



# The New Regional Transport Strategy for Strathclyde

## Initial Consultation and Engagement Report

On behalf of **Strathclyde Partnership for Transport**



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## Document Control Sheet

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## Contents

<b>1</b>	<b>Introduction</b> .....	<b>1</b>
<b>2</b>	<b>Initial Consultation Approach</b> .....	<b>2</b>
	2.1 Introduction .....	2
	2.2 Stakeholders and Consultees .....	2
	2.3 Pre-Appraisal Consultation Approach .....	3
	2.4 Consultation Format .....	4
	2.5 Response Summary .....	8
	2.6 Supplementary Engagement on Options .....	9
<b>3</b>	<b>Consultation Response Summary</b> .....	<b>10</b>
	3.1 Introduction .....	10
	3.2 Ambition, Vision & Approach Insight .....	10
	3.3 Strategic Insight.....	11
	3.4 Modes & Operational Issues Insight.....	15
	3.5 Local & Behavioural Insight.....	21
<b>4</b>	<b>SEA Scoping</b> .....	<b>23</b>
	4.1 Introduction .....	23
	4.2 Approach to SEA requirements .....	23
<b>5</b>	<b>Equalities Impact Assessment Scoping</b> .....	<b>25</b>
	5.1 Introduction .....	25
	5.2 Approach to Equalities Duties .....	25
<b>6</b>	<b>Public Survey Analysis Summary</b> .....	<b>27</b>
	6.1 Introduction .....	27
	6.2 Survey Headlines .....	27

## Figures

Figure 2.1: RTS Study Approach Outline .....	1
Figure 2.1: Pre-Appraisal Evidence Gathering Stakeholders and Consultees .....	3

## Tables

Table A.1: RTS SEA Framework (Updated).....	
Table B.1: RTS Equalities Assessment Framework (Updated) .....	

## Appendices

Appendix A	Stakeholders & Consultees Register
Appendix B	Initial Consultee Correspondence

Appendix C	Public Survey Technical Analysis
Appendix D	SEA Framework
Appendix E	Equalities Assessment Framework

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# 1 Introduction

- 1.1.1 Stantec UK Ltd (Stantec) produced a Consultation and Engagement Plan in October 2018 to define a methodology and an approach to consultation and engagement which ensures appropriate discharge of SPT's consultation and engagement duties in respect of the development of the New Regional Transport Strategy for the West of Scotland (RTS).
- 1.1.2 The Consultation and Engagement Plan was devised around the overarching Scottish Transport Appraisal Guidance (STAG) approach to the development of the RTS, with a bespoke approach configured for the engagement and consultation techniques adopted at discrete stages of the study.
- 1.1.3 Figure 1.1 below, provides an outline of the RTS key project tasks.

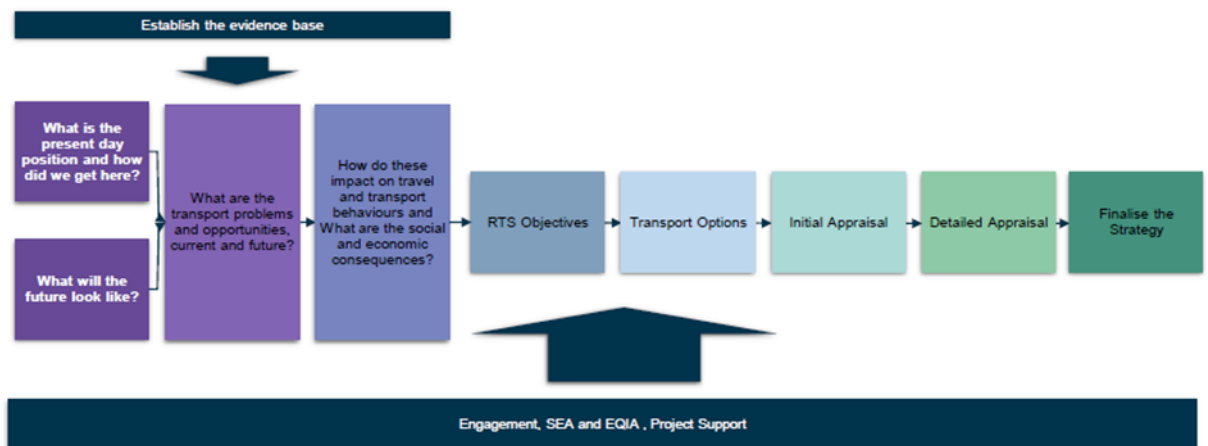


Figure 2.1: RTS Study Approach Outline

- 1.1.4 This Baseline Pre-Appraisal Consultation Report has been produced to conclude the initial consultation and engagement stage, which constitutes the baseline consultation and information gathering stage of the RTS. This report includes:
- Chapter 2 Initial Consultation Approach;
  - Chapter 3 Consultation Response Summary;
  - Chapter 4 Equalities Impact Assessment Scoping;
  - Chapter 5 Public Survey Analysis; and
  - Chapter 6 Summary.
- 1.1.5 It should be noted that the majority of the engagement referred to within this report was undertaken pre-Covid-19 and views provided will not relate to the pandemic situation. SPT will continue to liaise with stakeholders and partners through the development of the Strategy.

## 2 Initial Consultation Approach

### 2.1 Introduction

2.1.1 Consultation ensures that the knowledge, ideas and experiences of people that live and work in a town, city or region are the basis for the development of policy and strategy that will meet future needs. As such, consultation and engagement needs to be inclusive and assist in the resolution of tensions between different interest groups by including all views at an early stage. Our approach to establishing the baseline was cognisant of this and sought to capture as wide an input of views as possible through identifying relevant key stakeholders and partners as well as the appropriate forum for engagement.

2.1.2 This chapter describes:

- Stakeholders and consultees;
- Pre-appraisal consultation approach;
- Consultation format; and
- Response summary.
- Stakeholders and Consultees

2.1.3 Stantec devised a list of consultees and industry groupings as part of the SPT RTS preparation process. This was refined to include comments from SPT and capture a wider consultee baseline. Figure 2.1 below, presents the agreed Evidence Gathering Stakeholders and Consultees.

### 2.2 Stakeholders and Consultees

2.2.1 Stantec devised a list of consultees and industry groupings as part of the SPT RTS preparation process. This was refined to include comments from SPT and capture a wider consultee baseline. Figure 2.1 below, presents the agreed Evidence Gathering Stakeholders and Consultees.

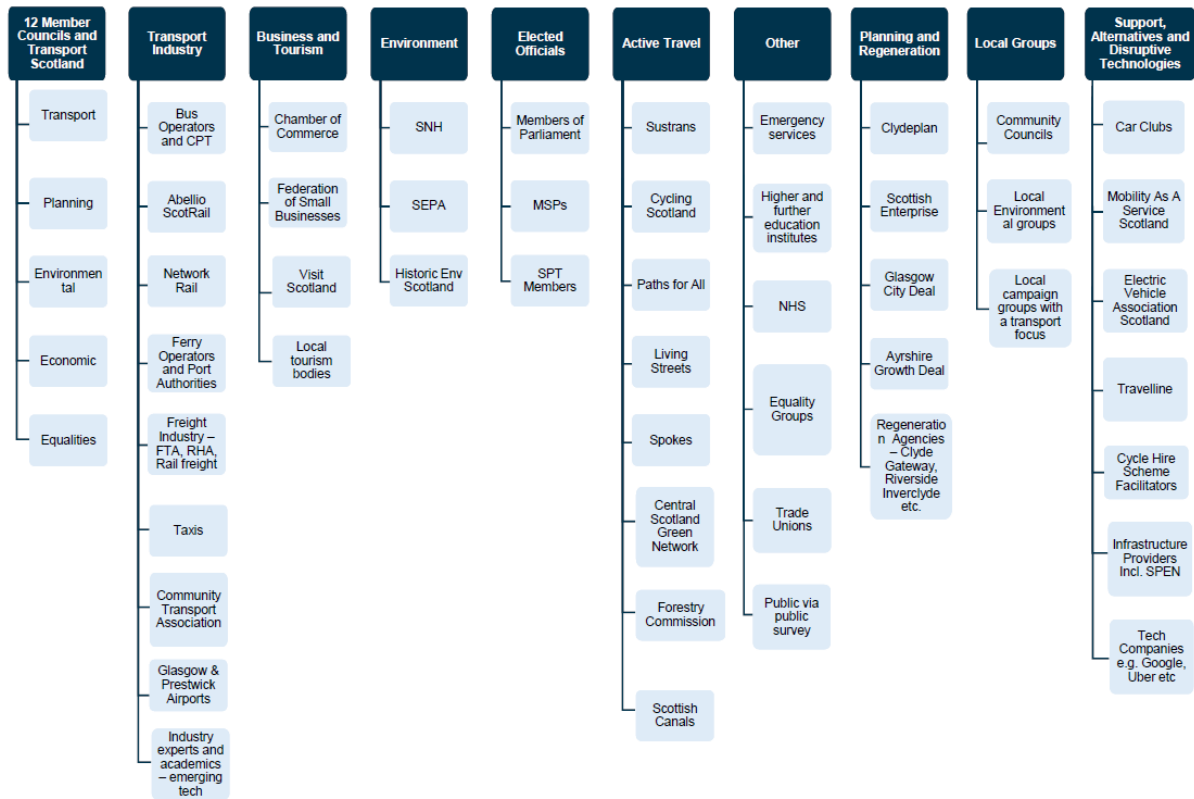


Figure 2.1: Pre-Appraisal Evidence Gathering Stakeholders and Consultees

2.2.2 SPT provided Stantec with a master stakeholder list including all SPT key contacts. The master stakeholder list was cleaned and formatted to aggregate consultees into key groupings to reflect the 10 ‘categories’ identified within Figure 2.1. This facilitated administration and management of the consultation approach as well as recording responses.

2.2.3 Appendix A tabulates stakeholders and consultees by their key groupings, the format of consultation adopted and provides a record of when the meetings were conducted/ responses provided.

## 2.3 Pre-Appraisal Consultation Approach

2.3.1 Our approach to pre-appraisal consultation included the following key activities:

- Multi-Service Meeting/ Workshops – primarily aimed at the 12 member councils within the SPT area, but also suitable for wider representatives of groups with similar interests e.g. Active Travel;
- Individual Meetings – including face-to-face or over the phone pre-arranged telcons with nominated individuals or representatives;
- Briefing & Opportunity to Comment – provision of an infographic and specific response options, tailored for both:
  - a broad range of consultee categories; and
  - elected officials.



- An Equalities Impact Assessment Scoping Document – shared with a broad range of Equalities Groups; and
  - A Public Survey – suitable for completion by all residents of the wider Strathclyde Region over 16 years of age.
- 2.3.2 SPT supported the pre-appraisal consultation and engagement tasks, leading on engagement with key SPT Council Members; neighbouring Regional Transport Partnerships; the Traffic Commissioner; and others. SPT also played a role by contacting a number of local authority partners to inform them of the work and letting them know to expect contact from Stantec.
- 2.3.3 In advance of any consultations being undertaken, a bespoke project email address and account was created: [Strathclyde\\_RTS@peterbrett.com](mailto:Strathclyde_RTS@peterbrett.com) and managed by Stantec's Consultation and Engagement Manager.
- 2.3.4 This chapter describes in detail the discrete consultation and engagement methods outlined above and the stakeholders and consultees engaged throughout the process.

## **2.4 Consultation Format**

### **Multi-Service Meeting Workshops**

- 2.4.1 Multi-service meeting workshops were undertaken with the 12 constituent councils:
- Argyll and Bute;
  - West Dunbartonshire;
  - East Dunbartonshire;
  - Inverclyde;
  - Renfrewshire;
  - East Renfrewshire;
  - North Ayrshire;
  - East Ayrshire;
  - South Ayrshire;
  - Glasgow City;
  - North Lanarkshire; and
  - South Lanarkshire.
- 2.4.2 Nominated council contacts, primarily within the roads and/ or transportation department, were identified and enlisted as a conduit for coordinating inter-council attendees.
- 2.4.3 All nominated Council contacts were emailed directly in early October to: explain Stantec's role supporting SPT; provide background information to the project and context; convey the requirements of the consultation and engagement exercise; and request their support in coordinating a meeting date and attendance by the relevant internal council officers. Representative council officers from transportation, planning, economic development,

regeneration and others were requested. Appendix B includes a copy of the initial correspondence issued.

- 2.4.4 Once multi-service meeting workshops were arranged, initial baseline data gathering and analysis from the council area, was used to inform the preparation of a bespoke presentation for each local authority. This included a high-level overview of known strategic and local transport and connectivity issues within the area, and was used to facilitate wider discussion at the meeting.
- 2.4.5 The format of the multi-service meetings included a presentation around the following:
- Welcome & introduction;
  - Workshop format overview;
  - Background to the study:
    - Summary of the RTS;
    - Initial baselining;
    - Engagement programme;
    - Outline issues & data analysis;
  - Workshop session/ breakout – generally facilitated discussion; and
  - Feedback and close.
- 2.4.6 The multi-service meeting workshops were facilitated, as a minimum, by two attendees from Stantec, a register of council attendees, relevant local area mapping, a pre-approved discussion guide to facilitate and steer the workshop-session and a workshop discussion log. In practice, the workshop discussion log was not practical in the context of fluid discussions, and so shared note-taking across the Stantec team was employed to log the local authority discussion content and engagement outcomes. Notes were consolidated after the meetings.
- 2.4.7 The multi-service meeting engagement format was also used to engage a series of Active Travel Group representatives including: Sustrans; Paths for All; Go Bike; Cycling Scotland; and Living Streets.
- 2.4.8 The multi-service meeting workshops were undertaken between October 2018 and January 2019, inclusive.

### **Individual Meetings**

- 2.4.9 Individual meetings were convened initially along much the same lines as the multi-service workshops, with initial contact being made with SPT's nominated contact for the organisation via specific email correspondence. Appendix B includes a copy of the initial correspondence issued. Thereafter, once mutually convenient meeting dates were established these were attended by the Project Manager and Consultation and Engagement Manager.
- 2.4.10 Individual meetings also followed a similar format to the multi-service meetings with exception of a presentation being provided. A specific and pre-approved Individual Meeting Agenda/ Discussion Guide was prepared in advance of the meeting and included:
- Introductions;
  - Overview of project, programme and timelines;

- Format for Discussion;
  - Problems and Issues;
  - Constraints and Opportunities;
  - Other Issues/ Commentary; and
  - Next Steps.
- 2.4.11 Each individual meeting was managed and facilitated by the Project Manager and/ or the Consultation and Engagement Manager, with additional project/ meeting support provided by Stantec in almost all individual meetings, but particularly in the instance of more than two or three organisation representatives being present. The undertaking of individual meetings was also supported with relevant regional-area mapping.
- 2.4.12 Shared note-taking across the Stantec attendees was employed to log the discussion content and engagement outcomes of the individual meetings. Notes were consolidated after the meetings.
- 2.4.13 Individual meetings were undertaken between October and December 2018, inclusive.

### **Briefing & Opportunity to Comment**

- 2.4.14 The Briefing & Opportunity to Comment, referred to as the 'briefing' herein, was devised around a three-fold approach to:
- impart information about the developing RTS, the project approach and context for consultation;
  - share high-level initial analysis of transport and related trends including, population, car-ownership, mode-share and economic activity; and
  - other specific information and responses from key stakeholders not engaged through other means.
- 2.4.15 The briefing, as approved by SPT, was tailored specifically for two key stakeholder categories:
- Broad stakeholder groups including Community Councils; and
  - Elected officials including:
    - Local Councillor's;
    - MP's; and MSPs; and
    - MSYP's.
- 2.4.16 Whilst all stakeholders received a pre-approved cover email and tailored version of the briefing, the initial approach and contact with the groups varied by recipient category:
- Stakeholders – received a cover email and attached briefing;
  - Elected officials (including SPT members, local councillor's and MP's) – received a cover email and attached briefing;

- Community council (nominated contact) received an advance email explaining the project and request for a following and subsequent cover email with the briefing attached, to be forwarded on to the relevant community council contact; and
- MSYP's were contacted via their general information contact email address with a cover email and the attached briefing, requesting that this was sent on to all MSYP's.

2.4.17 The briefing was issued to all recipient categories over 31st February and 1st March 2019 and into w/c 4th March 2019, allowing for the advance and follow-up email for the Community Councils. Responses were requested for return by 15th March 2019

2.4.18 Appendix B includes a copy of the initial and subsequent correspondence issued and the respective briefing, for all recipient categories.

### **Equalities Impact Assessment Scoping (EqIA) Document**

2.4.19 An EqIA process is being undertaken to assist in the identification of likely equalities impacts from the new RTS. As part of the pre-appraisal consultation and engagement stage, an EqIA Scoping Document was prepared to outline and seek the views of Equalities Groups on the proposed scope and approach to undertaking an assessment of the likely equalities impacts from the new RTS.

2.4.20 Appendix B includes a copy of the initial correspondence issued and the EqIA Scoping Document.

2.4.21 Technical analysis and discussion of the EqIA Scoping Document responses are included within Chapter 4.

### **Public Survey**

2.4.22 A public survey available for completion by residents over 16 years of age within the SPT area was prepared in conjunction with SPT, a copy of which is included in Appendix C. A weblink to the public survey was included on the SPT RTS microsite. The public survey was primarily web based, however there was an opportunity to provide hard copies of the survey upon request. SPT promoted the survey through social media channels.

2.4.23 Technical analysis and discussion of the public survey responses are included in Chapter 5.

### **SPT Pre-Appraisal Consultation**

2.4.24 A series of direct meetings, presentations and telcon discussions were conducted by SPT with several key stakeholders and partners, not captured in the precluding pre-appraisal consultation formats. This includes:

- The Regional Transport Partnerships (RTP's) including: HITRANS; SESTRANS; SWESTRANS; and TACTRANS;
- The Traffic Commissioner for Scotland;
- Community Transport Association (CTA);
- Mobility as a Services (MaaS) Scotland;
- Traveline Scotland;
- East Ayrshire Community Councils;
- RNIB;

- Glasgow Voluntary Sector Race Equality Network;
- Glasgow Disability Alliance;
- Alzheimer Scotland
- SCDI; and
- Transform Scotland.

2.4.25 A presentation was also provided by Stantec and facilitated jointly with SPT to SPT Partnership Board members on Friday 14th December 2018, to discuss the key problems, issues, constraints and opportunities.

## **2.5 Response Summary**

2.5.1 This section provides an overview of the stakeholder and consultees engaged throughout the pre-appraisal baselining consultation stage of the study. It should be noted that the list below contains those who responded to requests for engagement. There were stakeholders who were invited but declined to participate.

- **Multi-Service Workshop Meetings**
  - All 12 constituent local authorities engaged;
  - 'Active Travel' groups including: Sustrans; Paths for All; Go Bike; Cycling Scotland; and Living Streets engaged;
- **Individual Meetings**
  - Transport Industry Strategic – Transport Scotland;
  - Bus operators – Stagecoach; First Bus; Confederation of Passenger Transport;
  - Rail Network & Operators – Abellio ScotRail; Network Rail;
  - Subway – SPT Subway Operations;
  - Freight – Road Hauliers Association;
  - Taxi's – Scottish Taxi Federation;
  - Airports – Glasgow International Airport; Prestwick Airport;
  - Support, Alternative & Disruptive Technologies – COMO UK; Hiya Car;
  - Business & Tourism – Glasgow Chamber of Commerce; Federation of Small Businesses; Visit Scotland;
  - Planning & Regeneration – Clydeplan; Scottish Enterprise;
- **Briefing & Opportunity to Comment**
  - Renfrewshire Chamber of Commerce;
  - Scottish Association of Public Transport;
  - McGills Bus Operator;

- Freight Transport Association;
- Education – University of Strathclyde; Glasgow Kelvin College; University of West of Scotland;
- NHS Partnerships x 4;
- Elected Members - Councillors x 17; MSYP's x 1;
- Community Councils x 13;
- Disability Groups x 1;
- North Lanarkshire Voluntary Action;
- East Dunbartonshire Visually Impaired People's Forum;
- **EqIA Scoping Document**
  - Deaf Scotland;
  - MACS; and
- **Bespoke**
  - Disability Equality Scotland – shared the contents of an Accessible Travel Event hosted in partnership with Renfrewshire Access Panel, on the 'Accessible Travel Framework';
- **Public Survey**
  - 3,837 responses post data-cleaning and removal of impartial and invalid surveys. (Responses and associated analysis are covered separately in Chapter 5 below.

## **2.6 Supplementary Engagement on Options**

- 2.6.1 Prior to publication of the Case for Change report, SPT shared the initial long list of potential options with each local authority partner and invited feedback. Local Authorities each provided feedback which was considered during options development.

## 3 Consultation Response Summary

### 3.1 Introduction

3.1.1 This chapter provides a high-level summary of the consultee responses in a collective capacity. These have been disaggregated into the following headings:

- Ambition, Vision and Approach
- Strategic
- Modes & Operational Issues
- Local & Behavioural

3.1.2 The following sections provide detailed insight on the above headings.

### 3.2 Ambition, Vision & Approach Insight

3.2.1 Several stakeholders expressed that both the ambition and vision of the new RTS should be key. Some queried what the vision of the RTS would be, albeit this was explained and understood as something that will evolve from the initial stage in its entirety. However, there was a general recommendation that the new RTS needs to be visionary, bold and ambitious.

3.2.2 There was a consensus across the local authorities and other key stakeholders, including Clydeplan for example, that given some of the current transport planning and delivery issues such as declining bus patronage, low levels of active travel and a general disconnect between transport and planning policies and scheme delivery (see below), the new RTS must address difficult and contentious issues. These issues would be cross-cutting over several areas, such as:

- governance;
- local versus regional versus central governance and decision-making;
- roles and responsibilities (for planning and delivery);
- political influence;
- funding, allocations and budget cycles within the current austerity context;
- maintenance; and
- future-proofing.

3.2.3 The question of 'how' was raised theoretically, with some stakeholders recognising the magnitude of the task, whilst also reflecting that historically (in Scotland and indeed the UK) we do not have a track record of 'delivery'. Stakeholders believe there is a history of procrastination through repeated reviews and updates to scheme business cases, with some projects only receiving approval when market conditions and/ or political-will is just right: often resulting in delivery too late or a missed opportunity entirely. An insightful analogy was raised by the Federation of Small Businesses in discussing the 'how' within the context of comparing Glasgow to other comparative cities around the world. In transport, movement and access terms (including quality of transport, infrastructure, ticketing and wayfinding) Glasgow is not at the fore: our built road and rail environment is an inherited legacy from a prosperous Victorian and ship-building area, which makes change and intervention difficult: particularly if small-scale and piecemeal. However, there was a recognition that to gain some



parity with other first-class cities and offer a world-class transport system, the 'how' needs to involve a 'jump' forward to the right solution and not an iterative, piece-meal and tentative approach. In short, cut to the chase to achieve maximum scheme benefits.

- 3.2.4 Related to the issue of ambition was appetite to take responsibility and engender change. Numerous stakeholders noted frustrations with bus services and lack of true multi-modal ticketing systems. A number of these issues stem from the nature of the deregulated bus market. Stakeholders recognised this but questioned the appetite from central government or SPT to deliver change. Stakeholders recognised the 2018 Scottish Transport Bill provided new powers but questioned if these powers are enough to deliver change and noted that there needs to both be ambition and appetite to deliver changes rather than adopting a business as usual approach.
- 3.2.5 Discussion with CoMoUK<sup>1</sup> raised the equal importance of infrastructure, access and information/ behaviour change, in delivering sound transport planning and associated interventions. Where infrastructure, access and information behaviour change constitute a triangle of inter-dependence for scheme delivery and no one aspect can be delivered to utmost value and efficiency, without equal consideration of the other two.
- 3.2.6 Collaborative working across agencies and institutions needs to happen, along with a positive can-do attitude and a cross-cutting enthusiasm within political parties where there is no room for complacency nor careerists and individual agendas, but a common goal for the betterment of all. We need to define the change, embrace it and strive for betterment collectively.

### **Ambition, Vision & Approach Insight Summary**

- Challenge presents opportunity;
- RTS vision must be ambitious and bold;
- Better defined roles, responsibilities and relationships;
- Attitudes, appetite and approach to scheme delivery;
- Integrate "interdependence triangle" as a model for achieving scheme and intervention success; and
- Collaboration, cooperation and alliance-building.

## **3.3 Strategic Insight**

- 3.3.1 Across several consultees, in particular the collective services within local authorities as well as planning and regeneration stakeholders, there was a noted disconnect between existing national, regional and local transport and planning policies as well as the governance and administration of those policies. At a more strategic planning level, it was noted that transport (or the desire for movement) is a derivative of land-use planning, but that the approach to transportation for all development types and scales, remains heavily entrenched in the previous approach of "predict and provide" for a hierarchy of transport modes, which still places cars, and single-occupancy vehicular travel, at the fore.
- 3.3.2 The upshot of this is several fold. Stakeholders believe our approach to transport planning and delivery thereof, has not evolved at the same pace as our thinking. There is a widespread recognition of the benefits of coordinated planning and transport delivery, but

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<sup>1</sup> [www.como.org.uk](http://www.como.org.uk) CoMoUK is playing a leading role in the UK's transition to integrated mobility solutions designed for the public good and supports the development of shared modes.



decisions at the local authority level are not being based on a balanced achievement of inter-dependant policies: the capital value of an asset or the land receipt, is over-riding sound planning and judgement and decision-making is taken out of officer's hands by senior management. This was referenced by several authorities within the context of planning for primary schools, nursery provision and healthcare. Where several primary schools are merging, for example, the preferred site will often be the one that 'moves just outwith' a reasonable daily walk distance for more families, is sited close to dangerous and busy roads and, despite being larger, is too compact to accommodate the commensurate parking and drop-off facilities. In removing and reducing the opportunity for increased active and safe-travel for younger generations, we instil a negative view of active travel and healthy life-styles and preclude the ability for these healthy habits to form at an early age.

- 3.3.3 Concerns were raised as to specific responsibilities in terms of transport and land-use planning and what appears to be a disconnect between national, regional and local roles and responsibilities. Stakeholders questioned the powers SPT currently have available to them and whether another model, more in-line with Transport for London, Transport for Greater Manchester or even Transport for Edinburgh would deliver improved benefits across the Strathclyde region.
- 3.3.4 It was noted by one local authority that 'town-centre sites' which would constitute the preferred locations for local services such as education, nurseries and healthcare, are simply not available. Therefore, new provision is forced to peripheral locations, or indeed the removal of community-owned greenspace, which are generally highly inaccessible on foot or cycle to the wider population and require access to cars and/ or frequent and reliable public transport. For some land uses, this is acceptable, but not within the bounds of being 'reasonably accessible', and in particular by sustainable modes, for a large cohort of the population with young children and/ or children over a wider age-range and needing multiple drop-offs.
- 3.3.5 The commensurate associated benefits of active and sustainable travel, cross-cutting major issues such as health and environment through tackling mobility, obesity, air quality, well-being, as well as social opportunities, community and civic pride, are being missed.
- 3.3.6 The approach to hospital and healthcare sites, including service rationalisation and consolidation, not only generates high-private car trip making for staff and auxiliary workers, but often underestimates the travel needs of patients and visitors, particularly those with dependents and/ or mobility issues. It was noted by the Scottish Taxi Federation that at the new Queen Elizabeth University Hospital (QEUPH), the dedicated on-site taxi rank only has capacity for two hackney carriages and is often used by private hires and for drop-off and pick up by patients and others generally. It was also noted in other consultations that the multi-story out-patient and visitor parking is difficult to access and the infrastructure evidences multiple-damage points from vehicle impact: the design and build-out is not fit for purpose. General wayfinding and orientation through the hospital site, is also reportedly difficult.
- 3.3.7 From a development planning perspective, it is recognised that in the existing built urban environment, the opportunities for new sites are harder to find, integrate and ultimately access.
- 3.3.8 Whilst integration between transport and land use was noted as a key strategic issue, there is also a lack of integration across different transport modes. Whilst the advent in recent years of a proactive approach to increased parking provision at local rail stations is heralded as a success, the demand for park and ride has grown significantly with most station car parks generally operating to capacity. This reflects changing travel patterns of increased rail use over bus, however, issues of capacity, service reliability and station-skipping are reported to have resulted in parking demand being directed to particular stations on the network (usually at branch lines where more journey options are available). The consultation with a number of stakeholders indicated that there is more competition than compatibility between bus and rail services, and there is a clear need for better integration between the

modes for feeder and onward journeys. Whilst high-levels of park and ride are generally commendable, there has to be a recognition that there will inevitably be surplus demand for parking which, when unable to be met at 'full station car parks' will result in onward and unnecessary vehicle trips on the road network.

- 3.3.9 It was cited by several stakeholders that integration between bus, rail, subway and cycle is poor with insufficient bike hire schemes available at key stations and travel hubs, as well as onward walking and cycling networks. Taking bikes on trains and public transport was also a noted issue, particularly with respect to key routes and tourist destinations and the difficulty of managing bikes on already congested trains. Information provision was also considered to be an issue: in some instances the relevant onward connections and access to bikes etc, is available, but the information isn't readily available/ interpretable on arrival, without advance research and/ or enquiries.
- 3.3.10 With respect to integration of modes and travel choices, it was stated by several consultees that previous ambitions and actions for smart and integrated ticketing have not been realised in full. Ticketing arrangements across public transport modes are complex, don't facilitate joined up journeys, make use of best technologies nor are easy for travellers to understand. For certain areas within the west of the region, it was noted that whilst the Zonecard was still in use across bus, rail and subway, it is still provided in a hard-copy version only and only provides travel options based within specific date ranges (e.g. 1 week, 4 weeks etc) as opposed to options for no. of journeys made (e.g.10 journeys made at any time). This ticketing arrangement is known to be in place across other authority areas and on the Glasgow-Edinburgh rail line, but not on all parts of the public transport network. There is a need for ticketing to evolve to become fully smart, integrated across modes and user-friendly.
- 3.3.11 Travel and ticketing complexities were highlighted by Visit Scotland who also noted how poorly we perform in relation to other cities in Europe and elsewhere, citing the ease of use of ticketing (for travel and visitor destinations) offered by the likes of the Copenhagen Card and Berlin Welcome Card. These are immediately available to arriving visitors at airports, stations and travel hubs and actively marketed with city maps at the point of visitor bookings, to ensure visitors and tourists are aware of their travel options in advance of arriving. Discounts for airport travel and other incentives are included.
- 3.3.12 Several stakeholders raised significant concerns about funding, or lack of, for a range of transport and travel projects and interventions. These include:
- General implications of austerity cuts on local authorities resulting in fewer staff, fewer experienced and technically competent staff in certain disciplines (or expectations to cover roles and make decisions on multiple service areas out with their expertise) and stretched resources in dealing with transport and planning matters;
  - Lack of ring-fenced funding for roads and transportation;
  - Ongoing maintenance and reparation issues;
  - Funding cycles, project delivery and budget spending to be undertaken before the end of the financial year coincides with the worst months weather-wise for projects being undertaken in a planned and efficient manner (as well as a more challenging delivery context);
  - The need for local authorities, already short on resource, to have to bid for funding for active travel projects through Community Links (& equivalent schemes) now referred to as 'Places for Everyone' as well as Smarter Choices Smarter Places (SCSP) with no guarantee of success, nor the ability for the schemes/ funding to provide benefit to the wider population. The majority of local authorities cited this along with several other related issues, including:

- Concerns about the roles and responsibilities of the various organisations involved in the delivery of active travel measures;
- The challenges for most Local Authorities to secure the commensurate match funding for scheme implementation; and
- The complexity of the approvals process for funding based on strict design and engineering parameters, which rarely accept concessions or constraints on active travel routes, within an existing and complex built environment and when these must be recognised as being commensurate with the needs of tax payers for whom there are wider needs and priorities. There was a general point made that when there is such limited money available for roads, transport and active travel schemes generally, the emphasis must be on wider betterment for all and not always 'gold-standard' active travel schemes.

## **Strategic Insight Summary**

### **Governance and Decision Making**

- Disconnect between policy, implementation and delivery of transport initiatives and interventions;
- Roles and responsibilities in transport industry including legislation, policy and regulatory, unclear and poorly defined;
- Lack of joined-up and collaborative approaches at national, regional and local level;
- Recognition that long-standing and adopted policies for sustainable and active travel, integrated transport and smart-ticketing, for example, have not been realised;

### **Land Use Planning & Transport**

- Planning drivers, such as housing needs/ shortfall, as well as land values, overriding the importance of other transport, connectivity and movement functions and value;
- Lack of truly integrated transport – by mode, land-use and ticketing;
- Site selection for schools, nurseries, health and other services based on capital receipt/ land value as opposed to prioritisation for safety and enhanced opportunities for walking and cycling (mindful of wider objectives of health, wellbeing, air quality and active lifestyles);
- Hospitals and healthcare facilities not providing ample transport and access provision (all modes);
- Depopulation and an ageing population;

### **Funding**

- Funding opportunities for active travel and safer school's initiatives are resource intensive for local authorities and don't guarantee return on efforts expended;
- Management of the 'Places for Everyone' budget for active travel and placemaking resting with a charity organisation;
- Disconnect between scheme delivery and financial year for effective project delivery; and
- Funding not strategically planned and allocated.

### 3.4 Modes & Operational Issues Insight

3.4.1 This section explores mode-specific and operational issues.

#### Road & Vehicular

- 3.4.2 Several stakeholders recognised the ‘strategically’ categorised issue of there being a disconnect between policy drivers and appropriate transport project funding and investment, and there was a general recognition that many stakeholders felt government project priorities had remained focussed on car and/ or road-based projects. A number of local authorities indicated that City Deal funded projects, for example, were reinvigorating old road schemes for which funding was previously not available. There was a general feeling across several stakeholders that a need for investment in other modes should take priority over road-based schemes. That said, it was stated by several stakeholders, including the Road Haulier’s Association (RHA) and other business-community representatives, that congestion on the M8 west of Glasgow had worsened since the introduction of the M74 and other M8 improvements south of Glasgow. Noted as an indirect-effect, or dichotomy, of road improvements to the south of Glasgow, the implications of congestion on the M8 west are impacting business activity through increased journey times and access between the City Centre and Glasgow Airport, including surrounding industrial and trade areas in Renfrewshire. The extent of congestion, usually as far south/west as the Erskine Bridge during the peak hours, primarily penalises car-travel for the outer-lying authorities (Argyll & Bute – Lomond, West Dunbartonshire, East Dunbartonshire and Inverclyde). This is more of an issue in the context of congested and unreliable rail services from some of these authority areas and viable travel alternatives not being available and/ or dependable. It was also noted that this particular issue has been evidenced within a report prepared for Transport Scotland.
- 3.4.3 Notwithstanding the general premise that car-based travel projects and initiatives are given spending priority, the road network was highlighted as a significant constraint for residents travelling from Argyll & Bute and further outer-lying areas. In particular, through the reliance placed on the A82 for access to the central belt network. Equally, this was noted as a significant issue in terms of the volume of traffic associated with tourist and visitor traffic in the summer months, as well as access to healthcare facilities in the central belt (including Oncology, Maternity etc) for residents whose only route for access to certain services, is via the A82. There is a reported high-incidence of road closures as a result of accidents, less so planned/ maintenance works, which results in complete in-access or extensive diversion routes (unsuitable for many vehicles including timber transporters, caravans and others).
- 3.4.4 Pinch points on the road network including the A814 Cardross Road from Helensburgh and through Cardross into Dumbarton (through Dalreoch), results in many drivers accessing the central belt road network via the A818 and A82 (Loch Lomondside). This is a more convoluted and indirect but free-flowing route in the absence of road closures and accidents.
- 3.4.5 Other road-based routes out with the SPT authority area, but for which high-dependence was placed for residents to access centralised healthcare (and to an extent, employment and business opportunities) is the A83 ‘Rest and Be Thankful’ and the implications of extended road closures and extensive diversion routes for all users.
- 3.4.6 The A78 through Port Glasgow and Greenock was noted as an ongoing constraint for residents in Inverclyde, primarily as a function of the traffic volumes through the route and lack of alternative viable routes. Again, road closures and accidents pose significant delays or a complete inability to travel, with a high-reliance placed on the route for residents and businesses in the area. Given the geography and geometry of such a strategic route through Inverclyde, the opportunities for active travel for strategic and local trips are exceptionally limited: the corridor being noted as a barrier to accessing the water front in many locations. Further it was noted by Inverclyde Council that the delays through a comparatively short-section of the A78 are significantly disproportionate to other areas of roads of similar status. The access issues around the A78 to the wider Glasgow conurbation are thought to be

resulting in depopulation, as younger couples and families seek to live closer to the City for ease of travel, access and employment opportunities.

- 3.4.7 A series of routes were highlighted by several stakeholders as being key to the transport and economy including: A77 for port access; A82 for access for residents, tourists and freight; the A78 and M8 (albeit some corridor stretches operating better than others). There was a recognition by the Freight Haulage Association that the A9 trial of a 50mph speed limit for HGV's has been effective, albeit there needs to be a recognition that as vehicles lighten and stopping distances at speed reduce, the speed limit for such vehicles should be reconsidered accordingly for both single and dual-carriageway roads. This would likely contribute to reduced journey times for all road users and be more economically and environmentally effective.
- 3.4.8 The Freight Haulage Association highlighted the importance of freight and the need for a free-flowing strategic road network, citing the implications of extreme weather conditions in March 2018. Freight vehicles are viewed as the first and last vehicles on and off the road network, in such driving conditions, and play a key role in helping to clear the network and issues of snow and associated congestion/ road closures. That said, there is a recognition that the road network doesn't offer appropriate Motorway Service Area (MSA) facilities for such vehicles during status quo and more challenging weather and network operating conditions, particularly north of the M74. These areas including the availability of basic amenities are considered crucial to driver, and therefore wider road, safety and are considered expensive: there is a disconnect between the cost of overnight parking at MSA's and the driver regulations requiring adequate and appropriate rest periods. Furthermore, an absence of adequate lorry parking facilities north of the M74 are such that drivers will continue driving in inclement weather to reach their destination, which is not a suitable nor acceptable situation.
- 3.4.9 The rural road network was also raised by stakeholders as needing significant levels of investment to facilitate ease of access to key services for people who are reliant on car-based travel, noting that road conditions generally including pot-holes and surface integrity are an increasing road safety and vehicle-deterioration issue. There was a wider recognition that local streets in towns and villages would benefit from a placemaking/ community perspective, if there was a greater sense of pride taken in the road and streetscape environment, including surfacing conditions for roads and footways. A generally improved condition in this regard would help encourage local trips on road and foot, to local businesses and services.

## Rail

- 3.4.10 The rail network has experienced an increase in patronage of late, but the network remains constrained in key locations as a function of the existing built-environment and network infrastructure. Several local authorities reported that rail services were generally good, such as Inverclyde, Argyll & Bute and West Dunbartonshire Council, noting the increased travel options afforded by rail from areas where the line branches (such as Dalreoch Station, with onward destinations to Helensburgh and Balloch and subsequent interim stations). However, the reliability of services was also noted as an issue and regular station-skipping, leaving some individuals stranded and/ or without onward connections. This was noted to be a key issue for younger travellers without money for taxis, and/ or individuals who had parked at a station and needed to get back there before heading home.
- 3.4.11 It was noted by Network Rail and ScotRail that constrained areas on the rail network include Central Station, East Kilbride and the Milngavie line. It was also noted that services from Balloch and the Highlands into Glasgow low level, will be highly constrained in the future.
- 3.4.12 Network Rail and ScotRail indicated that the biggest issues facing the rail network presently are overcrowding and service reliability, resultant from a variety of factors including the change of working patterns and resultant loss of traditional 'peak hours' in rail travel and



used in demand modelling. It was noted that the Strathclyde area no longer has a PM peak hour, which brings positives and negatives for operational management.

- 3.4.13 Within the SPT region, rail fares are more competitive than bus and thus, rail fares in Strathclyde are disproportionately lower than areas such as Fife, for example, and bus travel can't compete. However, as noted elsewhere in this report, bus and rail services are largely not compatible and it would be beneficial to see more feeder bus services to key railheads., but the constraints on the rail network are such that bus operators can exert more flexibility in their timetabling and this is needed to better integrate bus and rail services.
- 3.4.14 Several rail stations are undergoing infrastructure and access improvements; however, consultation has indicated that in some stations it is not physically possible to provide access for all, albeit access standards are an inherent aspect of all station improvement options. Rail industry partners are considering a range of rail and station-based interventions such as dualling of lines, new rolling stock etc, as well as enhanced access to stations on foot, cycle and mobility impaired, including Park and Ride options.
- 3.4.15 It was noted during consultation that ticketing options remain relatively limited, albeit mobile phone tickets are currently being trialled by ScotRail (and are in operation by other operators elsewhere). There is a wider issue that fares between operators are not integrated nor managed by an overarching operator and thus tickets and travel integration is not holistically managed. This is consistent with the points raised earlier regarding modern smart, multi-modal ticketing solutions.

## Bus

- 3.4.16 Bus use was noted by the majority of consultees to be declining, but the Confederation of Passenger Transport (CPT) indicated that the decline is highest in the SPT area overall. It was also noted to be declining in rural areas of Europe. CPT recalled a bus study undertaken previously by KPMG into declining bus use, identified that 75% of issues are out with the operators control and include the key areas of: reliability; punctuality; and arrival on time. Within that 75%, a proportion of the reasons are attributable to irreversible social changes such as online shopping and working from home, albeit there are still significant areas for improvement.
- 3.4.17 There are a variety of complex factors contributing to a decline in bus use, including: journey times not being comparable to that of rail or the private car; the cost of bus fares being higher/ more expensive than they have been historically; longer-distance bus routes being convoluted and not efficient between origins and destinations thus not sufficiently attractive for travellers from more outer-lying areas (e.g. commuters); lack of services and/ or sufficiently frequent services from outer-lying areas; and the lack of evening and/ or weekend services. Some of the above points, in particular cost and lack of services, were highlighted by Inverclyde Council for example, as posing a huge issue for people in some of the most deprived neighbourhoods who are physically remote from key services and amenities, and for whom no other travel option is viable. Similarly it was noted that services between West Dunbartonshire and Glasgow are so poor/ convoluted and infrequent, that this has contributed to an increase in rail use and single-occupancy car travel. For some cohorts of society, however, there are no alternative options.
- 3.4.18 Several local authorities, including East Dunbartonshire Council and South Lanarkshire Council, indicated that many bus services are dominated by services to Glasgow and aren't sufficiently supportive of cross and/ or internal-authority travel. South Lanarkshire Council noted a particular example that the towns of Hamilton and East Kilbride both have good rail links into Glasgow (on separate rail lines). The towns are located less than 5 miles apart and boast a combined population of approximately 130,000 people, yet journey times can range between 30 and 50 minutes for this short journey.
- 3.4.19 The issue of bus services stopping or reducing frequencies after 5pm was also raised by numerous stakeholders, often in those areas with larger rural area. The issue often raised

was that whilst commuters could travel from Glasgow to the rail head after work or education, there was often reduced or no bus services available to allow them to complete their journey.

- 3.4.20 There is an aging population with an increased reliance on public transport and connectivity and access, including to healthcare, is an ongoing issue. This was also noted as an issue by the Ayrshire authorities, which is contributing to depopulation in smaller villages and hamlets, for which it is no longer viable to provide bus services.
- 3.4.21 Several consultees indicated that there was an evident lack of investment in associated bus infrastructure, such as RTPI systems not being replaced if and when the asset wasn't working properly, and this was considered a very backward approach. There was also a general recognition that strategic bus partnerships tend to place an onus on operators to provide better quality vehicles, but that the commensurate investment in those areas which would generate the most benefit out of those vehicles, such as signal timings (better sequenced for free-running/ less idling), better sited bus stops, parking management (& enforcement), as well as less cars/ general congestion, are not being provided. An improved balance needs to be struck between service level and associated complementary infrastructure. When buses are more reliable and quicker, the costs to run comes down for all from a cost, environmental and health perspective.
- 3.4.22 Further, where bus operators are compelled to invest in better quality vehicles (such as in the instance of the Glasgow Low Emission Zone (LEZ), see below), if patronage levels don't improve this will likely result in increased fares in the future and therefore contribute to the ongoing patronage-decline cycle. There needs to be a wider recognition that in the current commercial bus market, bus operators will not run non-profitable services.
- 3.4.23 There are multiple benefits to be gained from bus use, but the supporting and complementary interventions and infrastructure need to be prioritised to achieve the wider social, economic, environment and health benefits.

### **Walking & Cycling**

- 3.4.24 Commentary on walking and cycling as active, sustainable and healthy modes was not generally reported by consultees with exception of the issues around funding for active travel schemes and the general disconnect between policy ambitions and scheme delivery (see paragraph 3.3.11, above).
- 3.4.25 Almost all local authorities indicated that active travel budgets are limited within their respective area and the ability to provide match funding can be very challenging. Further, several local authorities cited the difficulties in relation to active travel project delivery.
- 3.4.26 General feedback on walking and cycling routes, however, also related to a lack of connections for accessing key services such as local amenities and schools. It was generally felt that safer, green, well-lit routes would assist in the uptake of walking and / or cycling to schools and bring wider health and environmental benefits. Access to bike-hire schemes was noted to be relatively poor with insufficient provision at travel hubs, rail and bus stations and at Subway Stations.
- 3.4.27 Several stakeholders highlighted the lack of cross-boundary leisure and other functional walking and cycling routes, indicating that the focus was now primarily on urban environments to satisfy Sustrans funding criteria. Albeit there was a recognition that this wasn't necessarily the most cost, time and wider-benefit-effective approach.
- 3.4.28 In terms of cross-boundary routes, Local Authorities did note that while they generally have good relations with their neighbours, funding difficulties and differing priorities often translate to difficulties in delivering cross boundary projects. It was suggested that there should be a role for SPT in co-ordinating these cross-boundary projects.

## Other

- 3.4.29 This section covers a range of disciplines within transport planning and access by various modes and/ or supporting infrastructure.
- 3.4.30 Stakeholders broadly recognised and supported the value of LEZs although there was a wide mix of views in terms of detail of their implementation, and wider measures which could deliver similar or better results.
- 3.4.31 The Federation of Small Businesses stated the detail of the LEZ remained to be seen and how, for example, would access for non-compliant vehicles be managed. This poses significant issue for small business operators who rely on vehicles for accessing the City Centre and other businesses, but for whom the costs of new or improved vehicles will be prohibitive to business operations. It was suggested that a standardised approach to LEZ's across the country was necessary and that solutions need to be practicable, easy to understand and implement.
- 3.4.32 The Scottish Taxi Federation highlighted the issues that the LEZ poses for hackney operators, and the costs of new vehicles and retrofitting abatement technology being disproportionate to relative income. This was also paralleled with the crucial services they provide for mobility impaired and, whilst Glasgow is seeking to be the first disability friendly city Britain, it is getting harder for the hackney fleet (flaggable and wheelchair-accessible) to access and operate in the city centre. There was a general view that there are insufficient ranks for hackney carriages in Glasgow, and that these provide a crucial service for door-to-door transportation for mobility impaired and others. It's worth noting that several stakeholders suggested that taxi travel was comparatively cheaper than the bus, and provided a crucial service for some cohorts of the population who had access and/ or mobility difficulties in accessing key and local services.
- 3.4.33 Most Local Authorities stated they had identified a reasonable uptake in Council-funded Electric Vehicle charging points, but that there was a need for a wider strategy with regard to a future demand scenario and how that would be managed. Most authorities indicated the costs of charging, e.g. the electricity bill, is marginal with the small number of charging points in operation, but that as demand grows there will be a trigger for introducing a charging/ fee mechanism. Most stakeholders indicated that more charging points were needed as a foundation for a wider-strategic network of charging points to encourage a shift to a lower carbon economy more generally. The question was raised as to how appropriate it was to provide free-fuel and parking for some road users, whilst there remained ambiguities about the future uptake of electric vehicles (despite market incentives) and the need to be mindful of newly emerging, and possibly better, greener technologies. Hydrogen was mentioned by one stakeholder, but in terms of resilience and future-proofing, a pool fuel options was viewed as the most viable approach.

## Modes and Operational Insight Summary

### Road & Vehicular

- Government spending/ scheme delivery in favour of unsustainable single-occupancy car trips, over sustainable public transport schemes;
- Congestion on M8 impacting local, regional and national businesses and economic activity;
- Motorway Service Areas not compatible with freight movements and rest/ overnight facilities;
- Local and rural roads quality and surface integrity posing safety issues and detracting from quality and character of place;



### **Rail**

- Rail network significantly constrained at Glasgow Central and Westerton/ Milngavie line;
- Service reliability including significant issues associated with station-skipping and cancellations;
- Overcrowding on some services (often because of the above);
- Rail fares in Strathclyde comparatively cheaper than bus;
- Insufficient integration with other modes, in particular, bus services;
- Ticketing options are relatively dated and could be modernised and integrated with other operators and modes;
- Park and Ride demand increasing with many local authority facilities at or exceeding capacity with limited options for additional sites;
- Many stations limited for improving access for all;

### **Bus**

- Fares considered expensive;
- Service reliability and frequency issues including insufficient evening and late-night services;
- Unreliable and unpalatable journey times which can't compete with rail and/ or road-based travel;
- Convoluted bus routes, attempting to capture as many passengers as possible, are not cognisant of the value of time for many passengers;
- Lack of investment in complementary operating measures which would encourage quicker journey times, support passenger needs and provide air quality benefits;
- Declining bus use as a combination of the above factors;
- Insufficient integration with other modes, in particular, rail services;
- Lack of Park & Ride 'feeder-sites' from radial routes in to the City;

### **Walking and Cycling**

- Path networks not maintained and a hindrance to encouraging active travel use;
- Significant issues for all users in particular the elderly and mobility impaired as a result of surfacing integrity and quality;
- Issues with management of utilities providers restoring the networks to a high-standard (Note: relevant to funding cycles and project delivery windows raised above);
- Lack of joined up thinking between cycle provision (routes), destinations and access to bikes as well as other modes;
- Lack of bike share schemes and access to;

- There are low levels of walking and cycling amongst children and teenagers in primary and secondary education;
- On-road cycling lanes are increasing the effective width of the carriageway to be crossed by elderly, vulnerable people and visually impaired;
- Active travel is not an inter-authority offer and there is a need for more leisure routes within and beyond boundaries;
- Foot and cycle networks are poor and inadequate for promoting ease of access to key services by foot or cycle and promoting 'health walks' to reduce other demands on NHS services;

#### Other

- Planning for Electric Vehicle charging and associated costs are in their infancy but needs accelerated to match electric vehicle production and anticipated market growth levels;
- Any emerging vehicle technologies and market support should seek to reduce reliance on any one fuel resource to embed resilience and future-proofing;
- Centralisation of health and medical services are placing increasing demand on NHS patient transfer services and volunteer drivers;

### **3.5 Local & Behavioural Insight**

- 3.5.1 This section focuses on the prevalent local and behavioural issues noted from the stakeholder consultations and will include areas such as: access to schools; access to key services; parking; technology; and placemaking.
- 3.5.2 It was highlighted by the majority of local authorities that primary school access was problematic and unsafe as a result of children being driven directly to the school and/ or associated parking on surrounding streets. It was suggested by several authorities that a blanket no-parking adjacent to schools policy would be beneficial and this would benefit from a regional approach, in at least trying to reduce the volume of vehicles adjacent to school grounds. It was recognised that there is a general lack of uptake of sustainable modes and low cycle use within primary schools, but that whilst the children were often supportive, the behaviour of parents was harder to manage. However, the overarching issues of accessing primary and secondary education relate to a need to improve safety for pupils whilst increasing the opportunity for active travel.
- 3.5.3 Parking was raised as an issue for local businesses and towns viability and the importance of ensuring a balanced provision of supply in conjunction with other access opportunities. City centre parking was noted to be reasonable, albeit out with the city centre the provision in some areas (such as the West End) was viewed as costly and prohibitive to users and therefore business activity. Glasgow Chamber of Commerce noted parking charges, the LEZ and the potential for work place parking levy's all impacting businesses based within the city. The Chamber noted surrounding areas such as Silverburn and Braehead are major traffic attractors which do not seem to be faced with similar pressures.
- 3.5.4 Most local authorities indicated they didn't use parking charges albeit, as relayed by A&B Council in relation to the high-visitor destination of Luss (Conservation) Village where they have parking charges, this was essential revenue for management of the Luss and all other car parks in the authority area.

## **Local & Behavioural Insight Summary**

- Safe travel and access to primary schools is an ongoing challenge for parents, head-teachers and local authorities, and a regional no-parking adjacent to school's policy would be beneficial;
- There is a lack of quality and fully accessible information around travel and access options and benefits at a local and city-centre level for residents and visitors;
- Traditional approaches to local streets road and safety management, such as barriers and guardrails, detract from the value of the local environment, break desire-lines and remove personal risk assessment;
- Changing attitudes to working from home and more flexible working result in different travel patterns and network demands; and
- Limited peer-to-peer car-sharing and other opportunities for reducing car-ownership and use.

## 4 SEA Scoping

### 4.1 Introduction

- 4.1.1 The Environmental Assessment (Scotland) Act 2005 ('the 2005 Act') requires Responsible Authorities, including Regional Transport Partnerships (RTP) such as SPT, to assess the likely significant effects on the environment of implementing relevant and qualifying plans and programmes, as defined within the Act. This assessment must also examine the likely significant effects of implementing reasonable alternatives to the plan or programme under consideration. The assessment is carried out by following a staged process of reporting known as Strategic Environmental Assessment (SEA).

### 4.2 Approach to SEA requirements

- 4.2.1 The approach to SEA continues to be informed by, and has been set out within, the SEA Scoping Report (Stantec, October 2018) which was subject to consultation with the SEA Consultation Bodies between October – November 2018 in accordance with Section 15 of the 2005 Act. The Scoping Report:

- Sought the views of the SEA Consultation Authorities on the proposed scope, methodology and level of detail required in undertaking a legally compliant SEA of the emerging RTS;
- Took account of the information requirements for Environmental Reports (ER) contained in Schedule 3 to the 2005 Act (where relevant), including through providing detailed baseline and policy reviews;
- Set out an evidence-based SEA Framework, comprising a set of 10 linked SEA Objectives and associated guide questions and criteria, for use in assessing the likely significant environmental effects of the emerging RTS; and,
- Outlined the proposed methodology to assess the likely significant environmental effects of the emerging RTS throughout its development.

- 4.2.2 Having regard to all consultation responses provided in respect of the SEA Scoping Report and taking account of relevant policy developments in the interim<sup>2</sup>, in overall terms of the proposed SEA Framework and proposed assessment methodology are considered to remain valid. However, the scope of the SEA Framework has been refined in response to comments provided by the SEA Consultation Authorities, with greater focus now included regarding:

- Implementation of Air Quality Action Plans; and,
- Consideration of undesignated heritage assets and the wider historic environment.

- 4.2.3 The updated SEA Framework is provided in Appendix D. Full details of how all comments received from the SEA Consultation Authorities have been taken account of in the SEA process will be documented within the ER that will accompany the Draft RTS in due course.

- 4.2.4 An Options Long-List has been developed in response to the RTS Key Issues and proposed RTS Objectives and an initial assessment of this has been undertaken to ascertain its compatibility with the SEA Objectives.

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<sup>2</sup> Including the publication of the *National Transport Strategy 2* (Scottish Government, February 2020).

- 4.2.5 Going forward, in accordance with statutory requirements and to support sound policy development, the development of the new RTS will continue to be underpinned by an iterative SEA process ensuring key environmental issues inform the content of the new RTS and this will continue to be informed by consultee feedback.

## 5 Equalities Impact Assessment Scoping

### 5.1 Introduction

- 5.1.1 In accordance with statutory requirements and to support sound policy development, the development of the new RTS is being underpinned by an iterative impact assessment process covering a suite of relevant statutory 'equalities' duties relating to a broad range of equalities considerations. Applicable statutory duties are:
- Public Sector Equality Duty - Section 149 of the Equality Act 2010 and Regulation 5 of the Equality Act 2010 (Specific Duties). (Scotland) Regulations 2012; and,
  - Island Communities Impact Assessment - Section 8 of the Islands (Scotland) Act 2018.
- 5.1.2 Whilst not specifically applicable to SPT, the following duties are also of indirect relevance as they apply to constituent local authorities and relate to the purpose of the RTS:
- Fairer Scotland Duty - Section 1 of the Equalities Act 2010; and,
  - Child Rights and Wellbeing Impact Assessment - Children and Young People (Scotland) Act 2014.
- 5.1.3 The application of relevant equalities duties and wider considerations is being undertaken in tandem with the development of the emerging RTS to allow key equalities issues to inform the content of the new RTS.

### 5.2 Approach to Equalities Duties

- 5.2.1 The approach to Equalities Duties continues to be informed by, and has been set out within, the RTS EqIA Scoping Document (Stantec, January 2019), which sought the views of interested stakeholders regarding the proposed approach to implementing relevant statutory equalities duties and more widely embedding the consideration of equalities issues within the development of the new RTS. The EqIA Scoping Document, which was consulted on from 1st February – 15th March 2019:
- Identified a suite of relevant equalities duties (including those applicable on a statutory basis and others of indirect relevance to SPT as an RTP).
  - Set out an evidence-based Equalities Assessment Framework, comprising a set of 7 holistic 'Equalities Objectives' and associated guide questions, for use in assessing the likely equalities impacts of the emerging RTS; and,
  - Outlined the proposed methodology to assess the likely equalities impacts of the emerging RTS throughout its development.
- 5.2.2 Since the EqIA Scoping Document was consulted on, the Scottish Government and its partners have provided further guidance to public bodies working to implement the equalities duties. There has been no change to the legislation underpinning the equalities duties, but the new guidance has led to a refinement of previous impact assessment methodologies. It is now clear that whilst an integrated evidence base may be used, and indeed is best practice, separate formal reporting in relation to the specific requirement of each equalities duty is needed.
- 5.2.3 The original equalities assessment framework has therefore been revised to reflect this requirement and respond to consultee feedback received at Scoping stage. The following changes have been made:

- The Equalities Assessment Framework now comprises a suite of criteria explicitly linked to each equality duty for use in testing substantive components of the emerging RTS at each stage of development.
- The scope of the Equalities Assessment Framework has been broadened, with greater coverage now included of issues relating to physical accessibility to the transport system for people with limited mobility.
- In line with relevant guidance and best practice, separate pro-forma assessments in respect of each statutorily applicable equalities duty are to be prepared to accompany the Draft RTS.

5.2.4 The latest framework is provided in Appendix E.

5.2.5 Going forward, in accordance with statutory requirements and to support sound policy development, the development of the new RTS will continue to be underpinned by an iterative impact assessment process covering a suite of relevant statutory 'equalities' duties relating to a broad range of equalities considerations and this will continue to be informed by consultee feedback.

## 6 Public Survey Analysis Summary

### 6.1 Introduction

- 6.1.1 This chapter provides a high-level summary of the public survey results and analysis, contained in a full technical note presented in Appendix C.

### 6.2 Survey Headlines

- 6.2.1 The technical note summarises the main findings from the survey, detailing respondent population statistics, transport issues travelling to work, education, and health centres, issues relating to active travel, and sustainability. These same headings are considered below.

#### Sample Summary

- The highest proportion of respondents to the public survey were from the Glasgow and Renfrewshire authority areas, with under representation noted within North and South Lanarkshire;
- The survey was completed by more females (52%) than males (44%), with a small cohort (4%) choosing another term or not to respond;
- The highest level of responses was received from the 35-44 age group (21.6%), followed by the 45-44 age groups (20%) and thereafter the 25-34 age group (17.7%);
- With respect to employment status, most respondents are in full-time employment (53%), followed by: retired (15%); part-time employed (13%); full-time student over 18 (6%); and self-employed (5%);

#### Travelling to Work Summary

- The of respondents in employment work in Glasgow (58%), followed by Renfrewshire (11%);
- For those travelling to work (main mode), 36% of respondents either drive or travel as a passenger in a car; with 23% travelling by bus; and 20% use rail. Active modes account for 12% of responses;
- 68% of respondents stated that they experience transport issues on their usual journey to work:
  - for car drivers the most common problems are: congestion (75%); conditions of road surfaces (48%); and reliability of journey times (31%);
  - for bus users the most common problems are: reliability (58%); cost (48%); and frequency of services (46%);
  - for rail users the most common problems are: reliability (69%); crowded services / ability to get a seat (49%); and cost (46%); and
  - for walkers / cyclists the most common problems are: availability of segregated cycle routes (66%); condition of pavements / cycle lanes (52%); and behaviour of other road users (48%).
  - 41% of respondents looking for a job/ second job have been unable to take one due to transport issues, with the main ones cited as: no direct public transport



services (66%); frequency of public transport services (53%); and the cost of public transport services (46%);

### **Travelling to Education Summary**

- 11% of respondents are currently attending college or university;
- 63% of respondents state they experience transport issues on their journey to their place of education, with the main ones cited as: reliability of public transport services (62%); cost of public transport fares (59%); and frequency of public transport services (42%);
- The main consequences from transport issues are being late for classes (77%) and stress (66%);
- Respondents from South and East Ayrshire highlight that there are no direct public transport services;
- Respondents from West Dunbartonshire indicate personal safety and security on public transport as a main issue;
- Of respondents considering enrolling for higher education within the next year, 69% think they will experience transport issues;

### **Travelling to Health Services Summary**

- 72% of respondents have been to hospital in the past 6 months, of which 55% stated they had experienced transport issues on their journey;
- Respondents from most local authorities cited the main transport issues as: no direct public transport services (59%); frequency of public transport fares (35%); and availability of parking at the hospital (35%);
- Respondents from East Ayrshire indicate that cost of public transport fares is a main issue;
- Respondents from Inverclyde indicate that traffic congestion is a main issue;
- Respondents from Glasgow, South Ayrshire, Argyll & Bute and the Dunbartonshire's, indicate that reliability of public transport services is a main issue;
- For respondents across most local authorities, the main consequences from transport issues are: having to arrange travel with family/friends (37%) and being late for appointment/s (33%), however, for respondents in Glasgow and South Ayrshire having to pay for taxi services was a main issue;

### **Active Travel Summary**

- 65% of respondents indicated they normally walk for 5 minutes or more, nearly every day;
- Respondents stated the following would encourage them to walk more: better quality walking surfaces (42%); safe and secure routes (38%); and better lighting on routes (29%);
- 77% of respondents indicated they normally never or almost never, cycle;

- Respondents stated the following would encourage them to cycle more: more routes away from roads (33%); and more segregation from vehicular traffic (27%). 32% of respondents stated that nothing could encourage them to cycle more;

### Sustainability Summary

- 67% of respondents own or have access to a car/van, with 55% driving a car every day or nearly every day;
- The main fuel types for vehicles are:
  - Diesel - 37.7%;
  - Petrol – 59.2%; and
  - Hybrid/ electric – 2.6%.
- Respondents stated that improved public transport (journey time, frequency, reliability, encourage them to use their car/ van less often;
- Respondents from South Lanarkshire, West Dunbartonshire, Inverclyde and East Ayrshire highlight that more direct public transport services would encourage them to use their car less;
- Respondents stated that the following stops them from using public transport at all or more regularly: no direct services for their journey (48%); frequency of services (36%); and cost of fares (35%);
- For respondents in the most outer-lying areas of West Dunbartonshire and East Ayrshire the cost of fares was the main barrier to using public transport more;
- For respondents looking to buy a car within the next 2 years, 32% said they are not likely to buy a hybrid/electric, citing the following: cost of the vehicle (62%); availability or convenience of charging points (57%); and the distance that can be travelled on a single charge (54%);
- The local authority with the highest proportion of respondents not likely to buy a hybrid/electric vehicle is Inverclyde (46%), whereas the local authority with the smallest proportion not likely to buy a hybrid/electric vehicle is West Dunbartonshire (18%);

### General

- 6.2.2 Respondents indicate that the top 3 issues for everyday travel are: lack of direct public transport services (44%); reliability of public transport services (39%); and cost of public transport services (37%).
- 6.2.3 Consequently, when asked what changes could improve everyday travel, the top answers were: more direct public transport services (45%); reduced cost of public transport fares (41%); and more reliable public transport services (38%).
- 6.2.4 The public survey also included a section to allow respondents to provide open comments, most of which include a call for improved public transport services in the area and particularly for public transport fares to be reduced. Several respondents also called for longer operational hours for all public transport modes, and reliability of the services to be improved. The issue of overcrowding on public transport was also raised on numerous occasions.

- 6.2.5 The public survey results largely reiterate the wider-stakeholder engagement-raised issues, albeit to an extent, better articulate specific issues and clarify the common issues surrounding public transport services experienced across the authority area. The subsequent impacts of this on other travel modes is noted, with less walking and cycling trips to access public transport services and more reliance placed on the private-car with wider impacts on health, environment and economy as well as access to education and employment.

## **Appendix A Stakeholders & Consultees Register**

## **Appendix B Initial Consultee Correspondence**

## **Appendix C    Public Survey Technical Analysis**

## **Appendix D    SEA Framework**

## **Appendix E   Equalities Assessment Framework**