIP should then translate that understanding of local needs, circumstances and aspirations into a genuine plan which reflects the CPP's priorities for improving outcomes and tackling inequalities in their area. The LOIP should state clearly and specifically what will be different for communities as long-term outcomes in 10 years; and the contributory outcomes, indicators and targets by which progress towards these will be demonstrated over the short (1 year) and medium (3 years) terms. These short-, medium- and long term outcomes and targets should be both ambitious and realistic.

The LOIP should be clearly based on active participation by communities and community bodies. Section 6(3) of the 2015 Act requires the CPP to consult both such community bodies, and such other persons, as it considers appropriate in preparing its LOIP. Consultation on the draft LOIP is a specific duty for the CPP.

By agreeing the LOIP, statutory partners are jointly responsible for ensuring the CPP delivers on commitments in the plan. They are also individually responsible for how they act as partners to help ensure that these commitments are fulfilled. The CPP can agree that other signatories can also be jointly and individually responsible for its delivery, if the plan makes this clear.

The CPP must ensure that its LOIP remains up-to-date and appropriate for delivering improvement on themes which reflect local needs, circumstances and aspirations. Section 7(2) of the 2015 Act requires the CPP to review the LOIP from time to time. The CPP may then revise the LOIP, where it considers this appropriate.

15.2. Local Outcome Improvement Plans in the SPT area

The LOIPs of the 12 local authorities in the SPT area are set out in Table 13 including the local outcomes to be achieved, details of any specific transport issues and priorities detailed within the LOIPs and the name of the locality planning areas in each local authority.

Table 14: Local Outcome Improvement Plans of SPT partner councils

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
<p>Argyll and Bute Single Outcome Agreement and Outcome Improvement Plan 2013 - 23¹⁵⁸</p>	<p>The LOIP acknowledges that long-term strategic infrastructure planning undertaken in partnership has improved Argyll & Bute’s road, rail, ferry, air and wider transportation infrastructure to support economic growth and the sustainability of communities. The plan aims for an economy that is diverse and thriving; where infrastructure supports sustainable growth; where people live active, healthier and independent lives and where people live in safer and stronger communities.</p> <p>The 6 long term outcomes are set out below.</p> <p>In Argyll and Bute:</p> <ul style="list-style-type: none"> • The economy is diverse and thriving. • We have infrastructure that supports sustainable growth. • Education, skills and training maximises opportunities for all. • Children and young people have the best possible start. • People live active, healthier and independent lives. • People live in safer and stronger communities. 	<p><u>What success will be like in 10 years</u></p> <p>Long term strategic infrastructure planning undertaken in partnership with the Scottish Government and the private sector has improved Argyll & Bute’s road, rail, ferry, air and wider transportation infrastructure to support the growth of our economy and the sustainability of our communities.</p> <p><u>Progress in 3 years</u></p> <ul style="list-style-type: none"> • Programme of A83 improvements completed by Transport Scotland. • A82 improvements at Pulpit Rock & Crianlarich completed and further improvements between Tarbet and Crianlarich identified within a funded programme. • Council progresses its policy objective of ongoing improvement to road condition through its commitment to its Roads Asset Management & Maintenance Strategy. • Establishment of a high quality and reliable town centre to town centre vehicular ferry service between Dunoon & Gourock and upgrade of supporting shore side and public transportation infrastructure and services. • Timetable for the Campbeltown — Ardrossan ferry service finalised. Future of the Council’s ferry services determined. Future of the Kerrera ferry service determined. • Improved rail connectivity from Oban, Bute & Cowal and Helensburgh and Lomond to Glasgow and Edinburgh with the six Glasgow-Oban services and continued sleeper connectivity. • Introduction of new Park and Ride opportunities in Helensburgh and Dunoon; particularly those providing commuter links to Glasgow.

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
<p>East Ayrshire Local Outcome Improvement Plan 2018 - 2021¹⁵⁹</p>	<p>Economy & Skills <u>Strategic Priorities:</u></p> <ul style="list-style-type: none"> • Promote East Ayrshire as a place to live, work and visit • Attract, grow and retain business • Develop a confident, successful, highly skilled and qualified workforce, which is aligned to key local sectors • Deliver the Ayrshire Growth Deal, through regional partnership <p><u>Local Outcome:</u></p> <ul style="list-style-type: none"> • Local economic activity increased. • Skills, qualifications and employability improved for all learners. <p>Safer Communities <u>Strategic Priorities</u></p> <ul style="list-style-type: none"> • Make East Ayrshire a safe, secure and attractive place to live, work and visit. • Improve community safety in neighbourhoods and homes, and protect and support our most vulnerable individuals and families. • Promote our vibrant communities by encouraging active and responsible citizenship <p><u>Local Outcomes:</u></p> <ul style="list-style-type: none"> • East Ayrshire residents are safe and protected from crime in their communities. • East Ayrshire residents are safe and supported in their homes and communities. • Road safety improved through enforcement, engineering and education, positively influencing driver behaviour and effective early intervention. • Drug supply and misuse prevented through effective enforcement, prevention and early intervention. • Adults and children at risk protected from domestic abuse. 	<p>The challenge in terms of transport infrastructure is to build on the good transport connections which the area currently has and develop an integrated and sustainable transport system to further improve accessibility to town centres, particularly Kilmarnock, and the road and rail links between East Ayrshire communities and beyond.</p> <p>The area’s local and external connectivity plays a key role in attracting businesses and improvements to the M77 and M74 continue to be maximised to promote the area as a viable business alternative to our cities.</p> <p>Working with local authority partners, Dumfries and Galloway, the A76 Route Action Plan offers opportunities to improve accessibility to many of our more rural communities and to build on business base and, specifically, our tourism offer.</p>

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
	<ul style="list-style-type: none"> • Improved wellbeing and life chances for individuals who are at risk of harm. • Reduced incidents of vandalism, disorder and anti-social behaviour. <p>Wellbeing <u>Strategic priorities</u></p> <ul style="list-style-type: none"> • Children and young people, including those in early years and their carers, are supported to be active, healthy and to reach their potential at all life stages. • All residents are given the opportunity improve their wellbeing, to lead an active, healthy life and to make positive lifestyle choices. • Older people and adults who require support and their carers are included and empowered to live the healthiest life possible. • Communities are supported to address the impact that inequalities have on the health and wellbeing of our residents. <p><u>Local Outcomes:</u></p> <ul style="list-style-type: none"> • Starting well • Living Well 	
<p>East Dunbartonshire Local Outcome Improvement Plan 2017-27¹⁶⁰</p>	<ul style="list-style-type: none"> • East Dunbartonshire has a sustainable and resilient economy with busy town and village centres, a growing business base, and is an attractive place in which to visit and invest. • Our people are equipped with knowledge and skills for learning, life and work • Our children and young people are safe, healthy and ready to learn • East Dunbartonshire is a safe place in which to live, work and visit • Our people experience good physical and mental health and wellbeing with access to a quality built and natural environment in which to lead healthier and more active lifestyles • Our older population and more vulnerable citizens are 	<p>Commuting patterns places stress on key route corridors, east to west cross Council area public transport linkages are limited, there has been strong growth in rail travel in recent years but limited capacity at stations. Transport is an issue for older people in old age, and not simply for those living in rural settings or on lower incomes. As such there is a need to maximise accessible transport options, including MyBus and Community Transport, to enable older people to continue to live independent and full lives.</p>

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
	<p>supported to maintain their independence and enjoy a high quality of life, and they, their families and carers benefit from effective care and support services</p>	
<p>Fairer East Ren¹⁶¹</p>	<ul style="list-style-type: none"> • Reducing the impact of Child Poverty – Residents are supported to minimise the impact of poverty, particularly on children. • Improved employability – Residents are supported to access good quality, stable employment • Improving mental health and wellbeing – positive mental health is supported to enhance residents’ wellbeing and quality of life. • Reducing social isolation, loneliness and increasing safety - Residents feel socially connected, included and safe. • Moving around – ensuring all East Renfrewshire residents are able to have equal access to local services, leisure activities and employment • Community influence and sense of control – our communities have the ability to affect decisions about their lives. 	<p>“Moving around” has been identified as a cross cutting theme with the aim of ensuring all East Renfrewshire residents are able have equal access to local services, leisure activities and employment. This theme links to the National Outcome of “We live in well-designed, sustainable places where we are able to access the amenities and services we need.” According to the latest Citizens Panel results, an estimated 14% of households don’t have access to a car or van. These residents will rely on public transport to get around, both within and outwith the authority.</p>
<p>Glasgow Community Plan¹⁶²</p>	<p><u>Focus areas:</u></p> <ul style="list-style-type: none"> • Economic growth • Resilient communities • A fairer resilient more equal Glasgow <p><u>Priority areas:</u></p> <ul style="list-style-type: none"> • Childcare • Transport 	<p>Transport has emerged as one of two priorities for the Glasgow Community Plan (childcare being the other) with key issues including affordability; connectivity; service levels; integrated ticketing; improved transport infrastructure including cycling infrastructure; regulation of bus services, the reliability, condition and safety of services; and the need to continue and extend concessionary travel schemes.</p>
<p>Inverclyde Local Outcomes Improvement Plan¹⁶³</p>	<ul style="list-style-type: none"> • Safe: Protected from abuse, neglect or harm and supported when at risk. Enabled to understand and take responsibility for actions and choices. Having access to a safe environment to live and learn in. • Healthy: Achieve high standards of physical and mental health and equality of access to suitable health care and protection, while being supported and encouraged to make healthy and safe choices. 	<p>Public transport and getting around Inverclyde was highlighted as a particular issue for many Inverclyde residents. 26% of respondents to the “Our Place Our Future” survey said public transport was not meeting their needs. This is due to bus services being too expensive and there being poor provision in the evenings and at weekends in certain areas. Many residents are dissatisfied that access to certain areas in Inverclyde is not possible by public transport.</p>

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
	<ul style="list-style-type: none"> • Achieving: Being supported and guided in lifelong learning. Having opportunities for the development of skills and knowledge to gain the highest standards of achievement in educational establishments, work, leisure or the community. • Nurtured: Having a nurturing place to live and learn, and the opportunity to build positive relationships within a supporting and supported community. • Active: Having opportunities to take part in activities and experiences in educational establishments and the community, which contribute to a healthy life, growth and development. • Respected and Responsible: Respected and share responsibilities. Citizens are involved in decision making and play an active role in improving the community. • Included: Overcoming social, educational, health and economic inequalities and being valued as part of the community. 	<p>The LOIP also acknowledges the need to have excellent infrastructure and transport links if Inverclyde is to be successful in attracting new businesses into the area and encouraging people to come and live in Inverclyde and commute in order to access employment.</p> <p>The Inverclyde Alliance LOIP acknowledges that current transport links offer good access to/from Inverclyde and whilst public transport is considered good it is still perceived of as not meeting some needs (Place Standard Tool and Citizen’s Panel surveys).</p> <p>Good transport is seen as vital to ensure the continuation of major facilities (eg hospitals) as well as sustaining the level of population, attracting new businesses and enabling commuting to/from the area.</p> <p>When we asked members of the Citizen’s Panel what they liked most about living in Inverclyde, the top three responses were: environment – countryside and coast (64%); location (54%); and good transport linkages (38%).</p> <p>It is vital that Inverclyde has accessible and affordable public transport to enable residents to access employment, health services, visit friends and enjoy an active social life. It is also important for the local economy and means fewer car journeys thus reducing carbon emissions.</p> <p>There is also an important role for transport in reducing social isolation although affordability is flagged as an issue.</p> <p>Although this Plan covers the period 2017/22, the Alliance appreciates that due to the complexity of tackling these issues, improvements in outcomes for residents will not be fully evident until the longer term. Outcomes expected to have been achieved in 10 years include:</p> <p>Inverclyde will be a more attractive place to live and work with excellent education provision, leisure facilities, transport links, good housing & employment opportunities.</p> <p>Members of Inverclyde’s Citizen’s Panel (82%) believe that</p>

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
		supporting older people should be included in the Inverclyde LOIP. They told us that we should focus our attention on addressing issues such as social isolation, transport and parking, personal safety and healthcare provision.
North Ayrshire Community Planning Partnership Local Outcomes Improvement Plan 2017 – 2022 ¹⁶⁴	<ul style="list-style-type: none"> • A Working North Ayrshire -To have created the most improved economy in Scotland by 2026 • A Healthier North Ayrshire - All people who live in North Ayrshire are able to have a safe, healthy and active life. • A Safer North Ayrshire - North Ayrshire is a safer place to live, residents feel safer and communities are empowered. • A Thriving North Ayrshire - Children and Young People We want you to have the best start in life and for North Ayrshire to be the best place in Scotland to grow up. 	The North Ayrshire CPP has identified the importance of connectivity – both physical and digital – with particular emphasis on rural connectivity to more remote communities (specifically, but not limited to, Arran).
North Lanarkshire Partnership Local Outcome Improvement Plan ¹⁶⁵	Partnership priorities: <ul style="list-style-type: none"> • Community resilience • Poverty • Homelessness • Look after children and young people 	North Lanarkshire’s LOIP identifies community resilience, homelessness, children and young people in care, and poverty as its priorities. Transport links, particularly public transport links, can help directly with some of these priorities specifically community resilience, and poverty, in offering links and connections to health, education and jobs and thereby reducing both social isolation and inequality.
Our Renfrewshire, Renfrewshire’s Community Plan 2017-2027 ¹⁶⁶	Key priorities: <ul style="list-style-type: none"> • Our Renfrewshire is thriving: Maximising economic growth, which is inclusive and sustainable • Our Renfrewshire is well: Supporting the wellness and resilience of our citizens and communities • Our Renfrewshire is fair: Addressing the inequalities which limit life chances • Our Renfrewshire is safe: Protecting vulnerable people, and working together to manage the risk of harm 	Has identified ensuring infrastructure, including transport infrastructure is in place to support growth in the local economy and population. Improving transport connections is noted including the need to grow the working age population as a key driver to improving the local economy. When we engaged our residents and communities they highlighted difficulties in accessing key local amenities and services through public transport and highlighted areas such as accessibility and linkages as key priorities for improvements.

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
<p>South Ayrshire Local Outcome Improvement Plan¹⁶⁷</p>	<p>The South Ayrshire Community Planning Partnership’s overall <u>focus</u> is on:</p> <ul style="list-style-type: none"> • closing the poverty-related outcomes gap for children and young people in South Ayrshire • supporting older people to live in good health <p>This will be supported by a partnership wide focus on four <u>priority areas</u>:</p> <ul style="list-style-type: none"> • Improving outcomes for looked after children and care leavers • Providing support for young people who are carers • Reducing social isolation and loneliness • Support for people living with dementia and their carers 	<p>The South Ayrshire LOIP sees the development of Community Transport as an opportunity to improve connectivity whilst reducing social isolation. The Place Standard Tool was used to assess community perception of services and public transport was ranked as good, but with room for improvement.</p>
<p>South Lanarkshire Local Outcome Improvement Plan 2017-27¹⁶⁸</p>	<p>The Plan’s overarching objective is to tackling deprivation, poverty and inequality. Four themes have been identified:</p> <p>Tackling poverty, deprivation and inequalities</p> <ul style="list-style-type: none"> • Reducing child poverty in South Lanarkshire • Reduction in employment deprivation • Reduction in income deprivation <p>Safer South Lanarkshire</p> <ul style="list-style-type: none"> • Contribute to reducing the health, social and economic harm caused by drug misuse • Contribute to reducing both the prevalence and impact of domestic abuse upon victims, children, families and communities • People are safe and feel safe using roads in South Lanarkshire • Contribute to reducing the risk of unintentional injuries within the home environment • Contribute to reducing the impact anti-social behaviour has on people’s lives 	<p>The Community Planning Partnership sees sustainable inclusive economic growth as being the key to helping reduce deprivation, poverty and inequality in South Lanarkshire. It is recognised that the efforts to deliver sustainable inclusive economic growth will only begin to deliver real benefits in the medium to longer term and that there is a need to mitigate the current impact of poverty, deprivation and inequality on residents and communities and to support their efforts to change their situation and prospects. In particular, plans have been drawn up to improve the prospects and outcomes in relation to children & young people, health & social care, community safety and economic growth over the short, medium and long term and these are spelt out in this plan. Concerted action by the partners and communities will be required across a range of areas to both improve the current situation and to provide a platform to enable them to reduce their risk of experiencing poverty and deprivation and build their resilience. The South Lanarkshire LOIP has identified transport, and its affordability, as important for the wider environment as well as improving physical connectivity afforded by the wider transport network (including City Deal projects and the general provision of public transport) whilst also playing an important role in tackling</p>

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
	<p>Health and Social Care</p> <ul style="list-style-type: none"> • Individual families and communities are empowered to take preventative action to support positive health and wellbeing with a focus on communities and groups whose health outcomes are poorest • Shifting the balance from hospital and residential settings to community based alternatives • Carers and in particular those on low incomes are fully supported to access financial advice and information and practical wellbeing support <p>Sustainable and inclusive economic growth</p> <ul style="list-style-type: none"> • A supportive business environment exists in South Lanarkshire • Employment and further education opportunities are maximised for South Lanarkshire’s young people • Residents at greatest risk of living in poverty, whether in or out of work receive the support they need to progress into work at a minimum based on the living wage and that provides opportunities for progression 	<p>poverty and inequality.</p>
<p>A Plan for Place West Dunbartonshire LOIP¹⁶⁹</p>	<p>A Flourishing West Dunbartonshire</p> <ul style="list-style-type: none"> • Our economy is diverse and dynamic creating opportunities for everyone • Our local communities are sustainable and attractive • Increased and better quality learning and employment opportunities • Enhanced quality and availability of affordable housing options <p>An Independent West Dunbartonshire</p> <ul style="list-style-type: none"> • Adults and older people are able to live independently in the community • Quality of life is improved for our older residents 	<p>The West Dunbartonshire LOIP is committed to ensuring local communities are sustainable and attractive; adults and older people are able to live independently in the community; and the quality of life is improved for older residents.</p>

Local Outcome Improvement Plan	Local Outcomes and priorities	Key Transport Issues & Priorities
	<ul style="list-style-type: none"> • Housing options are responsive to changing needs over time <p>A Nurtured West Dunbartonshire</p> <ul style="list-style-type: none"> • All West Dunbartonshire children have the best start in life and are ready to succeed • Families are supported in accessing education, learning and attainment opportunities • Improved life chances for all children, young people and families <p>An Empowered West Dunbartonshire</p> <ul style="list-style-type: none"> • We live in engaged and cohesive communities • Citizens are confident, resilient and responsible • Carers are supported to address their needs <p>A Safe West Dunbartonshire</p> <ul style="list-style-type: none"> • Improved community justice outcomes ensure West Dunbartonshire is a safe and inclusive place to live • All partners deliver early and effective interventions targeted at reducing the impact of domestic abuse • Residents live in positive, health promoting local environments where the impact of alcohol and drugs is addressed • Our residents are supported to improve their emotional and mental health and wellbeing 	

References

- 1 Scottish Government. The National Performance Framework, <https://nationalperformance.gov.scot/>
- 2 Scottish Government, 2019, Protecting Scotland's Future: Government's Programme for Scotland 2019- 2020 <https://www.gov.scot/publications/protecting-scotlands-future-governments-programme-scotland-2019-20/>
- 3 Transport Scotland, 2020, National Transport Strategy 2, <https://www.transport.gov.scot/publication/national-transport-strategy-2/>
- 4 Transport Scotland, 2008, The Strategic Transport Projects Review, <https://www.transport.gov.scot/media/26366/j11260a.pdf>
- 5 TACTRAN, 2008, Regional Transport Strategy 2008-2023, <https://www.tactran.gov.uk/documents/TACTRANRTS-FinalNov2008.pdf>
- 6 TACTRAN 2015. Regional Transport Strategy 2015 – 2036 Refresh. <https://www.tactran.gov.uk/documents/RTSRefresh-FinalReport.pdf>
- 7 SWESTRANS, 2008, Regional Transport Strategy, <http://swestrans.org.uk/9691>
- 8 SEStran, 2015 Regional Transport Strategy 2015-2025 Refresh <https://www.sestran.gov.uk/publications/regional-transport-strategy-2015-2025-refresh/>
- 9 HITRANS, 2017, Draft Updated Regional Transport Strategy, https://hitrans.org.uk/Strategy/Regional_Transport_Strategy
- 10 East Dunbartonshire Council, 2020, Local Transport Strategy 2020-2025 <https://www.eastdunbarton.gov.uk/local-transport-strategy>
- 11 East Renfrewshire Council, 2008, Local Transport Strategy, <https://www.eastrenfrewshire.gov.uk/chttphandler.ashx?id=1236&p=0>
- 12 Glasgow City Council, 2015, Glasgow City Centre Transport Strategy <https://www.glasgow.gov.uk/CHttphandler.ashx?id=27887&p=0>
- 13 North Ayrshire Council, 2015 North Ayrshire Local Transport Strategy 2015-2020, <https://www.north-ayrshire.gov.uk/Documents/PropertyServices/InfrastructureDesign/Roads/lts-2015-20.pdf>
- 14 North Lanarkshire Council 2010, Local Transport Strategy <https://www.northlanarkshire.gov.uk/CHttphandler.ashx?id=4970&p=0>
- 15 Renfrewshire Council, 2017, Renfrewshire Local Transport Strategy Refresh, http://www.renfrewshire.gov.uk/media/9944/Renfrewshire-Local-Transport-Strategy-2017/pdf/Renfrewshire_LTS_20171.pdf?m=1560931287080
- 16 South Ayrshire Council, 2009, South Ayrshire Local Transport Strategy, <https://www.south-ayrshire.gov.uk/documents/LTS%20Main%20Doc%20Issued%20with%20SEA.pdf>
- 17 South Lanarkshire Council, 2013, South Lanarkshire Local Transport Strategy, https://www.southlanarkshire.gov.uk/download/downloads/id/7420/local_transport_strategy_2013-23.pdf
- 18 West Dunbartonshire Council, 2013, West Dunbartonshire Local Transport Strategy 2013 – 2018 https://www.west-dunbarton.gov.uk/media/1779733/wdc_local_transport_strategy_2013-2018.pdf
- 19 Transport Scotland, 2019. Active Travel Framework <https://www.transport.gov.scot/media/47158/sct09190900361.pdf>
- 20 Transport Scotland, 2014, A long term vision for Active Travel in Scotland https://www.transport.gov.scot/media/33802/active_travel.pdf
- 21 Transport Scotland, 2017, The Cycling Action Plan 2017-2020 <https://www.transport.gov.scot/publication/cycling-action-plan-for-scotland-2017-2020/>
- 22 Scottish Government, 2014, Let's get Scotland Walking - The National Walking Strategy <https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/>
- 23 Paths for All, 2016, The National Walking Strategy Action Plan 2016-2026, <https://www.pathsforall.org.uk/medialibrary/other/english/81342.pdf>
- 24 Transport Scotland, 2018, Active Travel Task Force Report <https://www.transport.gov.scot/media/42284/active-travel-task-force-june-2018.pdf>

- ²⁵ Transport Scotland, 2019, Active Travel Task Force Deliver Plan
<https://www.transport.gov.scot/media/45103/active-travel-taskforce-delivery-plan-final.pdf>
- ²⁶ Clydeplan, 2017, Glasgow and Clyde Valley Strategic Development Plan – Delivering Growth in the Glasgow City Region, <https://www.clydeplan-sdpa.gov.uk/strategic-development-plan/current-plan/current-strategic-development-plan-july-2017>
- ²⁷ East Dunbartonshire Council, 2015, Active Travel Strategy 2015-202 <https://www.eastdunbarton.gov.uk/residents/planning-and-building-standards/planning-policy/transport/active-travel-strategy>
- ²⁸ East Renfrewshire Council, 2015 Active Travel Action Plan,
<https://www.eastrenfrewshire.gov.uk/CHttpHandler.ashx?id=15984&p=0>
- ²⁹ Glasgow City Council, 2016 Glasgow's Strategic Plan for Cycling 2016-2025
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=33403&p=0>
- ³⁰ Inverclyde Council, 2018 Inverclyde Active Travel Strategy,
https://www.inverclyde.gov.uk/assets/attach/9658/Inverclyde-Active-Travel-Strategy_v2.pdf
- ³¹ Renfrewshire Council, 2016, Renfrewshire Cycling Strategy 2016 – 2025,
<http://www.renfrewshire.gov.uk/media/3482/Renfrewshire-Cycling-Strategy-2016-2025/pdf/RenfrewshireCyclingStrategy2016-2025.pdf?m=1485189800523>
- ³² South Lanarkshire Council, 2015, South Lanarkshire Cycling Strategy 2015 - 2020,
https://www.southlanarkshire.gov.uk/download/downloads/id/10930/cycling_strategy_2015-2020.pdf
- ³³ Scottish Executive, 2006, Scotland's Railways, <https://www.transport.gov.scot/media/35689/j8034.pdf>
- ³⁴ Transport Scotland, 2017, The Scottish Ministers' High Level Output Specification for Control Period 6,
<https://www.transport.gov.scot/media/39496/high-level-output-specification-hlos-for-control-period-6-final.pdf>
- ³⁵ Transport Scotland, 2018, The Scottish Ministers' Guidance to the Office of Rail and Road
<https://www.transport.gov.scot/media/42303/orr-statutory-guidance.pdf>
- ³⁶ Transport Scotland, 2018, Rail Enhancements & Capital Investment Strategy,
<https://www.transport.gov.scot/media/41836/rail-enhancements-and-capital-investment-strategy-15-march-2018.pdf>
- ³⁷ Transport Scotland, Local Rail Development Fund,
<https://www.transport.gov.scot/public-transport/rail/rail-policy-and-strategy/local-rail-development-fund/>
- ³⁸ Transport Scotland, 2019. Scotland's Railways Control Period 6: 2019-2024.
<https://www.transport.gov.scot/publication/scotland-s-railway-control-period-6-2019-2024/>
- ³⁹ Transport Scotland, 2012, Scottish Ferry Services: Ferries Plan (2013 - 2022),
<https://www.transport.gov.scot/public-transport/ferries/scottish-ferries-plan/>
- ⁴⁰ Transport Scotland, 2013, Making the Most of Scotland's Canals,
<https://www.transport.gov.scot/media/30484/j269946.pdf>
- ⁴¹ Transport Scotland, 2013, 2018, Roads for All: Good Practice Guide for Roads
<https://www.transport.gov.scot/media/43830/roads-for-all-good-practice-guide-for-roads-july-2013.pdf>
- ⁴² Audit Scotland, 2016, Maintaining Scotland's roads: A follow up report,
<https://www.audit-scotland.gov.uk/report/maintaining-scotlands-roads-a-follow-up-report-0>
- ⁴³ Scottish Government, 2009, Go Safe on Scotland's Roads: road safety framework to 2020,
<https://www.gov.scot/publications/go-safe-scotlands-roads-everyones-responsibility-scotlands-road-safety-framework/>
- ⁴⁴ Transport Scotland, 2016, The Road Safety Framework Mid-term Review,
<https://www.transport.gov.scot/media/1416/ts-road-safety-framework-mid-term-review-march-2016.pdf>
- ⁴⁵ Transport Scotland, 2016, Strategic Road Safety Plan,
<https://www.transport.gov.scot/publication/strategic-road-safety-plan-2016/>
- ⁴⁶ Transport Scotland, 2016, The Good Practice Guide to 20mph speed restrictions,
<https://www.transport.gov.scot/media/38640/20-mph-good-practice-guide-update-version-2-28-june-2016.pdf>
- ⁴⁷ Transport Scotland, Go Safe on Scotland's Roads – it's Everyone's Responsibility - Scotland's Road Safety Framework to 2020
- ⁴⁸ Transport Scotland, 2016, Delivering the goods - Scotland's rail freight strategy
<https://www.transport.gov.scot/media/5362/ts-rail-freight-strategy-a4-aw3.pdf>

- ⁴⁹ Transport Scotland, 2018, Smart and Integrated Ticketing and Payments Delivery Strategy, <https://www.transport.gov.scot/media/42380/smart-ticketing-and-payments-delivery-strategy-2018.pdf>
- ⁵⁰ Transport Scotland, 2017, Scotland's Trunk Road and Motorway Network Future intelligent transport systems strategy, <https://www.transport.gov.scot/media/40406/its-strategy-2017-final.pdf>
- ⁵¹ Transport Scotland, 2019, A CAV Roadmap for Scotland, <https://www.transport.gov.scot/media/46708/a-cav-roadmap-for-scotland-final.pdf>
- ⁵² Scottish Government, 2015, Scotland's Economic Strategy, <https://www.gov.scot/publications/scotlands-economic-strategy/>
- ⁵³ Glasgow City Region Cabinet, 2017, Glasgow City Region Economic Action Plan, <http://www.glasgowcityregion.co.uk/CHttpHandler.ashx?id=19521&p=0>
- ⁵⁴ Argyll and Bute Council, 2019, Argyll and Bute Economic Strategy, https://www.argyll-bute.gov.uk/sites/default/files/economic_strategy_0.pdf
- ⁵⁵ Scottish Government, 2016, Scotland's Labour Market Strategy, <https://www.gov.scot/publications/scotlands-labour-market-strategy/>
- ⁵⁶ Scottish Government, 2014, Developing the Young Workforce Scotland's Youth Employment Strategy, <https://www.gov.scot/publications/developing-young-workforce-scotlands-youth-employment-strategy/>
- ⁵⁷ Scottish Government, 2015, Infrastructure Investment Plan, <https://www.gov.scot/publications/infrastructure-investment-plan-2015/>
- ⁵⁸ Infrastructure Commission for Scotland (2018) <https://infrastructurecommission.scot/>
- ⁵⁹ Infrastructure Commission for Scotland: Phase 1 Key Findings Report – A Blueprint for Scotland, https://infrastructurecommission.scot/storage/247/FullReport_200120a.pdf
- ⁶⁰ Scottish Government, 2016, Global Scotland: trade and investment strategy 2016-2021, <https://www.gov.scot/publications/global-scotland-scotlands-trade-investment-strategy-2016-2021/>
- ⁶¹ Scottish Government, 2019 A Trading Nation – a plan for growing Scotland's exports, <https://www.gov.scot/publications/scotland-a-trading-nation/>
- ⁶² Office of the Deputy Prime Minister, 2014, City Deal: Glasgow and Clyde Valley, <https://www.gov.uk/government/publications/city-deal-glasgow-and-clyde-valley>
- ⁶³ Office of the Secretary of State for Scotland, 2019, Ayrshire Growth Deal: Heads of Terms Agreement, <https://www.gov.uk/government/publications/ayrshire-growth-deal-heads-of-terms-agreement>
- ⁶⁴ Argyll and Bute Council, 2018, Our vision for a Rural Growth Deal for Argyll and Bute, <https://www.argyll-bute.gov.uk/rgd>.
- ⁶⁵ Scottish Government, 2013 Town Centre Action Plan <https://www.gov.scot/publications/town-centre-action-plan-scottish-government-response/>
- ⁶⁶ Scottish Government, 2016, Scotland's Agenda for Cities, <https://www.gov.scot/publications/scotlands-agenda-cities/pages/3/>
- ⁶⁷ The National Council of Rural Advisers, 2018, New blueprint for Scotland's rural economy: recommendations to Scottish Ministers, <https://www.gov.scot/publications/new-blueprint-scotlands-rural-economy-recommendations-scottish-ministers/>
- ⁶⁸ Scottish Government, 2018, Tourism in Scotland: the economic contribution of the sector, <https://www.gov.scot/publications/tourism-scotland-economic-contribution-sector/>
- ⁶⁹ Visit Scotland, 2016, Tourism in Scotland's Regions 2016, <https://www.visitscotland.org/research-insights/regions>
- ⁷⁰ Scottish Tourism Alliance, 2012, Tourism Scotland 2020, <https://scottishtourismalliance.co.uk/tourism-scotland-2020/>
- ⁷¹ Visit Scotland, 2016, Tourism Development Framework, <https://www.visitscotland.org/about-us/what-we-do/our-plans/tourism-development-framework>
- ⁷² Scottish Tourism Alliance, 2020, Scotland Outlook 2030: Responsible Tourism For A Sustainable Future, <https://scottishtourismalliance.co.uk/wp-content/uploads/2020/03/Scotland-Outlook-2030.pdf>
- ⁷³ Glasgow City Region, 2018, Tourism Strategy 2018 - 2023 <http://www.glasgowcityregion.co.uk/CHttpHandler.ashx?id=22898&p=0>

- ⁷⁴ Scottish Government, 2014, The Third National Planning Framework <https://www.gov.scot/publications/national-planning-framework-3/>
- ⁷⁵ Scottish Government, 2014 Scottish Planning Policy, <https://www.gov.scot/publications/scottish-planning-policy/>
- ⁷⁶ Scottish Government, 2013, Creating Places, <https://www.gov.scot/publications/creating-places-policy-statement-architecture-place-scotland/>
- ⁷⁷ Scottish Government, 2010, Designing Streets, <https://www.gov.scot/publications/designing-streets-policy-statement-scotland/>
- ⁷⁸ Scottish Government, 2020, <https://www.transformingplanning.scot/national-planning-framework/>
- ⁷⁹ Scottish Government, 2020, Fourth National Planning Framework: position statement <https://www.gov.scot/publications/scotlands-fourth-national-planning-framework-position-statement/>
- ⁸⁰ Scottish Government, 2018, Place Principle: introduction, <https://www.gov.scot/publications/place-principle-introduction/>
- ⁸¹ Scottish Government, 2016, Getting the best from our land - A Land Use Strategy for Scotland 2016-2021, <https://www.gov.scot/publications/getting-best-land-land-use-strategy-scotland-2016-2021>
- ⁸² Scottish Government, 2019, Housing to 2040: A Vision for our future Homes and Communities, <https://www.gov.scot/publications/housing-to-2040/pages/what-is-housing-to-2040/>
- ⁸³ Scottish Government, 2019, Housing to 2040: consultation on outline policy options, <https://consult.gov.scot/housing-services-policy-unit/housing-to-2040/>
- ⁸⁴ Central Scotland Green Network Partnership Board, 2011. CSGN: The Vision. <http://www.centalscotlandgreennetwork.org/>
- ⁸⁵ Glasgow and Clyde Valley Green Network Partnership, 2017. A Green Network Strategy for the Glasgow City Region. <https://www.gcvgreennetwork.gov.uk/publications/786-gcv-green-network-strategy>
- ⁸⁶ Glasgow and Clyde Valley Green Network Partnership, 2018. Green Network: The Blue Print – Making the Connections. <https://www.gcvgreennetwork.gov.uk/publications/791-green-network-the-blueprint>
- ⁸⁷ Scottish Government, 2016, Realising Scotland's full potential in a digital world: a digital strategy for Scotland, <https://www.gov.scot/publications/realising-scotlands-full-potential-digital-world-digital-strategy-scotland/>
- ⁸⁸ Scottish Government, 2019, 5G: Strategy for Scotland, <https://www.gov.scot/publications/forging-digital-future-5g-strategy-scotland/>
- ⁸⁹ E Tod et al, 2017, Obesity in Scotland: a persistent inequality. International Journal for Equity in Health, 16: 135. <https://doi.org/10.1186/s12939-017-0599-6>
- ⁹⁰ Scottish Government, 2017, Obesity indicators 2017, <https://www.gov.scot/publications/obesity-indicators-monitoring-progress-prevention-obesity-route-map/>
- ⁹¹ Scottish Government, 2017, Scottish Health Survey, <https://www.gov.scot/publications/scottish-health-survey-results-local-areas-2014-2015-2016-2017/pages/3/>
- ⁹² Scottish Government, 2010, Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight, <https://www.gov.scot/publications/preventing-overweight-obesity-scotland-route-map-towards-healthy-weight/>
- ⁹³ Scottish Public Health Observatory, 2015, Review of the Obesity Route Map, https://www.scotphn.net/wp-content/uploads/2016/02/2016_01_06-Final-Report-1.pdf
- ⁹⁴ Scottish Government, 2018, A healthier future: Scotland's diet and healthy weight delivery plan, <https://www.gov.scot/publications/healthier-future-scotlands-diet-healthy-weight-delivery-plan/pages/1/>
- ⁹⁵ Scottish Government, 2018 Active Scotland Outcomes Framework, <https://www.gov.scot/publications/active-scotland-delivery-plan/pages/5/>
- ⁹⁶ Scottish Government, 2017, Mental Health Strategy 2017-2027 <https://www.gov.scot/publications/mental-health-strategy-2017-2027/pages/2/>
- ⁹⁷ Mental Health foundation, 2013, Let's Get Physical - The impact of physical activity on wellbeing, <https://www.mentalhealth.org.uk/sites/default/files/lets-get-physical-report.pdf>
- ⁹⁸ Age UK, 2012, Loneliness and isolation: evidence review https://www.ageuk.org.uk/documents/en-gb/for-professionals/evidence_review_loneliness_and_isolation.pdf?dtrk=true

- ⁹⁹ Age UK, 2015, Evidence Review: Loneliness in Later Life https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/healthwellbeing/rb_june15_loneliness_in_later_life_evidence_review.pdf
- ¹⁰⁰ Mental Health Foundation, 2010, The Lonely Society. https://www.mentalhealth.org.uk/sites/default/files/the_lonely_society_report.pdf
- ¹⁰¹ Scottish Government, 2013, Scottish Social Attitudes Survey (2013) <https://www.webarchive.org.uk/wayback/archive/20171002023743/http://www.gov.scot/Publications/2014/06/3033>
- ¹⁰² Scottish Government, 2016, Scottish Household Survey 2015: annual report (2016) <https://www.gov.scot/publications/scotlands-people-results-2015-scottish-household-survey/>
- ¹⁰³ Teuton, J, Health Scotland, 2018 Social Isolation and Loneliness in Scotland: a review of prevalence and trends <http://www.healthscotland.scot/media/1712/social-isolation-and-loneliness-in-scotland-a-review-of-prevalence-and-trends.pdf>
- ¹⁰⁴ Scottish Government, 2018, A connected Scotland – Our strategy tackling social isolation and loneliness and building stronger social connections, <https://www.gov.scot/publications/connected-scotland-strategy-tackling-social-isolation-loneliness-building-stronger-social-connections/>
- ¹⁰⁵ World Health Organisation, 2011. Burden of disease from environmental noise -Quantification of healthy life years lost in Europe, https://www.who.int/quantifying_ehimpacts/publications/e94888/en/
- ¹⁰⁶ Scottish Government, 2018, Consultation on draft Noise Action Plans, <https://consult.gov.scot/environment-forestry/consultation-on-draft-noise-action-plans/>
- ¹⁰⁷ The Scottish Government, 2019, Glasgow Agglomeration Noise Action Plan 2019-2023, <https://noise.environment.gov.scot/pdf/RoundThree/Glasgow/Glasgow%20Action%20Plan%20Agglomeration.pdf>
- ¹⁰⁸ Transport Scotland, 2019, Transportation Noise Action Plan (TNAP) 2019-2023, https://noise.environment.gov.scot/pdf/RoundThree/Transportation/Transportation_Noise_Action_Plan_December_2018.pdf
- ¹⁰⁹ Audit Scotland, 2011, Transport for health and social care, https://www.audit-scotland.gov.uk/docs/health/2011/nr_110804_transport_health.pdf
- ¹¹⁰ Mobility and Access Committee for Scotland, 2019, MACS Report: Transport to Health and Social Care, <https://www.transport.gov.scot/media/47020/subgroup-transport-to-health-report.pdf>
- ¹¹¹ Scottish Government, 2020, Securing a green recovery on a path to net zero: climate change plan 2018–2032 – update <https://www.gov.scot/publications/securing-green-recovery-path-net-zero-update-climate-change-plan-20182032/>
- ¹¹² Scottish Government, 2018, Climate Change Plan: third report on proposals and policies 2018-2032, <https://www.gov.scot/publications/scottish-governments-climate-change-plan-third-report-proposals-policies-2018/>
- ¹¹³ Transport Scotland, 2020, Carbon Account for Transport No. 12: 2020 Edition <https://www.transport.gov.scot/publication/carbon-account-for-transport-no-12-2020-edition/>
- ¹¹⁴ Scottish Government, 2017, The future of energy in Scotland: Scottish energy strategy <https://www.gov.scot/publications/scottish-energy-strategy-future-energy-scotland-9781788515276/>
- ¹¹⁵ Scottish Government, 2019, Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024, <https://www.gov.scot/publications/climate-ready-scotland-second-scottish-climate-change-adaptation-programme-2019-2024/>
- ¹¹⁶ Climate Ready Clyde, (2018) Towards A Climate Ready Clyde: Climate Risks And Opportunities For Glasgow City Region – Key Findings and Next Steps <http://climatereadyclde.org.uk/wp-content/uploads/2018/11/Climate-Ready-Clyde-Climate-Risk-and-Opportunity-Assessment-Key-findings-and-next-steps.pdf>
- ¹¹⁷ North and South Ayrshire Councils, (2018) Ayrshire Shoreline Management Plan, <https://www.north-ayrshire.gov.uk/community-safety/flooding/ayrshire-shoreline-management-plan.aspx>
- ¹¹⁸ Clyde Marine Planning Partnership, 2019, Clyde Regional Marine Plan Pre-Consultation Draft, <https://www.clydemarineplan.scot/wp-content/uploads/2019/06/Pre-consultation-draft-Clyde-Regional-Marine-Plan-18-March-2019.pdf>
- ¹¹⁹ SEPA, 2015, Clyde and Loch Lomond Flood Risk Management Strategy, <https://www2.sepa.org.uk/frmstrategies/clyde-loch-lomond.html>
- ¹²⁰ SEPA, 2015, Ayrshire Flood Risk Management Strategy <https://www2.sepa.org.uk/frmstrategies/ayrshire.html>

- ¹²¹ Scottish Government, 2004, Scotland's biodiversity: it's in your hands, <https://www.gov.scot/publications/scotlands-biodiversity---its-in-your-hands/>
- ¹²² Scottish Government, 2013, 2020 Challenge for Scotland's Biodiversity, <https://www.gov.scot/publications/2020-challenge-scotlands-biodiversity-strategy-conservation-enhancement-biodiversity-scotland/>
- ¹²³ Scottish Government, 2015, Scotland's biodiversity: a route map to 2020, <https://www.gov.scot/publications/scotlands-biodiversity-route-map-2020/pages/4/>
- ¹²⁴ Scottish Government, 2020, The Environment Strategy for Scotland: vision and outcomes, <https://www.gov.scot/publications/environment-strategy-scotland-vision-outcomes/>
- ¹²⁵ Scottish Government, (2015) Cleaner Air for Scotland - The Road to a Healthier Future (CAFS) <https://www.gov.scot/publications/cleaner-air-scotland-road-healthier-future/>
- ¹²⁶ Scottish Government, 2019, National low emission framework <https://www.gov.scot/publications/national-low-emission-framework/>
- ¹²⁷ Cleaner Air for Scotland, 2019, An Independent Review: Final Report to the Scottish Government <https://www.gov.scot/publications/cleaner-air-scotland-strategy-independent-review/>
- ¹²⁸ East Dunbartonshire Council, 2018, Draft Bearsden Air Quality Action Plan, <https://www.eastdunbarton.gov.uk/council/consultations/draft-bearsden-air-quality-action-plan-consultation>
- ¹²⁹ East Dunbartonshire Council, 2012, Bishopbriggs Air Quality Action Plan Update https://drive.google.com/file/d/0B91KJoi4rt8_WFpjNXh2N1Uyd1k/view
- ¹³⁰ Glasgow City Council, 2009, Air Quality Action Plan, <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=32447&p=0>
- ¹³¹ North Lanarkshire Council, 2013, North Lanarkshire Air Quality Action Plan, http://www.scottishairquality.scot/assets/action-plans/North_Lanarkshire_2013.pdf
- ¹³² Renfrewshire Council. 2019, Air Quality Action Plan, http://www.renfrewshire.gov.uk/media/9907/Renfrewshire-Council-Air-Quality-Action-Plan-2019/doc/AQAP_Renfrewshire2019_FINAL_20190221.docx?m=1560249234117
- ¹³³ South Lanarkshire Council, 2019, Air Quality Action Plan South Lanarkshire Council, https://www.southlanarkshire.gov.uk/download/downloads/id/12278/air_quality_action_plan.pdf
- ¹³⁴ Scottish Government, Transport (Scotland) Act 2019
- ¹³⁵ Transport Scotland, 2013, Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles <https://www.transport.gov.scot/media/30506/j272736.pdf>
- ¹³⁶ Transport Scotland, 2017 Switched On Scotland Phase 2: An Action Plan for Growth <https://www.transport.gov.scot/media/30506/j272736.pdf>
- ¹³⁷ UK Parliament, 2010, Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15/contents>
- ¹³⁸ Scottish Parliament Information Centre, 2011, SPICe Briefing: Equality Act 2010, http://www.parliament.scot/ResearchBriefingsAndFactsheets/S4/SB_11-50.pdf#page=16&zoom=100,0,818
- ¹³⁹ Scottish Parliament, 2014, Children and Young People (Scotland) Act 2014 <http://www.legislation.gov.uk/asp/2014/8/contents/enacted>
- ¹⁴⁰ Scottish Government, 2019, Children's rights and wellbeing impact assessments: guidance, <https://www.gov.scot/publications/childrens-rights-wellbeing-impact-assessments-crwia-guidance/>
- ¹⁴¹ Scottish Government, 2016, A Fairer Scotland for Disabled People <https://www.gov.scot/publications/fairer-scotland-disabled-people-delivery-plan-2021-united-nations-convention/>
- ¹⁴² Transport Scotland, 2016, Going Further - Scotland's Accessible Travel Framework, <https://www.transport.gov.scot/publication/going-further-scotland-s-accessible-travel-framework/>
- ¹⁴³ Scottish Government, 2019, Fairer Scotland Duty: interim guidance for public bodies, <https://www.gov.scot/publications/fairer-scotland-duty-interim-guidance-public-bodies/>
- ¹⁴⁴ Scottish Government, 2021, Poverty and income inequality in Scotland: 2017 - 2020 <https://www.gov.scot/publications/poverty-and-income-inequality-in-scotland-2017-20/>
- ¹⁴⁵ Scottish Parliament, 2017, Child Poverty (Scotland) Act 2017 <http://www.legislation.gov.uk/asp/2017/6/contents/enacted>

- ¹⁴⁶ Scottish Government, 2018, Every Child, Every Chance: the Tackling Child Poverty Delivery Plan, <https://www.gov.scot/publications/child-chance-tackling-child-poverty-delivery-plan-2018-22/>
- ¹⁴⁷ Scottish Government and COSLA, 2018, Equally Safe: Scotland's strategy to eradicate violence against women, <https://www.gov.scot/publications/equally-safe-scotlands-strategy-prevent-eradicate-violence-against-women-girls/>
- ¹⁴⁸ Scottish Government, 2019, A Fairer Scotland for Women: Gender Pay Gap Action Plan, <https://www.gov.scot/publications/fairer-scotland-women-gender-pay-gap-action-plan/>
- ¹⁴⁹ Scottish Government, 2019, A Fairer Scotland for Older People: framework for action, <https://www.gov.scot/publications/fairer-scotland-older-people-framework-action/>
- ¹⁵⁰ The Poverty and Inequality Commission, 2019, Transport and Poverty in Scotland, <https://povertyinequality.scot/publication/transport-and-poverty-in-scotland-report-of-the-poverty-and-inequality-commission/>
- ¹⁵¹ Transport Scotland (2019) Scottish Transport Statistics, No 37, 2018 edition <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>
- ¹⁵² Scottish Parliament, 2018, The Islands (Scotland) Act 2018 <http://www.legislation.gov.uk/asp/2018/12/enacted>
- ¹⁵³ Scottish Government, 2019, National Plan for Scotland's Islands, <https://www.gov.scot/publications/national-plan-scotlands-islands/>
- ¹⁵⁴ Scottish Parliament, 2003, Local Government in Scotland Act 2003, <http://www.legislation.gov.uk/asp/2003/1/contents>
- ¹⁵⁵ Christie Commission, 2011, Commission on the Future Delivery of Public Services, <https://www.gov.scot/publications/commission-future-delivery-public-services/>
- ¹⁵⁶ Scottish Parliament, 2015, Community Empowerment (Scotland) Act 2015 <http://www.legislation.gov.uk/asp/2015/6/contents/enacted>
- ¹⁵⁷ Scottish Government, 2016 National Transport Strategy, <https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf>
- ¹⁵⁸ Argyll and Bute Community Planning Partnership, 2013, Argyll and Bute Single Outcome Agreement and Outcome Improvement Plan 2013 – 23, <https://www.argyll-bute.gov.uk/council-and-government/community-plan-and-single-outcome-agreement>
- ¹⁵⁹ East Ayrshire Community Planning Partnership, 2018, Local Outcomes Improvement Plan, <https://www.eastayrshirecommunityplan.org/Performance/Local-Outcomes-Improvement-Plan.aspx>
- ¹⁶⁰ East Dunbartonshire Community Planning Partnership, 2017, East Dunbartonshire Local Outcome Improvement Plan 2017-27, <https://www.eastdunbarton.gov.uk/our-local-outcomes>
- ¹⁶¹ East Renfrewshire Council, 2018, Community Plan, (Including Fairer East Ren), <https://www.eastrenfrewshire.gov.uk/CHttpHandler.ashx?id=25050&p=0>
- ¹⁶² Glasgow Community Planning Partnership, 2018, Glasgow Community Plan, <https://www.glasgowcpp.org.uk/communityplan>
- ¹⁶³ Inverclyde Council, 2017, Inverclyde Local Outcomes Improvement Plan, <https://www.inverclyde.gov.uk/council-and-government/community-planning-partnership/inverclyde-outcome-improvement-plan>
- ¹⁶⁴ North Ayrshire Community Planning Partnership, 2017, Local Outcomes Improvement Plan 2017 – 2022, <http://northayrshire-community.wordpress.nexuswebdesign.co.uk/wp-content/uploads/sites/60/2017/09/170929-LOIP-MR-changes.pdf>
- ¹⁶⁵ North Lanarkshire Partnership, 2017, Local Outcomes Improvement Plan, <https://www.northlanarkshire.gov.uk/CHttpHandler.ashx?id=21277&p=0>
- ¹⁶⁶ Renfrewshire Community Planning Partnership, 2017, Renfrewshire's Community Plan 2017-2027, <http://www.renfrewshire.gov.uk/article/6265/Our-Renfrewshire-community-plan-2017---2027>
- ¹⁶⁷ South Ayrshire Community Planning Partnership, 2017, South Ayrshire Local Outcomes Improvement Plan, and Local Place Plans, <https://www.south-ayrshire.gov.uk/cpp/local-outcomes.aspx>
- ¹⁶⁸ South Lanarkshire Community Planning Partnership, 2017, Local Outcome Improvement Plan 2017-27, https://www.southlanarkshirecommunityplanning.org/download/downloads/id/93/community_plan_-_2017-2027.pdf
- ¹⁶⁹ West Dunbartonshire Community Planning Partnership, 2017, A Plan for Place West Dunbartonshire LOIP, <https://www.west-dunbarton.gov.uk/council/community-planning-west-dunbartonshire/west-dunbartonshire-plan-for-place/>