



SPT Regional Transport Strategy

Case for Change Consultation

On behalf of **Strathclyde Regional Transport Partnership**

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Contents

1	Introduction.....	1
1.1	Background and Purpose.....	1
1.2	Structure of the Consultation.....	1
2	Response by Type of User Group	2
2.1	Individual Public Responses	2
2.2	General2	
2.3	Organisational Respondents	2
3	RTS Vision.....	4
3.1	Introduction	4
3.2	Public Responses.....	4
3.3	Organisational Responses	4
4	RTS Targets	6
4.2	Public Responses.....	6
4.3	Organisational Responses	7
5	RTS Key Issues.....	10
5.2	Transport Emissions - Public Responses	10
5.3	Transport Emissions – Organisation Responses	11
5.4	Access for All – Public Responses.....	11
5.5	Access for All – Organisation Responses	12
5.6	Regional Connectivity – Public Responses.....	13
5.7	Regional Connectivity – Organisation Responses	14
5.8	Active Living – Public Responses	15
5.9	Active Living – Organisation Responses.....	16
5.10	Public Transport Quality & Integration – Public Responses	17
5.11	Public Transport Quality & Integration – Organisation Responses	18
5.12	Other Key Issues – Public Responses	18
5.13	Other Key Issues – Organisation Responses	19
6	RTS Objectives	21
6.2	Public Responses.....	21
6.3	Organisational Responses	22
7	RTS Options.....	24
7.1	Public Responses.....	24
7.2	Organisational Responses	25
8	Equalities Impact Assessment (EIA)	27
8.1	Public Responses.....	27
8.2	Organisation Responses	27
9	Strategic Environmental Assessment (SEA).....	28
9.1	Public Responses.....	28
9.2	Organisational Responses	28

Figures

Figure 2.1 Resident Local Authority Breakdown 2
Figure 4.1 Agreement with RTS Targets..... 6
Figure 4.2 Whether other targets should be considered 7
Figure 5.1 Importance of Transport Emissions 10
Figure 5.2 Importance of Access for All 12
Figure 5.3 Importance of Regional Connectivity 13
Figure 5.4 Importance of Active Living 16
Figure 5.5 Importance of Public Transport Quality and Integration 17
Figure 5.6 Additional 'Key Issues' 19
Figure 6.1 Agreement with RTS Objectives 21
Figure 7.1 Agreement with RTS Options..... 24

Tables

Table 2.1 Organisations 2
Table 6.1 Case for Change Objectives 21

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1 Introduction

1.1 Background and Purpose

- 1.1.1 Strathclyde Partnership for Transport (SPT) has a statutory duty under the Transport (Scotland) Act 2005 to produce a Regional Transport Strategy (RTS). Stantec are currently supporting SPT develop the new RTS, scheduled for publication in early 2022. In April 2021, SPT published the draft 'Case for Change' report which sets out new Vision, Priorities and Targets. Key Issues are identified alongside Transport Planning Objectives and potential options.
- 1.1.2 Whilst the Case for Change does not fall under Statutory guidelines, SPT took the opportunity to publish the draft for Consultation, alongside key supporting documents. The consultation period ran from 29th April until 14th June 2021. The consultation was open to both organisations and members of the public alike. This document provides a summary and analysis of responses to the Case for Change Consultation exercise. No recommendations are made as part of this report, the purpose being solely a detailed reporting of responses.

1.2 Structure of the Consultation

- 1.2.1 Whilst SPT were happy to receive 'open' responses from stakeholders, a decision was made to provide respondents with a response template which included key questions. The purpose was to ensure responses were structured as far as possible and ensure that respondents felt able to include views on each of the key sections of the Case for Change. Questions were therefore framed around the following structure:
- Organisation or member of the public;
 - Contact details and primary location;
 - RTS Vision;
 - RTS Targets;
 - Views on each of the 5 identified RTS Key Issues;
 - RTS Objectives;
 - RTS Options;
 - Equality Impact Assessment;
 - Strategic Environmental Assessment; and
 - Any other general views.
- 1.2.2 To aid analysis, a mix of closed questions were provided in addition to open text boxes. This has allowed a form of quantitative analysis to be performed allowing strength of feeling in each topic area to be gauged alongside the open qualitative responses.

2 Response by Type of User Group

2.1 Individual Public Responses

2.1.1 In total, 472 individuals completed the questionnaire. A cleaning process was undertaken to remove responses from those who had either not answered enough questions or submitted a response twice. This has resulted in **387 respondents for analysis**.

2.2 General

2.2.1 The majority of respondents, 62% (n=240), indicated that they currently live within Glasgow City.

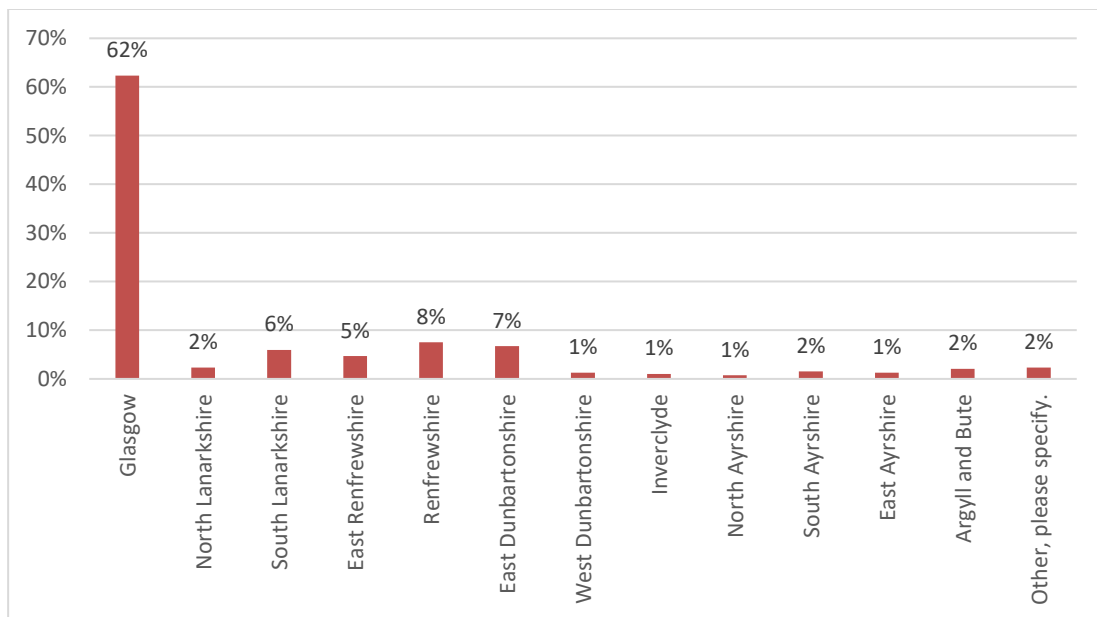


Figure 2.1 Resident Local Authority Breakdown

2.2.2 Across the region, 68% (n=262) respondents noted that they had read the RTS draft Case for Change.

2.3 Organisational Respondents

2.3.1 In total, 41 organisations submitted a consultation response to the Case for Change. These were submitted via a combination of online survey submissions and direct emails. The organisations who submitted a response are categorised and listed below in Table 2.1.

Table 2.1 Organisations

Category	Organisation
Local Authority	Inverclyde Council North Ayrshire Council Renfrewshire Council Glasgow City Council East Dunbartonshire Council Argyll and Bute Council
RTPs	Tactran SPT RTS Strategic Advisory Group

Transport	<p>First Glasgow Transport Focus Scottish Association for Public Transport Cumbernauld Commuter Association Paths for All Sustrans Scotland Community Transport Association Glasgow Taxis Ltd Cycling Scotland Free Our City Glasgow Airport Transform Scotland Get Glasgow Moving</p>
City Region	<p>Glasgow City Region's Green Network Glasgow City Region, Metro Feasibility Study Team</p>
Health	<p>NHS Greater Glasgow and Clyde NHS Lanarkshire NHS Golden Jubilee</p>
Education	<p>Glasgow Caledonian University University of Strathclyde University of Glasgow</p>
Youth	<p>St Paul's Youth Forum</p>
Environment	<p>NatureScot</p>
Public Sector	<p>Visit Scotland Scottish Enterprise</p>
Community Council	<p>Bridge of Weir Community Council Partick Community Council Cumnock Community Council Cronberry Logan Lugar Community Council Dowanhill Hyndland and Kelvinside Community Council West Kilbride Community Council Laurieston Community Council Parkhead Community Council</p>

3 RTS Vision

3.1 Introduction

3.1.1 The stated vision of the RTS is that

'The west of Scotland will be an attractive, well-connected place with active, liveable communities and accessible, vibrant centres, facilitated by a high quality, sustainable transport system that is shaped by the needs of all'

3.1.2 Generally, respondents were in favour of the vision. No-one suggested that the Vision itself was wrong, however there were suggestions of various areas where the Vision could be strengthened to include additional themes.

3.2 Public Responses

3.2.1 Respondents were asked whether they agreed or disagreed that this should be the vision of the new RTS or not. Overall, 91% (n=353) respondents either strongly agreed or agreed. Among those who read the Case for Change, the portion of respondents who either strongly agreed or agreed was also 91% (n=238).

3.2.2 Those who disagreed were asked to explain why. Some 21 respondents left a comment. The key points raised were:

- Affordability should be included
- Lack of public transport needs to explicitly referred to within the vision

3.2.3 Other comments included that disabled and the elderly are severely disadvantaged by the sustainable hierarchy, people rely on private cars for a variety of reasons and COVID-19 may have changed transport long-term.

3.2.4 All respondents were then asked to provide any further comments of the RTS Vision. In total, 166 respondents left a comment. The key points raised reiterated the comments from the previous question. The main points are summarised and quantified below:

- Transport needs to be affordable and value for money (65 comments)
- Important to integrate transport across the region, including integrated ticketing (61 comments)
- Public transport should be publicly owned (19 comments)
- Important to concentrate on sustainable, low carbon transport (9 comments)

3.3 Organisational Responses

3.3.1 Of the organisations who answered this question, 17 said that they strongly agreed with the RTS Vision and 18 said that they agreed with it. Only one disagreed with the Vision noting that they felt that it was too vague and didn't given a sense of the significant change required.

3.3.2 Several of the organisations left additional comments regarding the vision of the RTS. These have been themed and summarised below.

Cost and Integration

- 3.3.3 Cost and integration were highlighted to be the biggest barriers to public transport and one organisation wanted to see ambition to address both explicitly referred to within the Vision. The importance of transport integration was reiterated by another organisation.

Equality

- 3.3.4 A number of organisations felt that there needs to be greater emphasis on equality within the vision.

Accessibility

- 3.3.5 One organisation noted that they felt the wording suggests that only the centres would be accessible and suggested that it be amended to clarify that all communities would be accessible. However, this was countered by another group who highlighted that they were glad to see that communities are a focus point of the vision.
- 3.3.6 There were also questions asked regarding the definition of accessibility and whether this referred to physically accessing transport or about social inclusion.

Inclusivity

- 3.3.7 One of the constituent councils noted that the Ayrshire Inclusive Growth Diagnostic identified transport as a barrier for inclusive growth, being a limiting factor to accessing employment and training. This Council, along with several other organisations, welcomed the Inclusive growth but questions were asked as to how this will be balanced in practice with health and environmental outcomes.
- 3.3.8 Another of the member councils suggested incorporating the word '*inclusive*' to strengthen the vision. They noted that it could be implied by 'needs of all' but suggested the wording being changed to '*well-connected place with healthy communities and inclusive, resilient, local place facilitated by a high-quality, sustainable transport system aimed at meeting the needs for all*'.

Climate Change

- 3.3.9 One organisation felt that the importance of climate change should be emphasised at the start of the vision. Other stakeholders, including three of the community councils noted that money needed to be spent on facilitating decarbonisation.

Resilience

- 3.3.10 It was noted that for rural and island communities within the SPT region the reliability and resilience of the transport network is critical, a point raised regarding both the Vision and later against Targets.

4 RTS Targets

4.1.1 The draft Case for Change identified 3 targets (in principle) for the SPT region. These were as follows:

- Target 1: A reduction in roads transport emissions
- Target 2: A reduction in car kilometres by 2030
- Target 3: A 'modal shift' from private passenger car usage to more sustainable travel modes and behaviours

4.1.2 A large number of comments made regarded the definition of Targets. Whilst members of the public appeared to be confused between Targets and Options, Organisations were keen to stress that Targets need to be quantified and measurable.

4.1.3 It should however be noted that there may have been misunderstandings on this element of the Case for Change as the intention was to consult on the principles of including targets, rather than the presenting specific SMART targets at this stage.

4.2 Public Responses

4.2.1 Respondents were asked whether they agreed or disagreed with these targets. As shown in Figure 4.1, the majority of respondents across all areas within the region either strongly agreed or agreed with the targets.

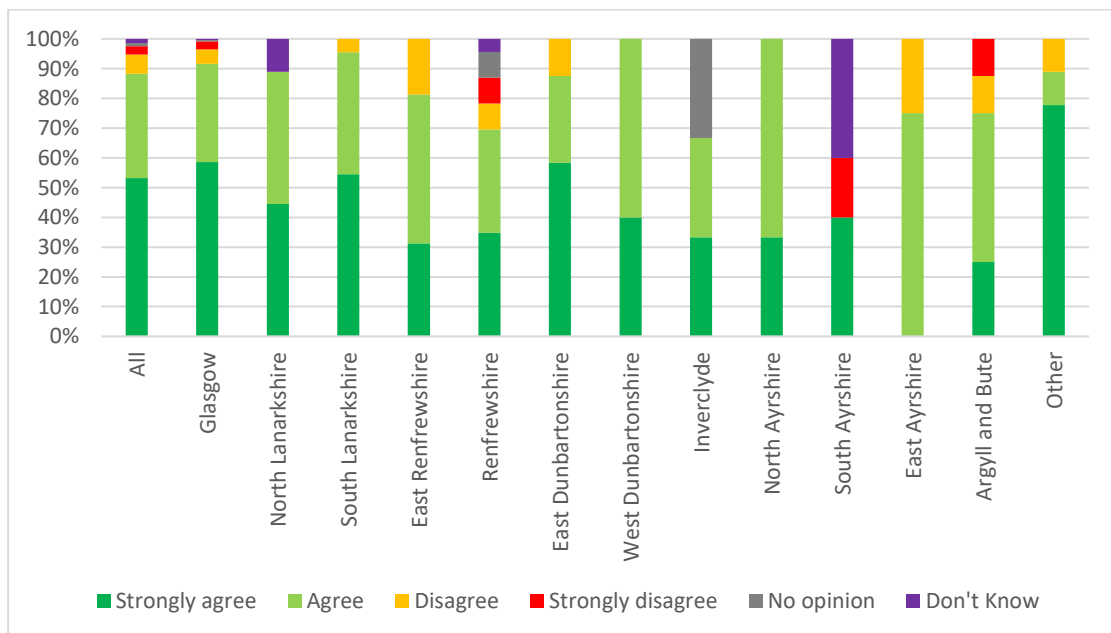


Figure 4.1 Agreement with RTS Targets

4.2.2 Those who disagree were asked to explain why. The main points raised were:

- There needs to be annual targets to check progress
- The plans to achieve the targets are vague
- Targets fall short of what is needed and don't solve all of the key issues

- Some people have no choice to use their car
- The targets are very car-negative rather than positive about other modes

4.2.3 Respondents were asked if they thought any other targets should be considered for the new RTS. As shown in Figure 4.2, half of all respondents (50%, n=176) felt that there are other targets that should be considered.

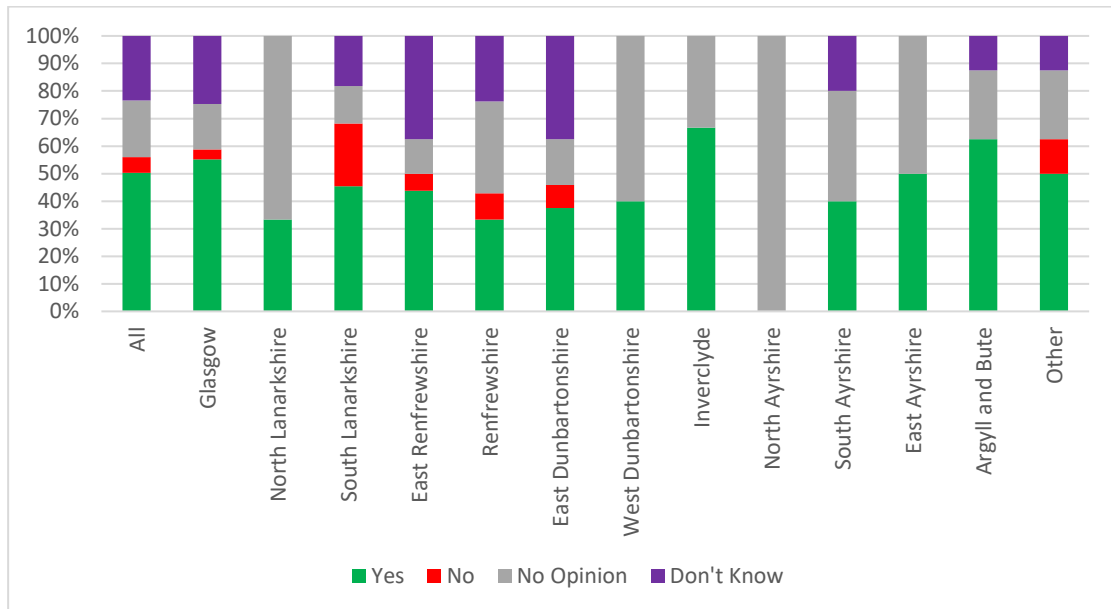


Figure 4.2 Whether other targets should be considered

4.2.4 These respondents were asked what other targets they thought should be considered and why. Some 168 respondents left an answer to this question with **9 respondents noting that all targets must be specific and measurable**. Many of the comments suggested options and not targets, however, the main points raised were:

- Provide affordable public transport (45 comments)
- Make public transport publicly owned (23 comments)
- Integrate the transport network (21 comments)
- Improve active travel infrastructure (19 comments)
- Carbon-zero transport options (12 comments)
- Reopen abandoned and existing railways (6 comments)

4.3 Organisational Responses

Targets - General

4.3.1 The majority of organisations, 57% (n=21) noted that they agree with the targets for the new RTS. Another 38% (n=14) strongly agreed. When asked to provide additional comments on the RTS targets, many of the organisations reiterated that the targets should be measurable. The further comments have been categorised and summarised below.

SMART Targets

- 4.3.2 As noted above, several organisations noted that the targets are not measurable and therefore it is unclear how they would be achieved. Some of these respondents added that it is not enough to say 'reduction' as Targets need to be significant.

Alignment with National targets

- 4.3.3 A number of organisations noted that they were pleased to see that the RTS targets were aligned to national targets which makes their achievement more likely. Generally, it was felt that if national targets are set it would be useful for the region to follow suit.

Prioritisation of targets

- 4.3.4 Some organisations noted that they believe some of the RTS targets should be prioritised over others. For example, one organisation explicitly noted that targets that place greater emphasis on modal shift should be prioritised.

Reduction in car kms

- 4.3.5 Several organisations welcomed the target looking at car kms reduction and not simply the conversion to electric cars.

Rural Transport

- 4.3.6 It was highlighted that it is essential targets aimed to reduce the negative impacts of transport on the environment do not adversely impact on rural areas, many of which suffer poor connectivity, high deprivation and declining populations. For example, in some instances supporting rural economies may require investment in local road infrastructure, increasing reliability and resilience.

Targets – Specific

- 4.3.7 Organisations were asked whether they believed other targets should be considered for the RTS. Some 51% (n=18) organisations said that they do think other targets should be considered. These organisations were asked what these targets should be and why. The responses are categorised and summarised below.
- 4.3.8 It was however suggested that by including an extensive number of targets, there could be a danger of losing focus.

Inclusive economic growth

- 4.3.9 One organisation noted the inclusive economic growth was identified as a priority but there is no target reflecting this. They suggested adding a 4th target: supporting inclusive economic growth opportunities as identified through land-use transport policies such as NPF4 and the regional spatial strategy.
- 4.3.10 It was noted that lack of investment in key transport infrastructure, poor resilience on roads such as the A83 and disproportionate journey times between key settlements and the Central Belt are constraining the local economy in many rural areas.

Resilience and connectivity of transport provision

- 4.3.11 One of the constituent councils suggested the inclusion of additional targets in relation to both resilience and connectivity, but they recognised that these are both difficult to measure. Another organisation emphasised the importance of accessibility and connectivity within the targets.

- 4.3.12 Ensuring transport is resilient and adaptive to future climate change was noted to be important and could be included as a target.

Reducing inequalities

- 4.3.13 Reducing inequalities by making public transport more affordable and accessible was highlighted to be important with one organisation suggesting that it should be included.

Active travel

- 4.3.14 One organisation noted that they believed active travel should be explicitly stated within the targets. Another organisation reiterated this and felt there should be targets associated with km of segregated cycle paths and the active travel percentage mode share.

Decarbonisation of transport

- 4.3.15 It was suggested that there should be a target relating to the decarbonisation of the transport fleet, particularly buses in addition to targeting electric charging infrastructure roll-out but this should be led nationally. Additionally, one of the constituent councils enquired as to which emissions are being referred to, if this is only carbon or other air quality emissions.

Cost of travel

- 4.3.16 One organisation felt that there should be a financial target to provide the most efficient integrated public transport system, offering affordable transport options. Another organisation reiterated this, noting that SPT should include a target on the cost of public transport.

5 RTS Key Issues

5.1.1 The Case for Change is centred around 5 ‘Key Issues’ that the new RTS has identified. The ‘Key Issues’ are thematic groups of the specific transport problems and challenges that were identified during the initial analysis, engagement and statutory assessment activities in the development of the RTS. The ‘Key Issues’ are as follows:

- Transport Emissions
- Access for All
- Regional Connectivity
- Active Living
- Public Transport Quality and Integration

5.2 Transport Emissions - Public Responses

5.2.1 Respondents were asked to indicate how important each of the ‘Key Issues’ were to them on a scale high to low.

5.2.2 As shown in Figure 5.1, across all areas 74% (n=249) respondents indicated that transport emissions were of high importance to them. This increased to 76% (n=163) in the Glasgow area which given the prevalence of inner-city emissions, may be of no surprise.

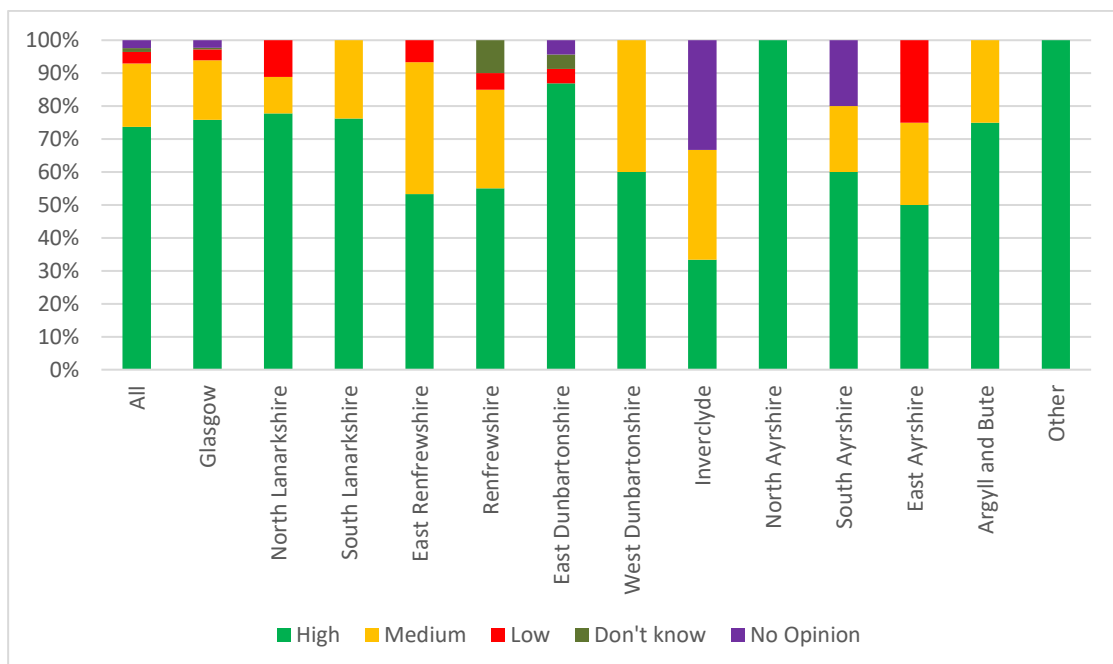


Figure 5.1 Importance of Transport Emissions

5.2.3 Respondents were invited to leave any comments they had with regard to the Transport Emissions ‘Key Issue’. 132 respondents left a comment. The main points raised were:

- It is imperative that transport helps to improve health and the local environment (28 comments)

- Important to drastically cut emissions (25 comments) and it needs to be tackled as soon as possible (22 comments)
- Public transport needs to be electric / fuelled alternatively (24 comments)
- Important to improve transport to get cars off the roads (15 comments)

5.3 Transport Emissions – Organisation Responses

5.3.1 Some 81% (n=29) of the organisations noted that transport emissions are of high priority to them. Organisations were then invited to provide comments on this key issue. These comments have been categorised and summarised below.

Emission Targets

5.3.2 Many of the constituent councils noted that reducing transport emissions is a key priority for them and are included as key objectives/outcomes in their respective transport strategies.

Reducing Traffic

5.3.3 One organisation noted that cleaner vehicles should not be relied upon too heavily to reach policy outcomes, as the pace of change and rate of uptake cannot be guaranteed. Additionally, these vehicles still represent vehicular traffic on the roads leading to congestion and emissions associated from braking and tyre wear. Therefore, the focus should be on reducing the number of private cars on the road and private kms travelled, promoting the delivery of the sustainable transport hierarchy.

Holistic Plan

It was noted that a holistic view of the transport network needs to be taken. This includes transitioning towards cleaner fuel, integrating public transport, making alternative options feasible and providing last-mile solutions. A realistic plan is required, with an appetite for change, with goals and timelines.

Economic Growth

5.3.4 One organisation noted that any policies aimed at mitigating the environmental impacts of transport should not adversely impact on those aimed at growing the economy.

5.4 Access for All – Public Responses

5.4.1 As shown in Figure 5.2, across all areas 87% (n=289) of respondents indicated that Access for All was of high importance to them. Only 1% (n=3) respondents noted that it is of low importance.

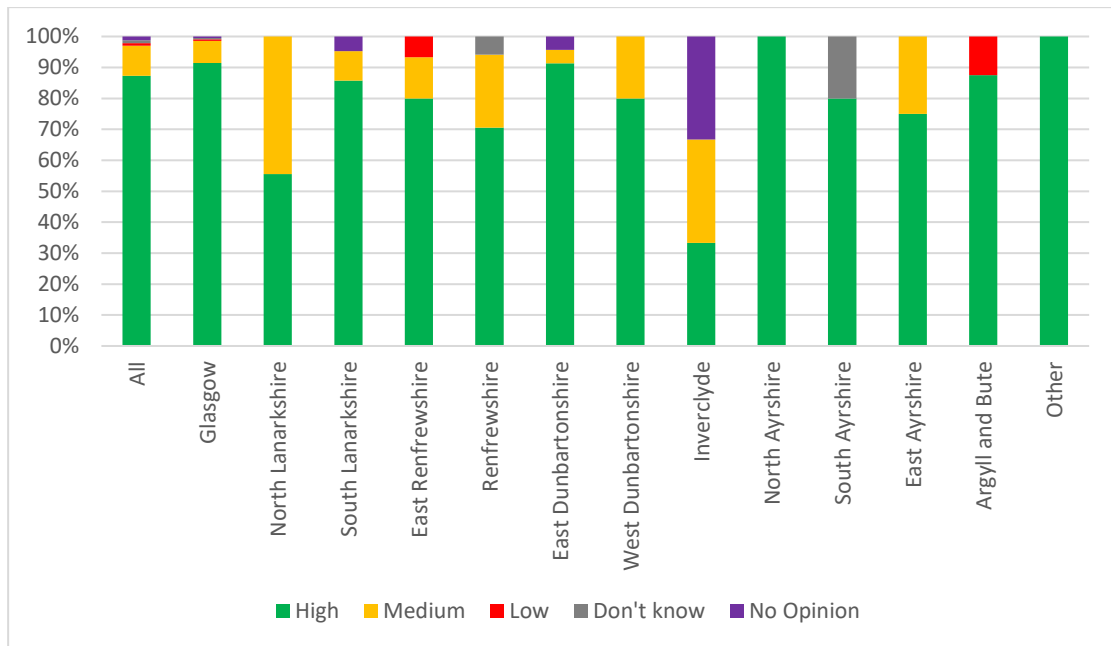


Figure 5.2 Importance of Access for All

5.4.2 Respondents were invited to leave any comments they had with regard to the Access for All 'Key Issue'. Some 145 respondents left a comment. The main points raised were:

- Physical accessibility, especially for those with limited mobility is of high priority (67 comments)
- Transport needs to be affordable (37 comments)
- Transport services need to be reliable, connected and integrated (16 comments)

5.5 Access for All – Organisation Responses

5.5.1 Some 92% (n=33) the organisations noted that Access for All is a high priority while 9% (n=3) noted that it was a medium priority. Organisations were invited to make further comments, and these are categorised and summarised below.

Public Transport

5.5.2 Both affordability and accessibility of public transport were highlighted to be of importance, especially in disadvantaged areas of the community. Some respondents felt that accessibility has to be the key driver for the strategy as a whole.

5.5.3 Accessing employment was highlighted to be a priority by several organisations. This included one of the University's in the region who noted that the transport system needs to move people efficiently and affordably, without being reliant on private vehicles. They noted that one of their more rural sites has very poor public transport connections for staff and students alike.

5.5.4 One of the health boards in the region also highlighted the importance of improving access for patients, staff and visitors to hospitals and other healthcare facilities across the region is significant. They noted that it would be expected that neighbouring NHS regions face similar issues.

5.5.5 The importance of integrated ticketing for public transport to improve accessibility was also highlighted.

Active Travel

- 5.5.6 It was suggested that while the Case for Change focuses heavily on equity to various forms of motorised transport it doesn't recognise the key role that the provision of equitable distribution of high-quality active travel routes has. It was suggested that the access to the physical environment should be considered along with access to vehicles.
- 5.5.7 One organisation reiterated that the mention of active travel in this section was limited and should make reference to other issues such as limited awareness and availability of adaptive bikes which could be addressed through hire schemes.

Alignment with strategies

- 5.5.8 It was highlighted by one organisation that the Connectivity Commission identified that not all communities in the City and wider City Region have equality in terms of access to public transport and wider connectivity to employment, education, retail and social opportunities. Therefore, the key issue Access for All, should be an area of focus. Three of the constituent councils noted that this key issue aligns with their own objectives/ outcomes.
- 5.5.9 One organisation noted ensuring accessibility to nature for all via active travel networks and open spaces was key for them. They also highlighted how this supports emerging '20 minute neighbourhoods'.

Equality

- 5.5.10 Creating a transport system that is accessible and affordable for all and addresses the disparities between rural and urban areas was highlighted to be critically important to rural areas in the region. Access to transport is a key barrier for many people in rural areas. It drives inequality leading to high levels of deprivation and social exclusion which is further exacerbated by the lack of resilience.

5.6 Regional Connectivity – Public Responses

- 5.6.1 As shown in Figure 5.3, across all areas 76% (n=249) of respondents indicated that Regional Connectivity was of high importance to them.

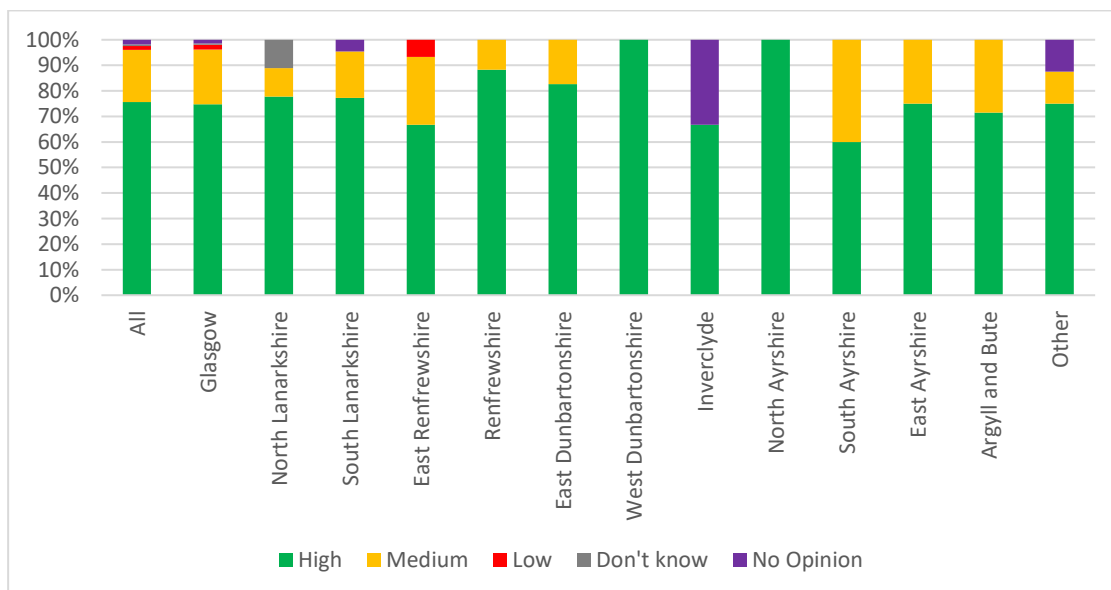


Figure 5.3 Importance of Regional Connectivity

5.6.2 Respondents were invited to leave any comments they had with regard to the Regional Connectivity 'Key Issue'. Some 134 respondents left a comment. The main points raised were:

- Connectivity improvements are key to improving transport provision (41 comments)
- Important that the transport system is integrated (19 comments), frequent and reliable (14 comments)
- Need to prioritise the efficient movement of people across the region (8 comments)
- Inter-regional and national connectivity also important (7 comments)
- Introduce bold rail schemes to get cars off the road (6 comments)

5.7 Regional Connectivity – Organisation Responses

5.7.1 Some 71% (n=25) of organisations noted that Regional Connectivity was of high importance to them, 25% (n=7) noted it was of medium priority and 6% (n=2) noted it was of low priority. Organisations were invited to make further comments on this key issue and these are categorised and summarised below.

5.7.2 Transport connectivity was noted by one organisation to be considered a driving factor behind the declining and ageing population in the rural areas of the region. It was highlighted that certain aspects of the transport network, such as trunk road safety and resilience, ferry and port sustainability and capacity and lack of air and rail connectivity exacerbate outward migration from these areas.

5.7.3 A handful of organisations raised specific connectivity issues. These were:

- There are significant gaps in terms of orbital links across Glasgow
- Accessing hospitals and higher education across the region is long and expensive
- Disparity in suitable trunk road connections between the 3 Ayrshire areas
- In Renfrewshire, King George V Dock and Elderslie Rail Freight Terminal are dependent on efficient connections
- Poor connections between Glasgow and East Dunbartonshire
- Journey time and reliability issues on the M80 around Haggs/Castlecary/Cumbernauld into Glasgow
- Capacity issues on the rail network; specifically, Stirling to Glasgow Queen Street

Cross-Boundary Journeys

5.7.4 Many of the councils noted that they have been working with SPT and other constituent local authorities to ensure that cross boundary journeys are made sustainably where possible.

5.7.5 One of the RTPs as well as Local Authorities noted that regional connectivity is a key issue for those travelling between regions. Priorities include reducing traffic on the M80 corridor to improve journey time reliability and managing the potentially competing demand for the rail network into the SPT area. They also noted that the travel demands of visitors and residents of the Loch Lomond and the Trossachs National Park should be considered.

5.7.6 One of the constituent councils felt that the Case for Change did not explore in detail the need for regional connectivity between the different regions within the SPT area and the disparity in

the quality of trunk road connections. For example, it was highlighted that North Ayrshire is served by a single carriageway whereas all of the other areas are served by a dual carriageway.

- 5.7.7 Two organisations highlighted that the focus is primarily on regional connectivity for a motorised network and that active travel should also have prominence with regard to regional connectivity. They noted that active travel, particularly the use of bikes and e-bikes, can make a contribution to medium-length journeys at a regional level, if appropriate support is given to the development of a strategic active travel network connecting key settlements and destinations.

Glasgow City Metro

- 5.7.8 It was noted that improving regional connectivity is a key objective for the introduction of a Metro in Glasgow. It would provide efficient transport links from the city centre to the wider region and address the gaps in orbital links that the current rail network doesn't adequately serve. Similarly, it was highlighted that a proposed City Metro could significantly improve connections to Glasgow Airport.

Public Transport

- 5.7.9 One organisation stated that regional connectivity will only be successful if public transport journey times are cut by reducing congestion. They had concerns over the lack of detail indicating how single car use journeys would be tackled.
- 5.7.10 Another organisation highlighted that the rail network is key to providing fast regional connectivity, linked with local bus services to widen access to the network from areas not within walking or cycling distance to a station.
- 5.7.11 It was noted that the provision of integrated services and access to intermodal hubs will help connectivity across the region. However, one organisation noted that services need to be provided at all times of the day to accommodate all travel.

5.8 Active Living – Public Responses

- 5.8.1 As shown in Figure 5.4, across all areas 65% (n=209) of respondents indicated that Active Living was of high importance to them. This 'Key Issue' was therefore the least important to the respondents.

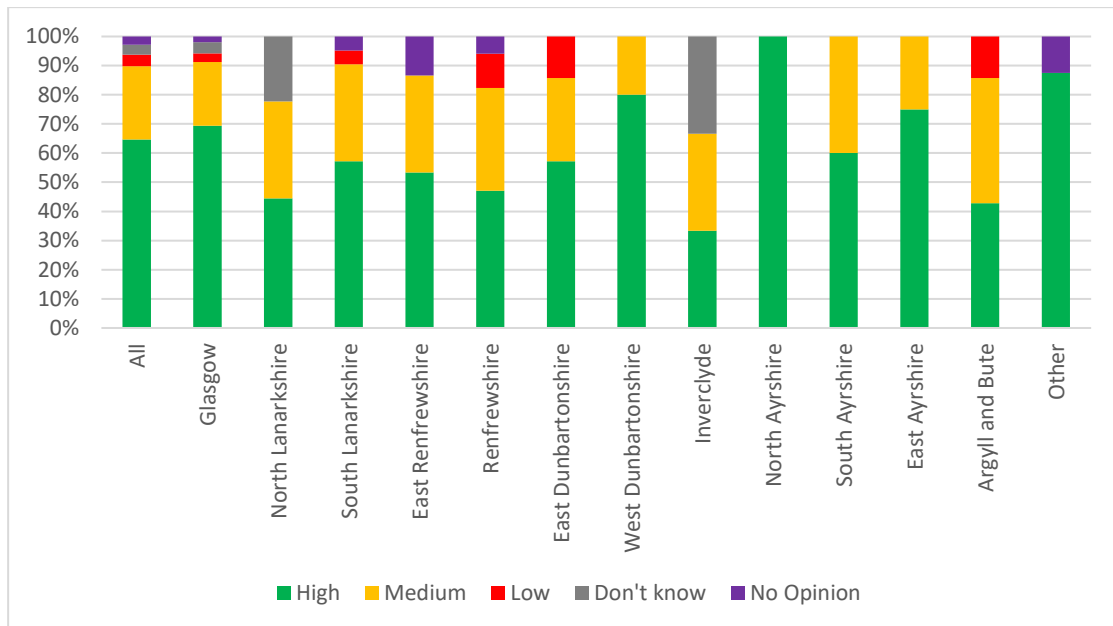


Figure 5.4 Importance of Active Living

5.8.2 Respondents were invited to leave any comments they had with regard to the Active Living 'Key Issue'. Some 134 respondents left a comment. The main points raised were:

- Safe cycle routes are essential (26 comments)
- The health of the nation is very important (13 comments)
- Active travel must be connected and integrated with public transport (8 comments)
- There is a need to acknowledge those who have to travel by car (8 comments)

5.9 Active Living – Organisation Responses

5.9.1 Some 74% (n=26) of organisations noted that Active Living was a high priority for them. The other 26% (n=9) organisations noted that it was a medium priority. They were invited to provide further comments on this key issue and the responses are categorised and summarised below.

Public Transport

5.9.2 It was noted by several organisations that it should be recognised that public transport complements active living and should be treated as so. The delivery of active travel to halts, stations and bus stops are a key consideration to extending patronage and supporting the shift away from private car.

Creating an Active Travel Network

5.9.3 One organisation noted that given the importance of the climate change emergency they expected a regional green network to feature much more strongly in a future RTS.

5.9.4 Another organisation noted that clear and consistent standards are required for active travel infrastructure across Scotland. Another organisation highlighted the following challenges to enhancing active travel infrastructure in remote areas:

- Unrealistic specifications such as 3m wide footways

- The remote geography, dispersed population and nature of local road network make growing the number of journeys undertaken by active travel challenging, especially with links between towns including national speed limit single carriageway roads.
- The ferry network is not integrated with active travel

5.9.5 It was noted that continued pressure on local authority transportation budgets makes it increasingly difficult to invest in sustainable transport projects.

Health and Wellbeing

5.9.6 Several organisations noted the importance of active living to improve the health and wellbeing of people in the region.

5.10 Public Transport Quality & Integration – Public Responses

5.10.1 As shown in Figure 5.5, across all areas 91% (n=290) of respondents indicated that Public Transport Quality & Integration was of high importance to them. This ‘Key Issue’ was the most important to respondents.

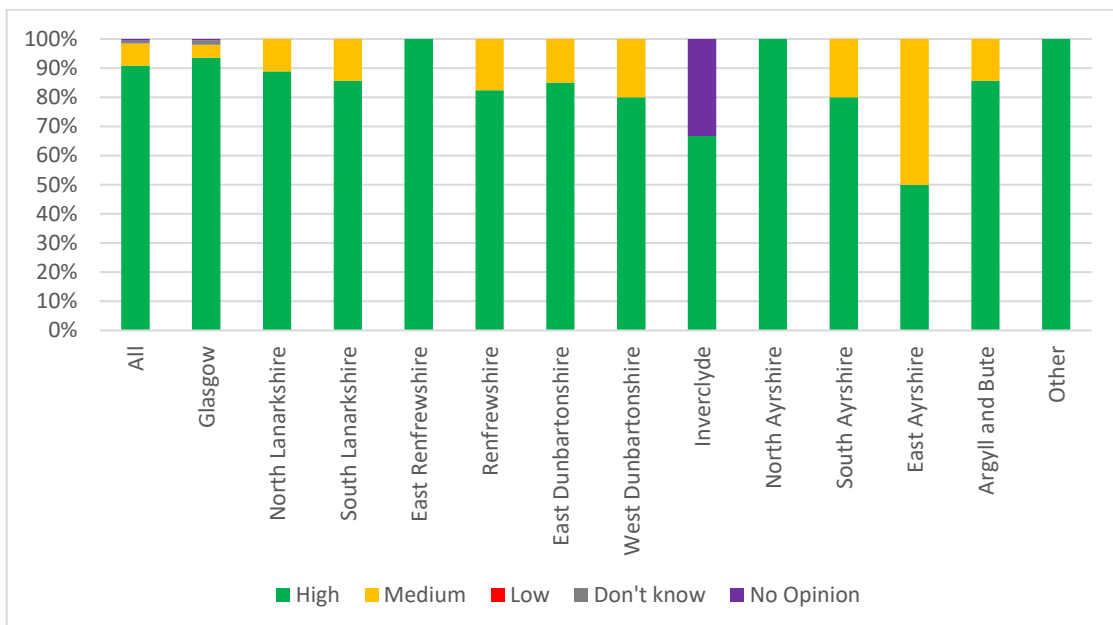


Figure 5.5 Importance of Public Transport Quality and Integration

5.10.2 Respondents were invited to provide any comments they had with regard to the Public Transport Quality and Integration ‘Key Issue’. 166 respondents left a comment. The main points raised were:

- The importance of transport integration across all modes (79 comments)
- High-quality transport system that is attractive to use (37 comments)
- Affordable public transport is necessary (35 comments)
- Re-regulate public transport ownership (31 comments)
- Introduce an integrated ticketing system (24 comments)
- Services need to be reliable and frequent (21 comments)

- Integrate bus and trains services with the ferry timetables (6 comments)

5.11 Public Transport Quality & Integration – Organisation Responses

5.11.1 Some 97% (n=35) of organisations noted that this was of high importance to them. These respondents were invited to provide further comments on this key issue. The responses have been categorised and summarised below.

Importance of Public Transport

- 5.11.2 Several organisations reiterated the importance of this issue in Glasgow. They noted that there is a desire and need for a high-quality, integrated public transport that is affordable and easy to use. This involves providing reliable services which are significantly cheaper than driving.
- 5.11.3 Continuing this point, organisations noted that the area needs to reverse the decline in bus patronage. One bus operator noted that the bus industry across Glasgow have already committed to addressing this issue.
- 5.11.4 Several organisations believe that the only way to achieve this is to re-regulate the bus network through a regional franchising framework, so that the services are planned and coordinated by SPT or another transport body to integrate seamlessly with Subway and trains. Additionally, it was noted that a Glasgow Metro would solve many of the existing problems and bridge the gap between buses and rail.
- 5.11.5 It was noted that improving access to public transport in the rural areas of the region is a key priority. This includes improved frequency and integration with the potential to reduce poverty, improve access to health and employment services and act as a driver for inclusive economic growth.

Barriers to Public Transport

- 5.11.6 Several organisations listed barriers to public transport, such as:
- High travel cost
 - Physically inaccessible vehicles/stops/stations
 - Infrequent services
 - Personal security concerns on public transport
 - Lack of consistency in terms of service provision across the region
 - Pressure on subsidised services due to routes not being commercially viable
 - Lack of rural rail connectivity

5.12 Other Key Issues – Public Responses

5.12.1 Respondents were asked whether they believed there are any other 'Key Issues' that should be considered for the new RTS. In total, 43% (n=137) of respondents indicated that they believed there were other issues that should be considered. This is shown in Figure 5.6.

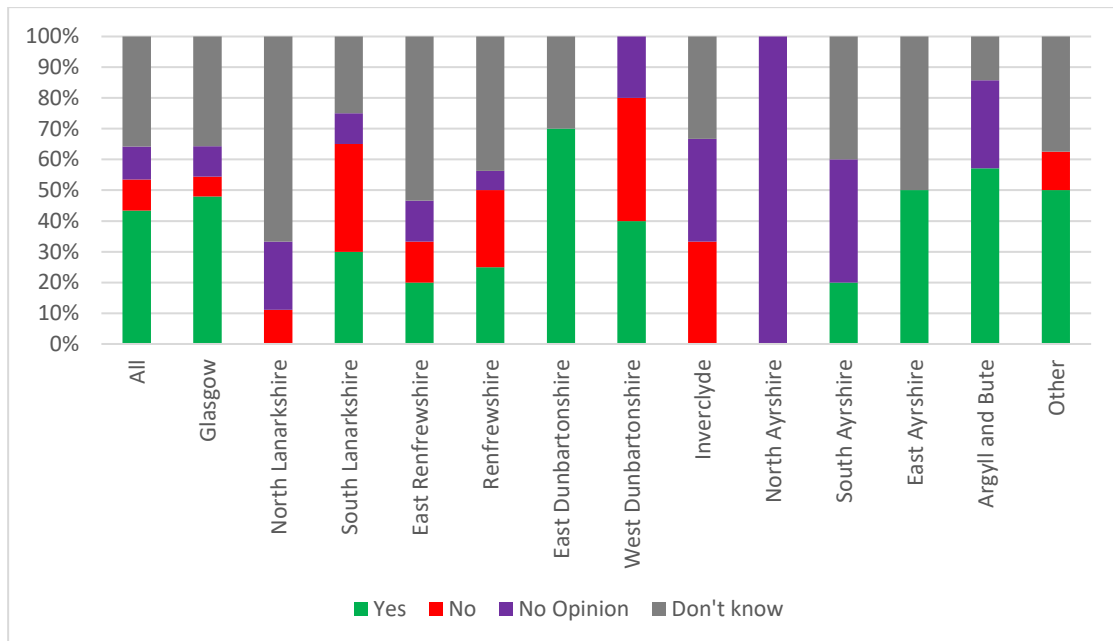


Figure 5.6 Additional 'Key Issues'

5.13 Other Key Issues – Organisation Responses

5.13.1 Some 47% (n=15) of organisations indicated that they believed there are other key issues that should be considered for the new RTS. These respondents were invited to comment further and the key points are summarised below.

Congestion

5.13.2 It was noted that traffic congestion and its impact on the attractiveness of bus travel needs to be considered.

5.13.3 Congestion on the M8 was highlighted to be a key issue, especially for those who require access the Airport. The lack of fixed link to the Airport results in the bulk of all passengers, staff and freight movements being reliant upon the Strategic motorway network.

Climate Change

5.13.4 Some organisations felt that climate change should be a key issue in its own right given the Climate Emergency, the Scottish Governments Publication of Route to Net Zero, and the role of transport in connection with the issue.

Cost of Travel

5.13.5 One organisation noted that they would like to see an additional key issue regarding the cost of public transport as this is identified as the biggest barrier to people using services.

Surface Access

5.13.6 The importance of surface connectivity between airports and their region was noted. Including the considerable economic value the Airport brings to both the Region and Scotland as a whole.

COVID 19

The impact of the COVID-19 global pandemic on transport and the long-term effects on public transport was voiced by a number of stakeholders. One organisation felt that that the Covid 19 recovery, and ensuring a just, green and sustainable recovery should be considered a key issue in itself.

Governance

- 5.13.7 One organisation highlighted the critical role of future transport Governance and responsibility for service delivery. In particular, they noted that they support a regional approach to transport governance.

6 RTS Objectives

6.1.1 Five RTS Objectives were developed in response to each of the 'Key Issues'. These are shown in Table 6.1.

Table 6.1 Case for Change Objectives

Key Issue	Objective
Transport Emission	To reduce transport emissions in the region
Access for All	To improve equality of access to the transport system and improve accessibility to town centres, jobs, education facilities, hospitals and other opportunities
Regional Connectivity	To improve connections between regional centres of economic activity and development opportunities within the region, and to key domestic and international markets
Active Living	To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys
Public Transport Quality & Integration	To make public transport a desirable travel choice for residents and visitors

6.2 Public Responses

Objectives

6.2.1 Respondents were asked whether they agreed or not that these should be the objectives of the new RTS. As shown in Figure 6.1, the majority of respondents either strongly agreed or agreed that these should be the objectives.

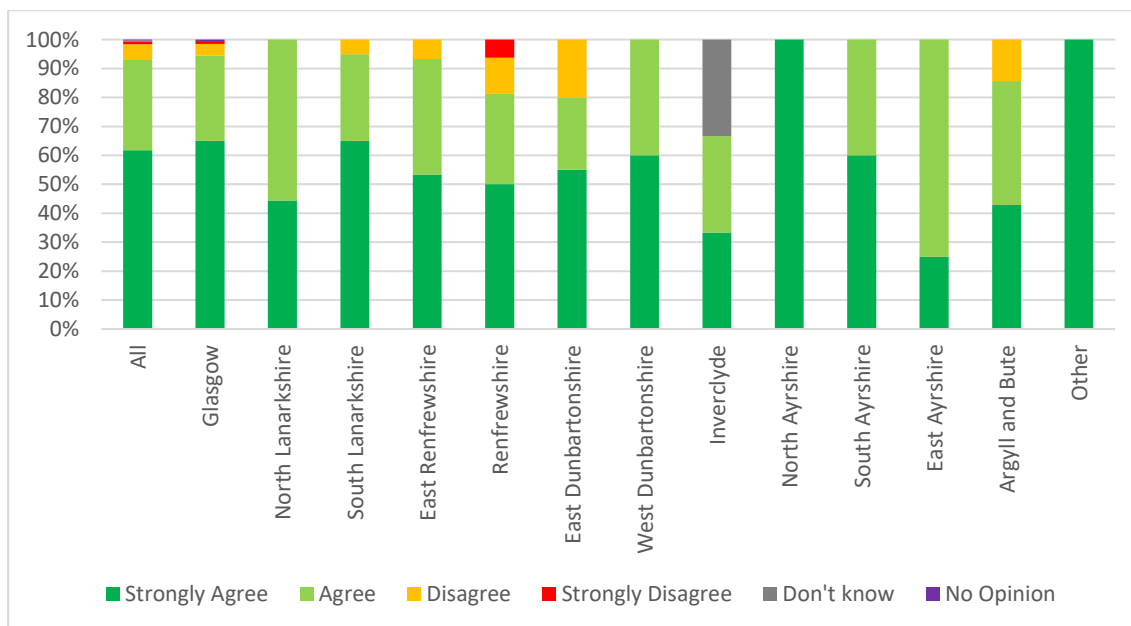


Figure 6.1 Agreement with RTS Objectives

6.2.2 Those who disagreed were asked to explain why. In total, 20 respondents made a comment. The main points raised were:

General Comments

- Necessary to identify/recommend what level emissions need to be reduced by
- Focus on linking transport networks rather than active travel, which is not practical for everyone in the region (6 comments)
- Bringing transport back into public ownership should be an objective

Regional Connectivity

- Would be strengthened by removing 'improve connections' and replaces by 'provide excellent connectivity'

Public Transport Quality & Integration

- Would benefit from adding 'affordable' before 'public transport'

6.3 Organisational Responses

6.3.1 Some 44% (n=15) of organisations strongly agreed that these should be the objectives for the new RTS while 50% (n=17) agreed. Two of the community councils disagreed. The reasons that they disagreed with the objectives were that they were '*too high level*' and not ambitious enough in relation to the step changes required.

6.3.2 All organisations were invited to provide any further comments on the RTS Objectives. These are categorised and summarised below.

Active Travel

6.3.3 One organisation noted that given walking, cycling and wheeling is identified as an objective they felt that it should feature more strongly throughout the document.

6.3.4 Another organisation felt that attention should be paid to e-bikes in relations to the 4th objective as the RTS provides an opportunity to consider longer distance bike journeys across the region.

Public Transport

6.3.5 Several organisations noted that they agreed with the objective regarding public transport but noted that public transport will only become desirable if it is modern, reliable, efficient, affordable and easy to use.

6.3.6 It was also noted that since tourism is very important in Scotland, the RTS should include types of tourist tickets, similar to those available in continental countries.

Regional Connectivity

6.3.7 One of the neighbouring Regional Transport Partnerships suggested that the regional connectivity objective recognises that people and businesses aren't confined by political boundaries, and hence it is movement between neighbouring regional centres that we should support, not just between centres in any one political region. They suggested rewording to '*To improve connections between regional centres of economic activity and development opportunities within, and neighbouring, the region and to key domestic and international markets*'.

Overall Traffic

6.3.8 One organisation noted they don't think the objectives reflect the need to reduce overall car use.

General

6.3.9 One organisation suggested that they equity of access should be used, rather than equality of access, to embed the principle that investment should benefit those who need it most.

6.3.10 One of the health boards noted that they are very supportive of the objectives but would seek to encourage the use of term healthcare facilities rather than a focus on hospitals only.

6.3.11 Two organisations raised concerns with regards to the fund available to support the objectives and the timescales for implementation.

6.3.12 One of the Universities in the region noted that the objectives are at a relatively high level which could limit their ability to direct action and therefore need to be accompanied by specific implementation measures.

7 RTS Options

7.1 Public Responses

7.1.1 The development of the RTS Options followed the identification of the 'Key Issues' and RTS Objectives.

7.1.2 Respondents were asked whether there are any other options that should be considered for the new RTS that weren't included within the report. As shown in Figure 7.1, the majority of respondents indicated that they didn't know. Some 30% (n=94) respondents noted that they did think that there should be other options considered that haven't been.

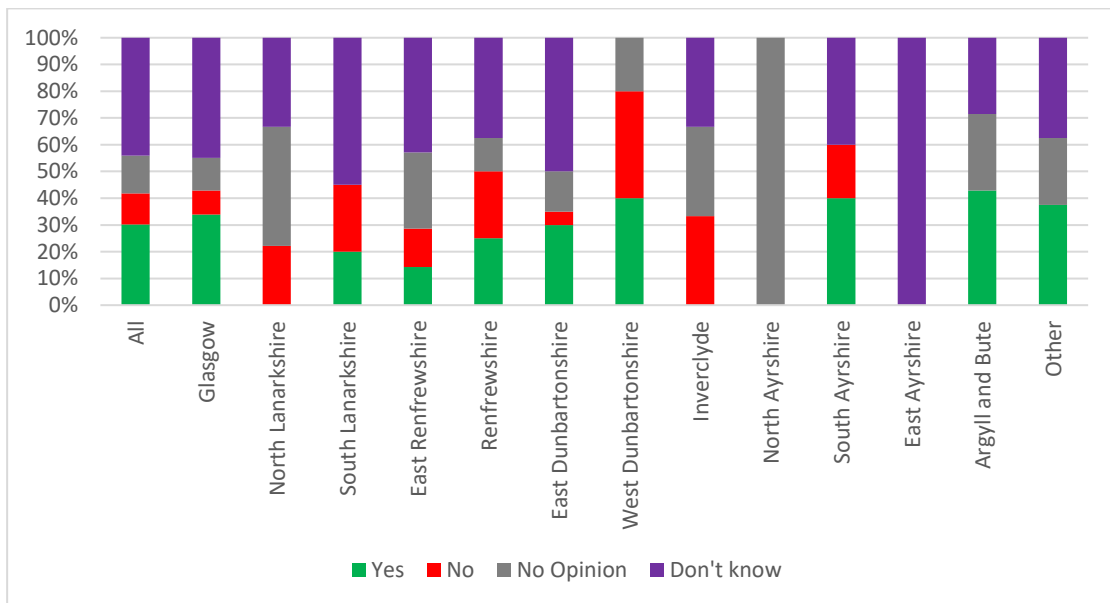


Figure 7.1 Agreement with RTS Options

7.1.3 These respondents were asked what additional options should be considered and why. In total, 93 respondents left a comment and the main points raised were:

- Re-regulate bus services (15 comments)
- Take full control of train services (22 comments)
- Introduce Greater Glasgow wide ultra-low emission zone (4 comments)
- Allow bikes to be transported on public transport (2 comments)
- Free public transport (3 comments)
- Extend the subway (4 comments)
- Bans cars from city centre and eliminate free parking (3 comments)
- Rail link from city centre to Glasgow Airport (2 comments)

7.2 Organisational Responses

- 7.2.1 Some 31% (n=9) organisations felt that there are other options that should be considered in the RTS. These organisations felt that the following should be considered:
- Work with respective authorities on managing the travel demands to and within the Loch Lomond and the Trossachs National Park
 - Take back control of the region's suburban railway lines
 - Investigate practical means to enable SPT to make the most of franchising and municipal bus company opportunities provided by Transport (Scotland) Act
 - Improve physical connections between bus stops, stations and underground
 - A specific action to ensure that all children have access to a bicycle
 - Support community transport by investing in D1 and CPC licences for those who would benefit
 - Improve road connections and journey times between economic centres and improve journey times for rural locations accessing key services
 - Improve walking and cycling routes to schools
 - Road traffic pricing and allocation of road pricing
 - Specifically mentioned workplace parking levies
 - Include e-cargo bike and cargo bikes as last mile delivery solutions
 - Action for no new road building and limit investment in expanding road capacity

7.2.2 All organisations were then asked to comment on the options. The responses are categorised and summarised below.

Public Transport and Metro

- 7.2.3 It was noted that there appears to be insufficient detail to support the option of improving bus journey times.
- 7.2.4 Throughout the response, it was expressed that the Metro was critical to the development of the region and that it should serve Glasgow Airport as noted within various documents including the Strategic Transport Projects Review and the recent Connectivity Commission. One of the constituent councils also noted the importance of Metro linking to the assets of Glasgow Airport and AMIDs.

Active Travel

- 7.2.5 The RTS Strategic Advisory Group noted that SPT should look to promote the concept of mobility hubs where they can play a role in improving transport integration. The group felt that this was particularly crucial within rural locations
- 7.2.6 One organisation noted that Action 73 on the long list on movement of goods, outlines options for last-mile deliveries. They believe that this should be enhanced to include e-cargo and cargo bikes within this action

Road User Charging

- 7.2.7 A number of respondents raised the issue of road user charging with one organisation noting explicitly that there should be incentives/disincentives for travel.

Governance

- 7.2.8 A number of groups noted the importance of utilising the new powers in the Transport (Scotland) Act 2019. It was suggested that the RTS should not present this as one of the options, but instead use them as the base from which the targets, objectives and many of the other options can be delivered.
- 7.2.9 One of the constituent councils felt that the RTS should investigate practical means to enable SPT to make the most of franchising and municipal bus company opportunities provided by the Transport (Scotland) Act as a matter of urgency to bring passengers back to the bus. This has been included in the list of options above.
- 7.2.10 Finally, the RTS Strategic Advisory Group felt that there is an important opportunity to recast arrangements for the governance of transport in Strathclyde.

Air Passenger Duty Reform

- 7.2.11 It was suggested that Air Passenger Duty should be included within the RTS and consideration of potential changes to the policy.

8 Equalities Impact Assessment (EIA)

8.1 Public Responses

8.1.1 Respondents were invited to comment on the EIA. In total, 45 respondents left a comment and the main points raised were:

- Wheelchair access on the ferry services is an issue
- Financial inequalities must be addressed
- Would like to see a focus on mental health and how transport can be improved for those with mental health conditions
- Important to ensure that the transport system is safe and secure for all

8.2 Organisation Responses

8.2.1 Overall, 6 organisations left a comment regarding the EIA. The main points raised were as follows:

- Improvements are required throughout the local disadvantaged areas of the region
- Women and older people need to feel safe on public transport, at stops and stations
- Seems to be limited discussion on each of the populations with protected characteristics
- The reliability and resilience of lifeline services is critical as communities are often completely reliant on these to access key services, education and employment opportunities
- Lifeline transport services /networks must be reliable, high quality, affordable, flexible and futureproofed in order to meet the needs of our communities and enable growth in key employment sectors

9 Strategic Environmental Assessment (SEA)

9.1 Public Responses

9.1.1 Respondents were invited to comment on the SEA. In total, 36 respondents left a comment. These comments emphasised the importance of the environment and transitioning to carbon free as soon as possible.

9.2 Organisational Responses

9.2.1 Four organisations commented on the SEA, namely NHS Lanarkshire, NatureScot, Cumnock Community Council and Glasgow City Council. Generally, organisations agreed that the report was comprehensive but clarity on the process would be helpful along with detail of how and when it will be implemented.

9.2.2 It was noted that it is vital that the transport network is as efficient as possible to protect the natural environment, this includes investing in sustainable transport infrastructure and also reducing congestion on certain parts of the trunk road network.