APPENDIX 1

A Call to Action:

The Regional Transport Strategy for the west of Scotland - 2022-2037

Draft for Public Consultation

Contents

1 Foreword by Chair and Vice Chairs of SPT

This is both a challenging and exciting time for transport in the west of Scotland. Covid-19 has hit public transport hard, with passenger numbers slow to recover to pre-pandemic levels; the cost of living crisis is reinforcing challenging issues regarding the affordability of transport; there remains the ongoing and pressing need to achieve national climate change targets; and, of course, resources across the transport sector – funding, staff, skills, materials – are becoming more than a growing concern, especially with great expectations of the role transport must play in a sustainable future. On the other hand, it is an exciting time too: walking and cycling are increasing greatly in popularity, technology continues to break new ground in transport and, last but by no means least, momentum is building behind public transport and active travel as key ways of helping to address the climate emergency.

So, the Regional Transport Strategy (RTS) has a lot to live up to, and we are delighted to be able to share this draft RTS with you. It is unashamedly strong, bold and ambitious – because it needs to be. If we are to significantly change our travel habits as a society over coming years, then the new RTS must reflect this. We believe the future of our region is one where the transport network helps us all reach our potential by getting us where we need to go, at a time that suits us, in a sustainable and affordable way. The proposals in this document will set us on the path to achieving that.

But we need your input and support to get there. Our mantra when presented with a new proposal is always: “what do the local community think?” The work we have done to prepare this Strategy means nothing without you having your say. Have we got it right or wrong? How will what we propose affect you and your family, and your workplace? How can we change to help achieve a less carbon-dependent, more equal society for all of us? How do you feel about your role in helping that change come about?

Thank you for taking the time to read this document and please, take the opportunity to respond to the consultation and play your part in shaping the future of transport in the west of Scotland. We very much look forward to hearing what you have to say.

Councillor Stephen Dornan, Chair, SPT

Councillor Alan Moir, Vice Chair, SPT

Councillor David Wilson, Vice Chair, SPT

MAP OF SPT REGION (TO BE INSERTED) + TRANSPORT FACTS

Bus	More than 11,300 bus stops
Cycle	8 National Cycle Network Routes 256 km of NCN Routes
Rail	189 passenger rail stations
Subway	15 Subway stations
Ferry	9 ferry routes
Park and Ride	More than 10,000 park and ride spaces
Airports	2 international airports
Roads	12,900 km of roads 300 km of Motorway Trunk Road 500 km of A-Class Trunk Road 12,100 km of local roads
Vehicles (licensed in region)	1,032,100 cars 5,300 buses/coaches 121,100 Light Goods Vehicles 14,300 Heavy Goods Vehicles

2 Structure of this document

This document sets out the draft Regional Transport Strategy (RTS) for the west of Scotland for consultation.

A final version of the RTS will be published following analysis of the consultation and approval by SPT Partnership and Scottish Ministers. Upon approval, the new RTS will be the statutory Regional Transport Strategy for the west of Scotland.

The structure of the document is as follows:

Vision – Our vision for the regional transport system, developed from engagement with our partners.

Background – The background to the development of the draft RTS and the ways you can respond to the consultation.

RTS Context – The key policy drivers, spatial context and transport trends within which the RTS is developed and delivered; the transport problems that the RTS will help tackle; and the opportunities that the RTS can build upon.

RTS Strategic Framework –The RTS Strategic Framework that will guide decision-making about transport in the region and provide the basis for evaluating the success of those decisions.

RTS Policies – The detailed RTS Policies set out the principles for investment and action.

Delivering the Strategy – The next steps to be taken to enable delivery of the RTS.

Monitoring and Evaluation Framework – The ways SPT will monitor and evaluate progress and success in delivering the RTS.

Appendices – Further information on the RTS, including how the RTS contributes to the National Transport Strategy framework

3 Our Vision for the regional transport system

Our Vision has been shaped through engagement with SPT's partners and framed within the wider policy framework for transport. There was early agreement among our partners and SPT Partnership members that the vision should be focused on the region as a place whilst also clearly articulating the desired outcomes for the region's transport system.

At its core, the Vision recognises that a transport system facilitates and enables social and economic activity. This is why the subject of our vision is the west of Scotland as a place - made up of its diverse social, demographic and spatial communities and economic centres - and framed within an ambitious policy landscape aiming to tackle structural inequalities and achieve better environmental, economic, health and social outcomes for all.

At the same time, the RTS is a transport strategy and the vision needs to make a clear statement about the type of transport system that is required to help facilitate these improved outcomes.

Our Vision:

The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.

This is a vision for a transport system that is high quality - convenient to use and providing a range of attractive and appealing transport options that make it easy to choose healthier travel behaviours.

This is a vision for a transport system that is sustainable – more efficiently using resources, capacity and land; prioritising public and active modes; and integrating with spatial development priorities.

This is a vision for a transport system that is low carbon – less polluting and energy intensive with fewer private vehicles used less frequently.

Crucially, this is a vision for a transport system for everyone - safe, affordable, available and accessible to all, where transport is planned with, and for, the people who use it.

4 Background to the new RTS

4.1 A new Regional Transport Strategy for the west of Scotland

Strathclyde Partnership for Transport (SPT) has a statutory duty under the Transport (Scotland) Act 2005 to produce a Regional Transport Strategy (RTS). The RTS is a long-term strategy for the west of Scotland, which sets the vision and direction for transport in the region for the next 10-15 years.

4.2 About Strathclyde Partnership for Transport

SPT is the Regional Transport Partnership (RTP) for the west of Scotland. SPT encompasses East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Ayrshire, North Lanarkshire, Renfrewshire, South Ayrshire, South Lanarkshire and West Dunbartonshire local authorities and the Helensburgh & Lomond ward in Argyll and Bute. Regional Transport Partnerships (RTPs) bring together local authorities and other key regional stakeholders to strengthen the planning and delivery of regional transport, better serving the needs of people and businesses.

SPT was established by the Transport (Scotland) Act 2005, which created Scotland's seven Regional Transport Partnerships. SPT is a 'Model 3' RTP and retains all of the transport powers and functions which were previously exercised by Strathclyde Passenger Transport Authority / Executive with the exception of rail powers. A Model 3 RTP has powers specifically in relation to the delivery of public transport services, but also powers that could be utilised in terms of managing other services such as developing road pricing proposals, road maintenance projects and aspects of road safety and parking enforcement.

SPT currently has a range of operational responsibilities, some of which are undertaken on an agency basis on behalf of councils or through administrative support, including:

- Managing and operating the Subway and Buchanan, East Kilbride and Hamilton bus stations;
- The provision of socially necessary bus services including MyBus and MyBus Rural;
- Managing and maintaining bus stop and shelter infrastructure and arranging school transport on behalf of councils;
- Providing travel information, including the roll out of Real-Time Passenger Information displays;
- Providing the secretariat for the Strathclyde Concessionary Travel Scheme on behalf of our councils and administering ZoneCard on behalf of participating transport operators; and,
- Smartcard ticketing, through our joint venture, Nevis Technologies Limited, the major supplier of commercial smart ticketing in Scotland including for the Subway, ScotRail and McGill's buses.

SPT's Partnership Board comprises 20 councillor members representing the 12 constituent local authorities and between seven and nine appointed members. In addition to our partner councils, SPT works with Transport Scotland, public transport operators, Sustrans, Network Rail, ClydePlan, NHS and many others.

SPT is also a Key Agency in Development Planning and statutory participant in Community Planning.

4.3 Progress since first RTS

The new RTS will replace the current strategy: A Catalyst for Change: The Regional Transport Strategy for the west of Scotland 2008 – 2021.

Considerable improvements to transport in the region have been made since 2008. Some key projects are listed below, with further details available in the "RTS Monitoring Report: final monitoring report for A Catalyst for Change: 2008 – 2021" available on SPT's website.

Active travel

- Ravenscraig Active Travel Network
- Upgrades to sections of the National Cycle Network in the region including NCN74, NCN75, NCN755, NCN7
- Strathkelvin cycleway
- Irvine cycling network
- Helensburgh – Dumbarton regional cycling route

Bus

- Bus station and interchange improvements – Port Glasgow, Hamilton Interchange, Greenock, Buchanan, Cumnock, Kilmarnock, Partick Interchange, Govan Interchange, Paisley town centre
- Statutory Quality Bus Partnerships in Ayr, Inverclyde, Paisley and Glasgow
- Fastlink Bus Rapid Transport serving new Queen Elizabeth University Hospital

Rail

- Dalmarnock station redevelopment
- Robroyston station and park and ride
- Motherwell station interchange redevelopment

Ferry

- Brodick Ferry Terminal and bus facilities redevelopment

Road safety

- A70 Glenbuck road safety improvements
- Route Action Plan road safety improvements – South Lanarkshire

Subway Modernisation

Ticketing and information

- Subway smartcard ticketing system
- Real time passenger information system

Accessibility

- Support and development of the Community Transport sector
- Thistle Assistance Card

4.4 Strategy development process

The development of the new RTS has been carried out in two key phases. During the first stage, a Case for Change was made by identifying the significant and wide-ranging policy directives that need to be supported by the RTS and identifying the specific transport problems that need to be tackled by it. During this stage, there was extensive policy and data analysis and engagement with

the general public through the RTS Public Survey and with partners and stakeholders, including through dialogue arising from the "Transport for Strathclyde" discussion paper prepared by the SPT Chair and Vice Chairs. Objectives for the RTS were set to ensure the strategy focused on addressing identified transport problems. Statutory assessments were carried out throughout this stage and a Case for Change report was published for consultation in April 2021.

Following conclusion of the Case for Change consultation, the RTS Policies were developed. The RTS Policies set out the principles for investment and action and will guide detailed decision making on transport plans, projects and programmes, in line with the National Transport Strategy. An initial appraisal of options was also carried out to help shape the initial actions that SPT will take to deliver the RTS through a future RTS Delivery Plan. A set of regional corridors was developed to help shape the spatial dimension of the RTS and to set out the spatial context for interventions to be developed through the RTS Delivery Plan and linked processes. A regional active travel network was developed in partnership with Sustrans and in co-ordination with local authorities. Statutory assessments were carried out again at this stage and are also being consulted upon in tandem with this Draft RTS.

Further details about the RTS Case for Change, background reports and statutory assessments for both stages can be found at www.spt.co.uk/vision

4.5 About this Consultation

It is important that the RTS is the right strategy for the people, businesses and organisations of the west of Scotland and we welcome your feedback on the draft RTS at this time.

You will be asked about the RTS Policies and Transport Governance, the proposed Monitoring and Evaluation Framework, Strategic Environmental Assessment and Equality Impact Assessments. Responses to this consultation are analysed and will help inform the final version of the RTS.

4.6 Consultation Deadline

The consultation on the draft Regional Transport Strategy will close on XXXX 2022.

4.7 How to respond

A consultation questionnaire is available alongside this report at www.spt.co.uk/vision. Please contact SPT at rts@spt.co.uk if you have any problems accessing the questionnaire or need support in responding to the consultation.

4.8 Next steps

The consultation feedback will be considered and will inform the final RTS. The final RTS will be presented to the SPT Partnership later in 2022 and then submitted to Scottish Ministers for final approval, which is likely to be in 2023.

Once approved, SPT, in discussion with partners and stakeholders, will develop a new RTS Delivery Plan to take forward the RTS and realise the vision.

5 RTS Context

This chapter highlights the key policy drivers, spatial context and transport trends within which the RTS is developed and delivered; the transport problems that the RTS will help tackle; and the opportunities that the RTS can build upon.

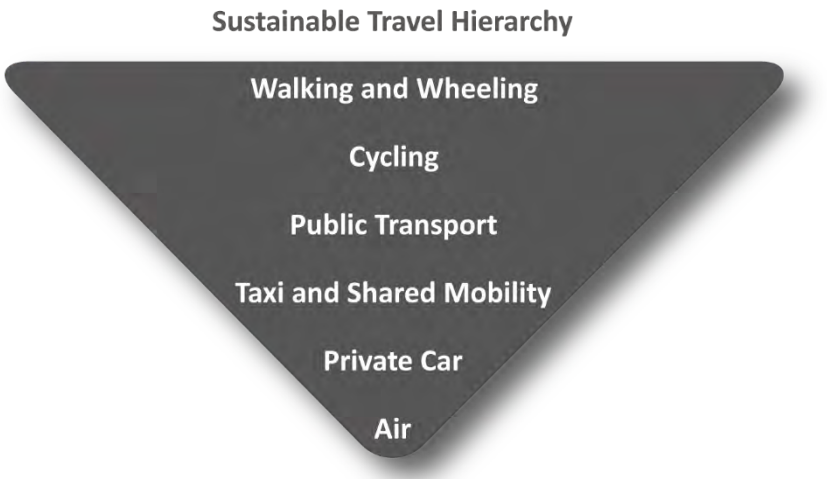
5.1 Policy drivers, spatial context and transport trends

(1) The RTS links to many plans and policies at national, regional and local levels including -	
National	National Transport Strategy 2; Strategic Transport Projects Review 2 National Planning Framework 4; Climate Change Plan Update A Route map to a 20% reduction in car kilometres by 2030 Cleaner Air for Scotland 2; Scotland's Road Safety Framework to 2030 Scotland's Accessible Travel Framework Long-Term Vision for Active Travel in Scotland The Transport (Scotland) Act 2019 2030 Infrastructure Investment Plan Central Scotland Green Network Equality Act 2010 and Public Sector Equality Duty; Fairer Scotland Duty Strategic Environmental Assessment Community Empowerment (Scotland) Act 2015; Islands (Scotland) Act 2018 The Fair Work Action Plan; Children (Scotland) Act 2020 National Performance Framework; National Strategy for Economic Transformation
Regional	Regional Spatial Strategies (indicative) – Glasgow City Region, Ayrshire, Argyll & Bute, and Loch Lomond and Trossachs National Park Regional City / Growth Deals – Glasgow City Region City Deal, Ayrshire Growth Deal and Argyll and Bute Rural Deal Regional Economic Strategies Regional Transport Strategies (neighbouring regions) Glasgow and Clyde Valley Green Network Blueprint Climate Ready Clyde Adaptation Strategy Flood Risk Management Plans
Local	Local Transport Strategies Local Active Travel Strategies Local Development Plans Local Outcome Improvement Plans

(2) The RTS will help achieve relevant national targets including:

- Net zero greenhouse gases (GHG) by 2045; and 75% reduction of GHG by 2030
- Air quality objectives not to be exceeded on local pollutants including Nitrogen Dioxide and particulates
- Majority of new buses purchased from 2024 to be low emission
- Public bodies should phase out the need for new petrol or diesel light commercial vehicles by 2025
- Reduce car kilometres by 20% by 2030
- Phase out need for new petrol and diesel cars by 2030
- Decarbonise rail services in Scotland by 2035
- Reduce the need for new petrol or diesel heavy goods vehicles by 2035
- Decarbonise scheduled flights within Scotland by 2040
- Grow the amount of freight carried by rail

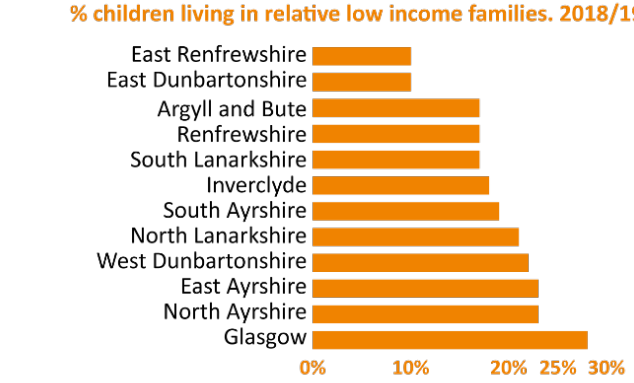
(3) The RTS supports the principles of the Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared mobility in preference to single occupancy private car use:



4) Employment rates and Gender Pay Gap: Employment rates in the region are below employment rates in the rest of Scotland for both male and female employment. Employment rates for disabled people vary considerably by local authority and are well below the average rate for all residents. In 2020, the Gender Pay Gap (median) in West Central Scotland was 15.2% compared to 11.4% for the whole of Scotland.

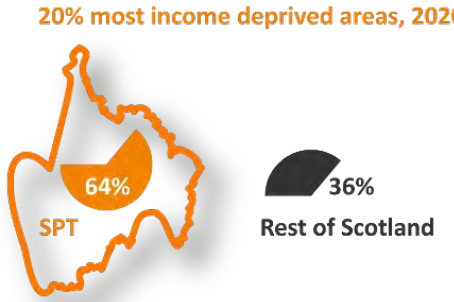
Data source: ONS. Annual Population Survey 2019. Aged 16 - 64 years. SPT figures include the whole of Argyll and Bute.

5) Child Poverty: Tackling child poverty is a key challenge in the region. Child poverty rates vary widely across the region.



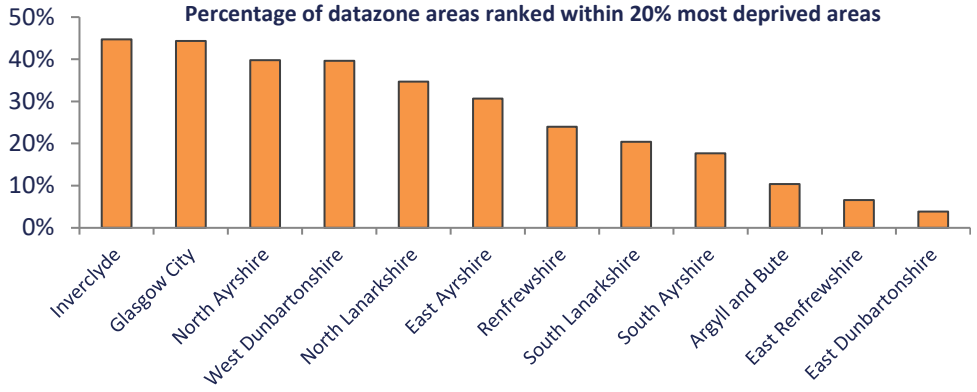
Data source: DWP & HMRC; % of children living in relative low income families 2018/19

(6) Income deprivation: There are substantial problems with income deprivation in the region - nearly two-thirds (64%) of the 20% most income deprived areas in Scotland are located in the SPT region, as shown in the figure below.

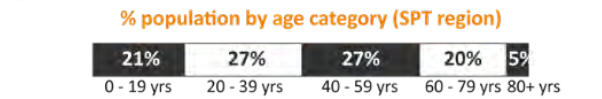


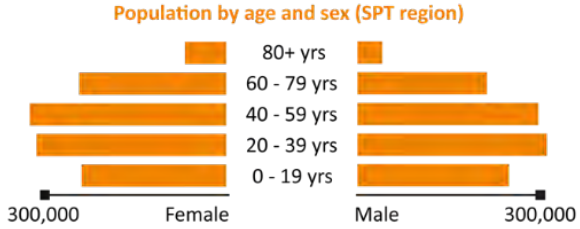
Data source: Scottish Index of Multiple Deprivation 2020. 20% income most deprived areas.

(7) Multiple Deprivation: Multiple deprivation is experienced by people and communities in all local authority areas in the region. At least 40% of areas in Inverclyde, Glasgow, North Ayrshire and West Dunbartonshire were considered to be within the 20% most deprived areas in Scotland in 2020.



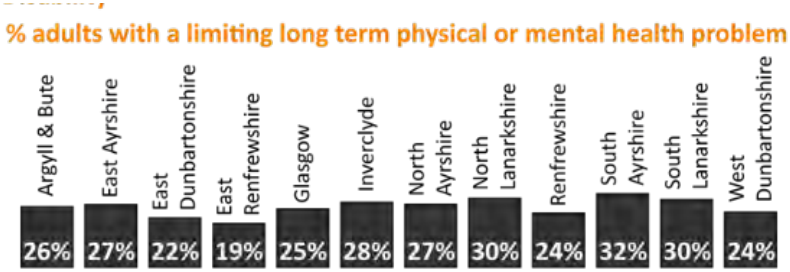
(8) Ageing population: The proportion of the regional population aged 60 years and over is projected to increase from 24% to 30% by 2041 – an additional 130,000 older people.





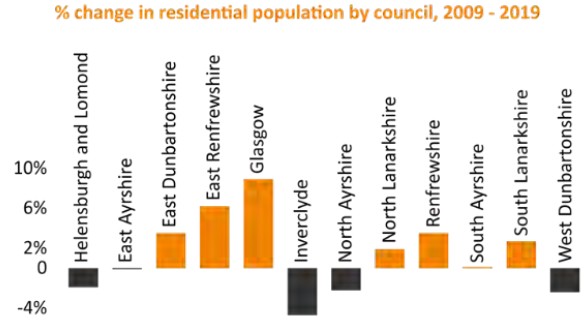
Data source (both figures): NRS. Small area population estimates 2019

(9) Demographic diversity: About one in every 20 people living in the region was Black or Minority Ethnicity in 2011. In Glasgow, around one in every 5 residents was Black or Minority Ethnicity in 2019. The proportion of adult residents with a limiting long term physical or mental health problem varies across the region from around one in five in East Renfrewshire to around one in three in South Ayrshire.



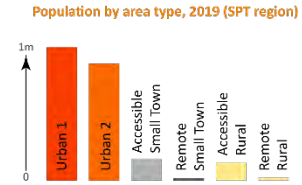
Data source: Scottish Surveys Core Questions 2019

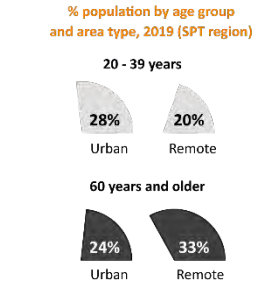
(10) Depopulation: Depopulation is occurring in rural and remote areas and coastal towns across the region, whilst population growth is highest in Glasgow and East Renfrewshire.

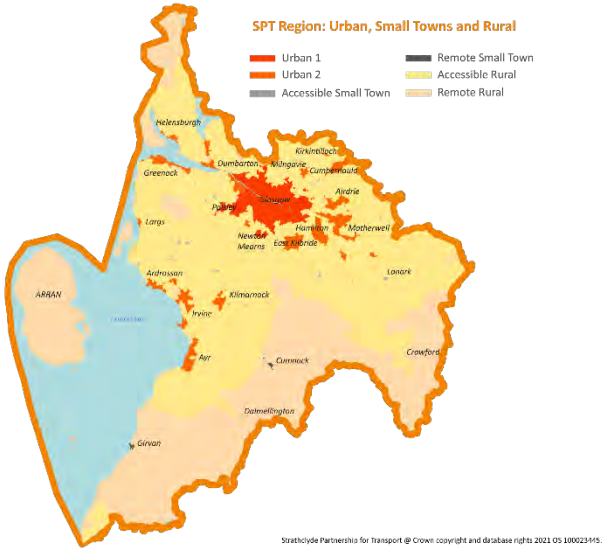


Data source: National Records of Scotland, Mid year population estimates 2019 time series

(11) Urban/Rural: The region includes 40% of Scotland's urban area; however, over 90% of the region's land is classified as rural and nearly 2 in every 10 people in the region live in small towns, rural or remote places.







Data Sources: Scottish Government 6-Fold Urban Rural Classification (2016) National Records of Scotland Mid-year population estimates 2019

(12) Economic development and investment priorities: Key strategic economic development & investment priorities in the region identified in the indicative Regional Spatial Strategies include HMNB Clyde / Faslane and Helensburgh, Clyde Mission-Clyde Corridor, Glasgow Airport Investment Zone, Ravenscraig, Glasgow City Centre, Eurocentral & Mossend, Ocean Terminal, Hunterston, Ardrossan, Irvine and the Great Harbour, Prestwick Airport and Kilmarnock. In the region, there are also over 50 town centres, 14 regional hospitals and 14 tertiary education institutions located across 35 campuses.

Strategic economic development & investment spatial priorities

(from Regional Spatial Strategies - indicative locations)

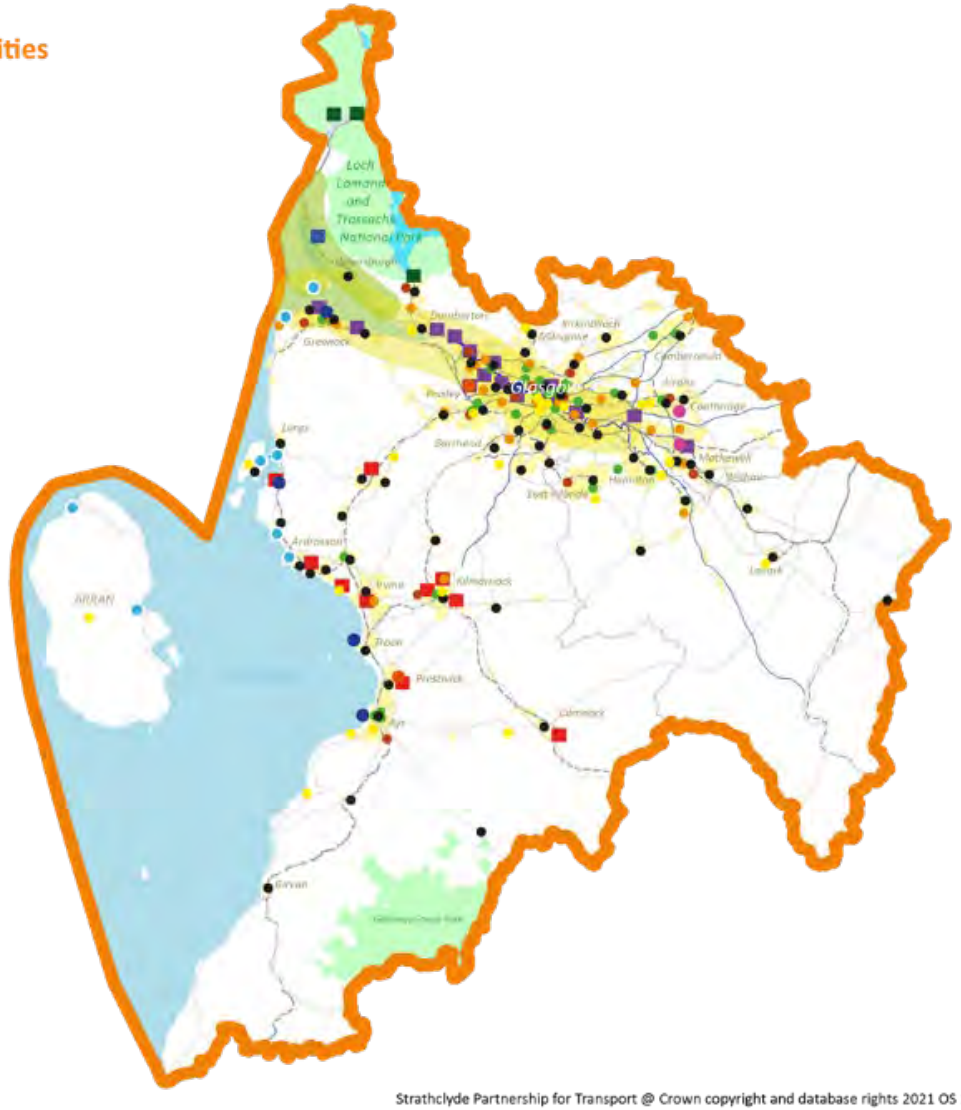
- Glasgow City Region
- Ayrshire & Arran
- Argyll and Bute
- Loch Lomond and Trossachs National Park (strategic tourism development opportunities)
- Clyde Mission-Clyde Corridor (indicative)
- Helensburgh & Lomond Growth Area

Key centres & hubs

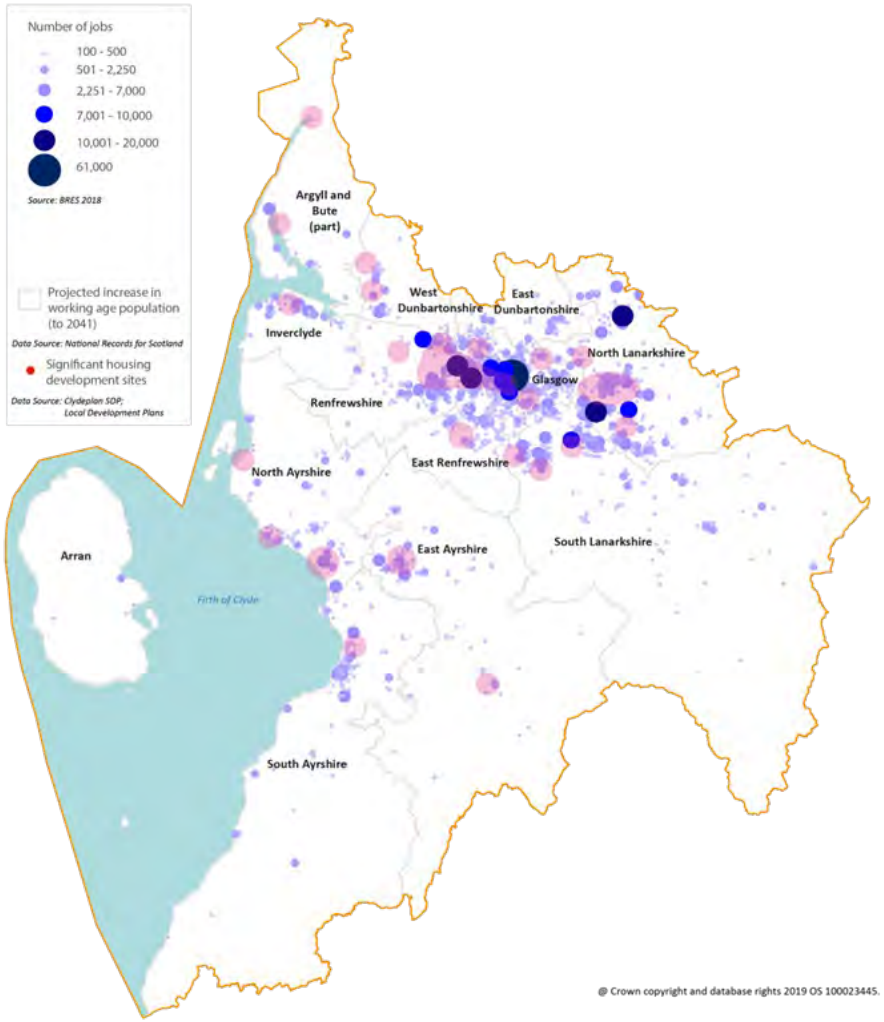
- Town centre
- Industrial & Business Parks
- Regional Hospital
- College / University Campus
- Tourism destination
- Airport
- Seaport
- Rail freight terminal
- Ferry terminal

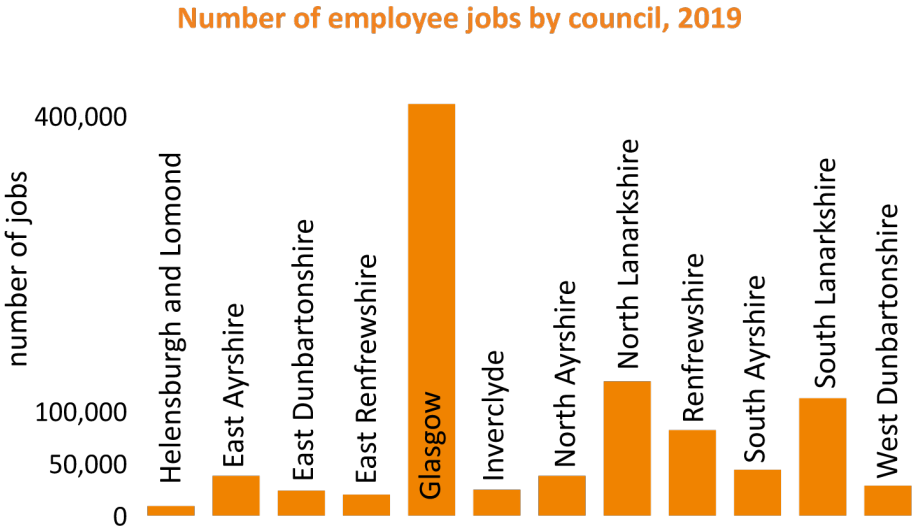
Boundaries, roads and rail lines

- Council boundary
- SPT boundary
- Rail line
- A road
- Motorway



(13) Jobs: There are around 1 million jobs located in the region. Around 42% of employee jobs are located in Glasgow, 25% in Lanarkshire and 13% in Ayrshire.



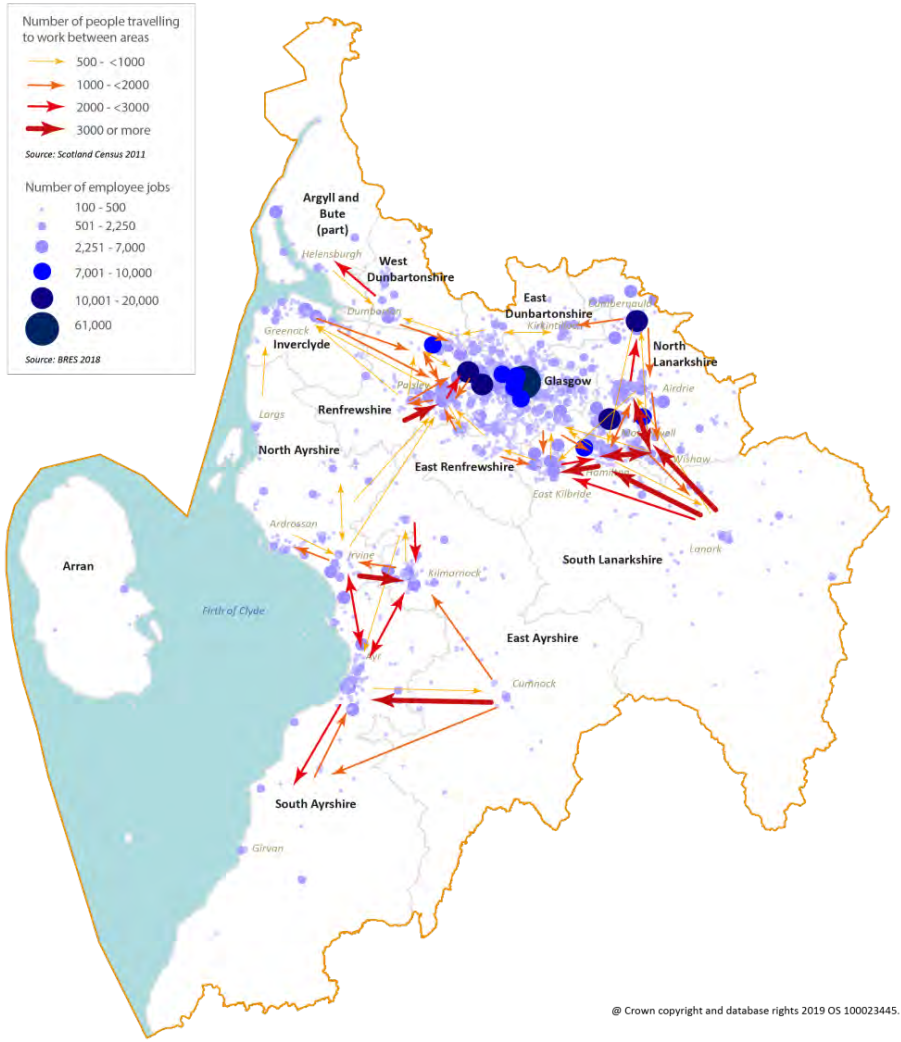


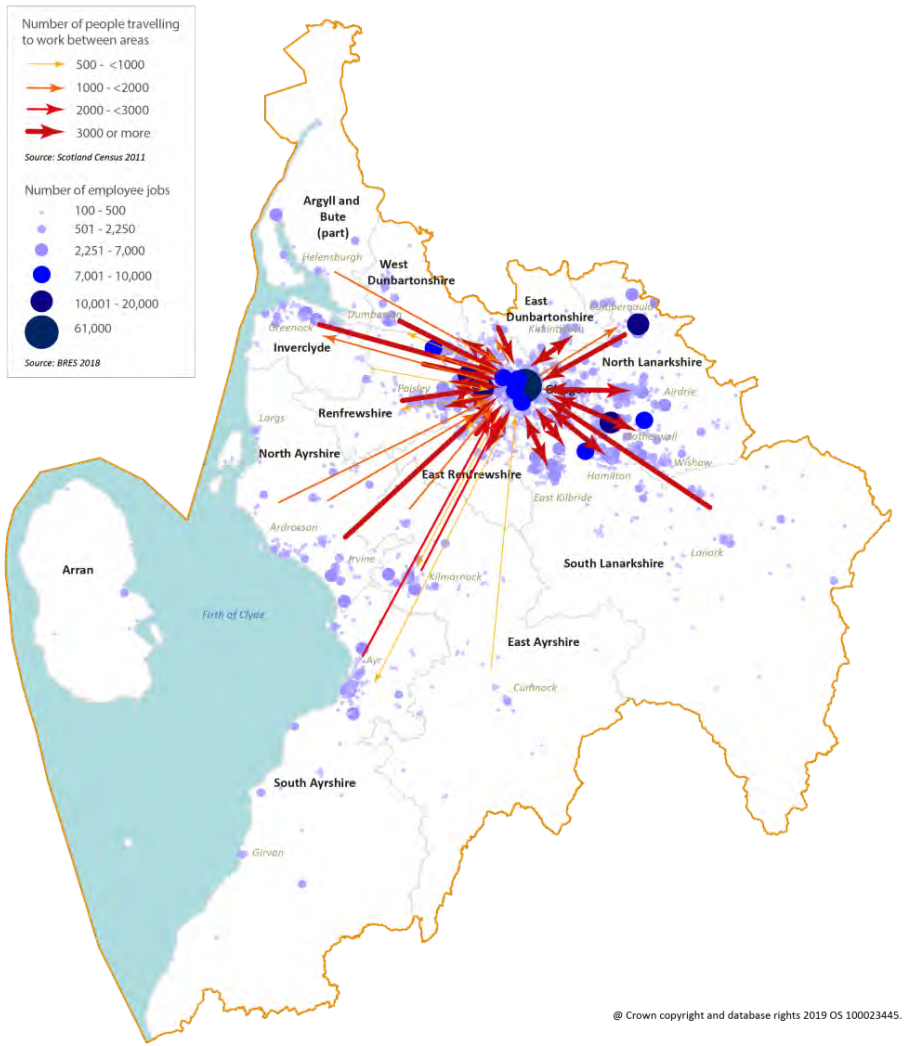
Data source: ONS, NOMIS. Business and Register Employment Survey, 2019.

(14) Commuting patterns: Glasgow is the regional strategic centre of employment. Around one in every three people commuting to work within the region, pre-COVID19, was travelling to a Glasgow-based workplace. Other key cross-boundary travel to work corridors include:

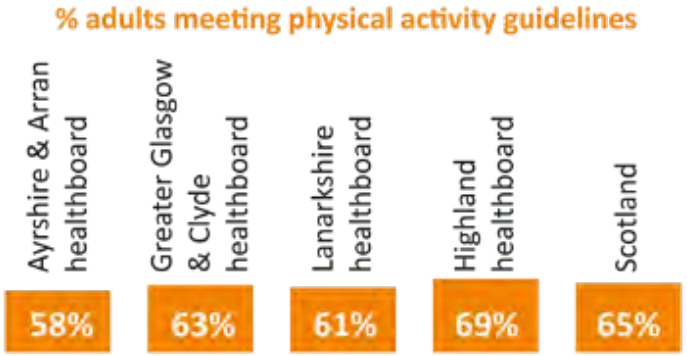
- **North Lanarkshire - South Lanarkshire, particularly Airdrie/Coatbridge- Motherwell – Hamilton – East Kilbride**
- **North Ayrshire – East Ayrshire – South Ayrshire**
- **Clydebank – Dumbarton – Helensburgh- Faslane;**
- **Barrhead - Paisley/Renfrew;**
- **Inverclyde – Renfrewshire.**

The long-term impact of COVID19 on commuting patterns will be investigated and monitored over time.





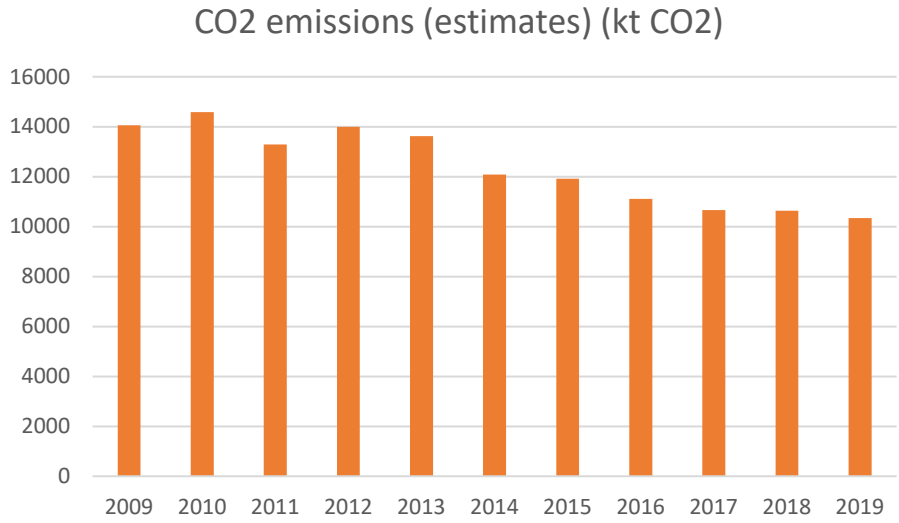
(15) Physical activity & health inequalities: The percentage of adults meeting physical activity guidelines is lower in three out of the four health boards in the region compared to Scottish average. Healthy life expectancy varies across the region - life expectancy (from birth) is longest in East Renfrewshire and shortest in Glasgow.

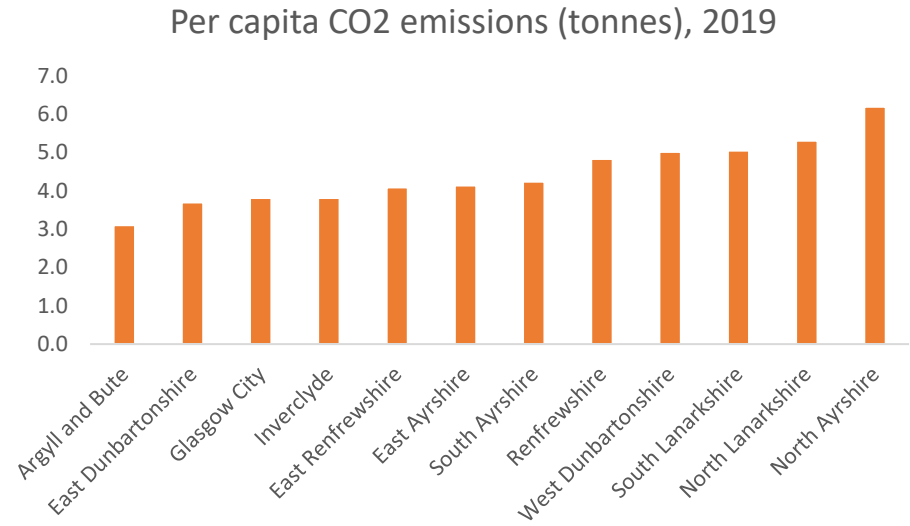


Data source: Scottish Health Survey 2016-2019 combined results

(16) Air quality: Poor air quality is a significant public health issue and transport continues to be a major source of preventable air pollution in our region's built up areas. The main emissions of concern are nitrogen dioxide and particulates, which have serious consequences for our health. These transport emissions increase incidences of a large number of diseases and are bad for everyone, but have a disproportionate impact on more vulnerable population groups and urban communities. This includes children, older people, people with existing health conditions and areas of higher deprivation.

(17) Carbon emissions: Carbon dioxide emissions in the region decreased by 26% between 2009 and 2019. Per capita emissions (estimates) were highest in North Lanarkshire and North Ayrshire in 2019.

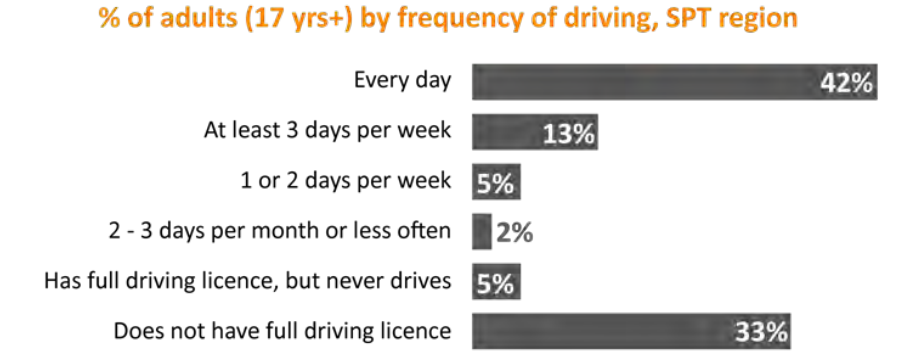




(18) Inequalities in access to cars: Levels of access to privately owned cars varies by demographic and socio-economic characteristics. Single parent households, people who are unemployed and disabled people are all far less likely than average to have access to car transport. This has consequences for accessing jobs, education and healthcare.

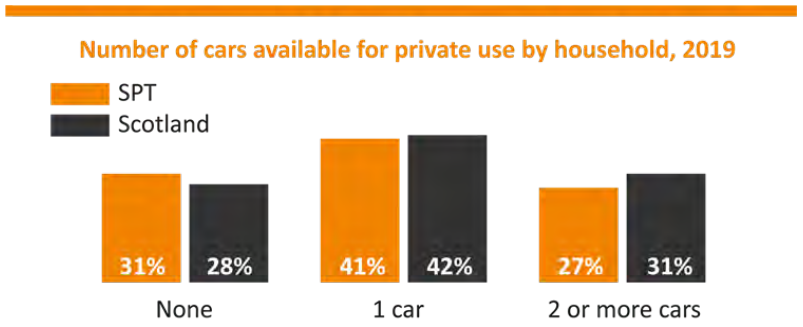
- Nine in every 10 two parent households have access to a private car. This compares to 5 in every 10 single parent households.

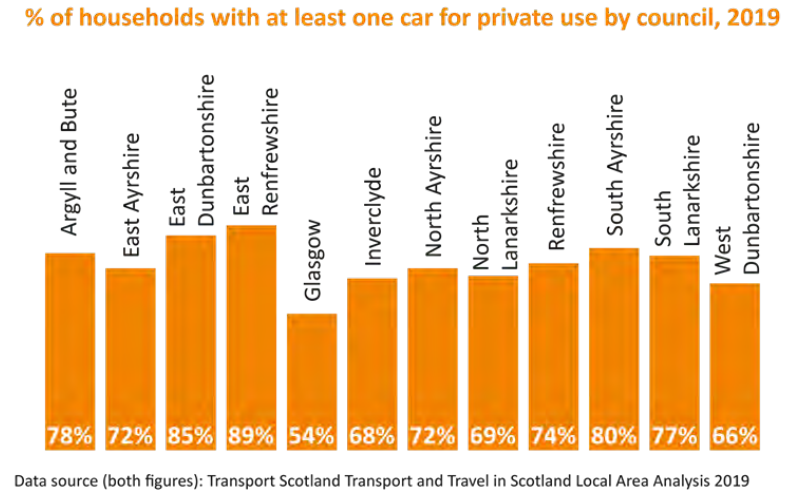
(19) Frequency of driving: Over half of people who have a driving licence drive 3 or more days per week.



Data source: Transport Scotland, Transport and Travel in Scotland 2019 Local Area Analysis Table 5

(20) Car ownership: Car ownership has been increasing in the region, but remains below Scottish averages. Car ownership is highest in East Renfrewshire and lowest in Glasgow.

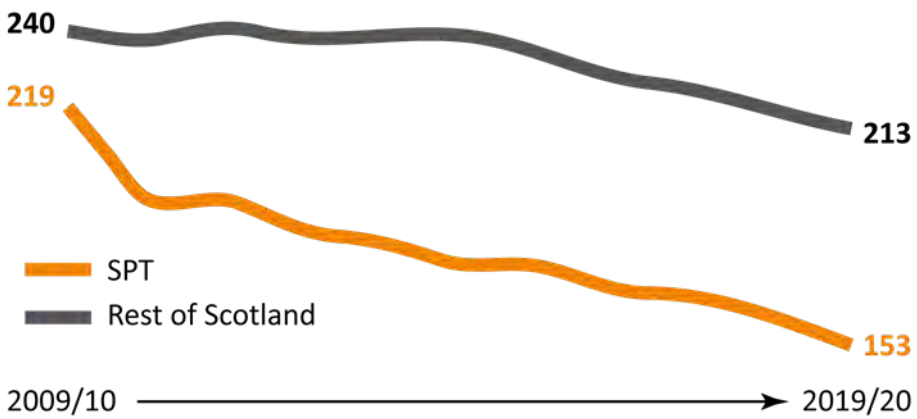




Data source (both figures): Transport Scotland Transport and Travel in Scotland Local Area Analysis 2019

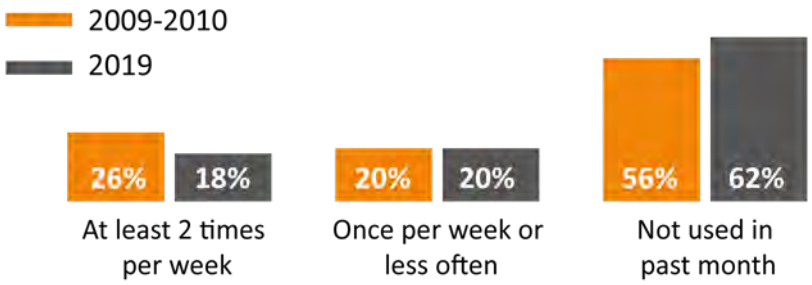
(21) Decline in bus usage: People are travelling less frequently by bus and more people do not travel by bus at all.

Bus passenger journeys (millions)



Data source: Transport Scotland, Scottish Transport Statistics 2020, Table 2.2b

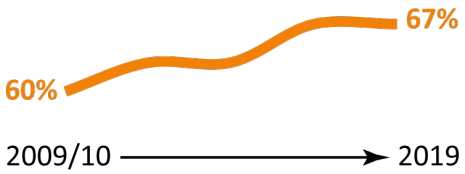
% adults using local bus services in previous month, SPT region



Data source: Transport Scotland, Transport and Travel in Scotland 2009-10 and 2019, Table 11

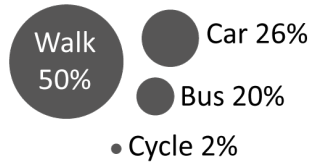
(22) Walking and cycling trends: People are more likely to walk as a means of transport compared to 2009/10. About a quarter of all school children are driven to school.

% of adults walking at least one day per week as a means of transport, SPT region



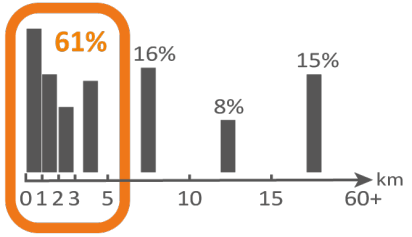
In 2019, about one in every five journeys in the SPT region were made by walking or cycling (as the main mode) and about one in every 10 commuters walked to work.

In 2019, around one in every 2 school children walked to school and about 2% cycled to school.



A majority of journeys made in the region are over shorter distances of up to 5km in length.

Percentage of all journeys in the region by distance, 2019



Data source: Transport Scotland, Transport and Travel in Scotland Local Area Analysis 2009/10 - 2019

5.2 Key Transport Issues for the RTS

This section outlines the key transport problems that the RTS will help to tackle. The RTS Case for Change identified 5 'Key Issue', which are thematic groups of specific transport problems and challenges that were identified during the RTS Case for Change stage. A summary of each Key Issue is set out below.

Key Issue: Access for All

- **Inequalities in access to private transport with car ownership being much lower for single parent households and households with a disabled person, and evidence of 'forced' car ownership in the region i.e. where a household has poor access to public transport or active travel options, or the options are inaccessible, and is left with no choice but to purchase and use a car.**
- **Cost of public transport fares is a problem for many people particularly people and households on lower incomes**
- **Challenges in accessing best value public transport tickets due to scale of upfront payment or technology barriers**
- **Lack of high-quality accessible travel information**
- **Lack of passenger assist services across public transport modes**
- **Inaccessible physical environment around transport hubs and on interchange routes**
- **Lack of fully accessible facilities at transport interchanges**
- **Limited and unequal distribution of accessible taxis across the region**
- **Safety and security problems on active travel routes and public transport services**
- **Lack of availability and coverage of bus services and networks at times and places people need and want to travel**
- **Inequalities in access to jobs when comparing car access to public transport access**
- **Problems in accessing jobs and employment support services when dependent upon public transport**
- **Problems with accessing hospitals and tertiary education by public transport particularly due to problems with transport reliability and lack of direct services**
- **Inequalities in access to town centres/retail when comparing car access to public transport access – which may contribute to the 'poverty premium'**
- **Higher transport costs and long journey times to key services for people living in rural, remote and island communities – and car ownership may be a source of economic stress for lower income households in these areas**
- **Transport and access problems can be central to rural experiences of deprivation and social isolation – and exacerbate depopulation problems**

- **Ferry reliability and resilience is particularly challenging for island residents and makes it very challenging to work on the mainland even when journey distances are not overly long**

Key Issue: Transport emissions

- **Roads transport is the largest emitter by far within the transport sector in Scotland and the largest component of roads transport emissions is passenger cars**
- **Light goods vehicles (LGV) have seen the largest proportionate increases in emissions from roads transport**
- **Road transport accounts for the majority of transport emissions of particulate matter and around half of nitrogen dioxide**
- **15 of Scotland's Air Quality Management Areas are located in the region: North Lanarkshire (4), Glasgow (3), South Lanarkshire (3), Renfrewshire (3) and East Dunbartonshire (2).**
- **Key barriers exist to uptake of Ultra Low Emission Vehicles (ULEVs) including lack of information, supporting infrastructure and purchase cost**
- **The number of cars licensed to residents of the SPT region is increasing at a faster rate than population growth**
- **Average car passenger occupancy has been decreasing, meaning more car trips are being made without passengers.**
- **The number of LGVs in the SPT region increased by 18%, or 17,000 additional vehicles, between 2009 and 2019**
- **Average journey distances in the region increased by 1.1 miles between 2012-13 and 2019**
- **There are challenges to achieving public transport and active travel connections, services and facilities for new development**

Key Issue: Active Living

- **Lack of high quality, safe and accessible infrastructure stops some people from walking, wheeling and cycling more often**
- **Lack of high-quality cycling networks and cross-boundary connections**
- **Vulnerable road users at risk of road collisions**
- **Limited integration of active travel with green networks and public transport**
- **Pavement parking creates safety and accessibility problems**
- **Design of streets and places often prioritises movement of traffic over people**
- **High proportion of school children are driven to school often even when journey distances are short**
- **Inequalities in access to bikes with higher income households more likely to own and have access to bikes**

- Challenges with supplying safe and secure bike storage at some residential areas, at transport hubs and on buses/trains, and at key destinations like workplaces

Key Issue: Public Transport Quality and Integration

- Public transport passenger satisfaction has been falling, and some parts of the region have particularly high levels of passenger dissatisfaction including Argyll and Bute, East Dunbartonshire, North Lanarkshire, Renfrewshire and South Lanarkshire
- Cost of bus and rail fares were rising above inflation for a long time, at least since 2010, whilst cost of motoring was falling in real terms
- Fewer than half of bus passengers in the region feel bus services offer good value for money and satisfaction with value for money is particularly low in East Ayrshire, East Renfrewshire, Glasgow and Renfrewshire
- Bus operators and bus passengers report journey times and journey time reliability to be a problem, and this is further evidenced by data analysis
- Bus service frequency has been decreasing over a long period of time, pre-dating changes due to COVID19
- Rail service reliability problems, preCOVID19, on several rail lines in the SPT region including Argyle Line (all services operating via Glasgow Central Low Level), Glasgow North (services operating via Glasgow Queen St Low Level), Motherwell-Cumbernauld and the Shotts line
- Lack of flexible, good value integrated ticketing options to make multi-operator and multi-modal journeys
- Lack of joined up timetables and networks for multi-operator and multi-modal journeys

Key Issue: Regional Connectivity

- Increasing vehicle-kilometres travelled on all road types in the region – traffic on motorway network has had largest proportionate increases
- East Renfrewshire, South Lanarkshire, Argyll and Bute, North Lanarkshire and Renfrewshire experienced largest percentage increases in traffic volumes
- 13% of car driver journeys were perceived to be delayed due to congestion over 2017-2019 time period
- Ferry capacity impacted by increasing number of cars being carried on service
- Need to encourage more sustainable travel to ferries
- Variability in bus journey times across the region and lack of bus priority infrastructure
- Surface connectivity problems to ports
- Limited public transport options to Glasgow Airport

- **Road congestion impacts surface connectivity to Glasgow and Prestwick Airports**
- **Rail capacity constraints - particularly Glasgow Central station**
- **Climate change increasing risk of flooding and extreme temperatures**
- **Strategic roads and railways at risk of climate change impacts including A82, A83, A78, A77, A8 and Largs – Skelmorlie, Ardrossan – Stevenston, Helensburgh- Dumbarton rail routes**
- **Roads and railways at risk of surface flooding**
- **Potential issues for public transport staff & passenger welfare in future due to climate change including from extreme heat events**

5.3 Opportunities to build on

The problems set out in the previous section are extensive and far-reaching, but there are also many opportunities for the RTS to build upon in the region.

Key Opportunities

- **Strategic Transport Projects Review 2 (STPR2)** – the (draft) STPR2 sets out 45 recommendations for transport investment in Scotland over the next 20 years to improve active travel infrastructure, influence travel choices and behaviours, enhance access to affordable public transport, decarbonise transport, increase safety and resilience of the strategic transport network and enhance strategic connections.
- **Transport (Scotland) Act 2019** – the Act sets out new provisions for SPT and local authorities in the region to improve local bus services by developing franchise schemes, creating municipal bus companies and establishing bus service improvement partnerships. The Act also sets out new provisions to improve data sharing between transport authorities and transport operators and to improve smart and integrated ticketing.
- **Clyde Metro –** The proposed Clyde Metro system is a transformational sustainable transport system in the Glasgow conurbation. The Clyde Metro may be a combination of bus rapid transit, light rail and metro rail, complementing and integrating with heavy rail, Subway, local bus and active travel. Clyde Metro is a key recommendation in the draft STPR.
- **Active Travel & Bute House Agreement**– the Scottish Government has committed to increasing investment in active travel to at least £320 million or 10% of the national transport budget by 2024/25.
- **Ayrshire Growth Deal –** the £300 million Ayrshire Growth Deal is a once-in-a-generation opportunity to transform Ayrshire into a world-class business region for the aerospace and space, energy, marine, manufacturing and tourism industries, delivering new jobs and developing the local economy for the benefit of all residents and communities.
- **Argyll and Bute Rural Growth Deal** – the £70 million Argyll and Bute Rural Growth Deal will build on the area's wealth of natural resources and business innovation to transform the rural economy through investing and developing in aquaculture, innovation, tourism, housing, digital connectivity and the rural economy labour force.
- **Glasgow City Region City Deal** – the £1.13 billion Glasgow City Region City Deal will transform the city-region's economy and supports the long-term vision for sustained and inclusive economic growth through improved infrastructure, growth in life sciences, supporting business innovation and tackling unemployment.
- **Climate Change Plan targets** – The Climate Change Plan policy targets establish the imperative to take bold action on transport emissions.
- **Rail Services Decarbonisation Action Plan –** The Rail Services Decarbonisation Action Plan sets out a bold and ambitious plan to develop and decarbonise rail services in Scotland by 2035.
- **Bus Partnership Fund –** the £500 million Bus Partnership Fund will deliver bus priority on roads to help reduce the negative impacts of

congestion on bus services and make bus a more attractive and convenient mode of transport to support modal shift.

- **Electric Vehicle Infrastructure Fund** – the £60 million Electric Vehicle Infrastructure Fund aims to enable local authorities to develop and deliver partnerships with the private sector to develop and grow the electric vehicle charging network over the period 2022 – 2026.
- **Community Bus Fund –** The Community Bus Fund will support local transport authorities to investigate the options for improving local bus services set out in the Transport (Scotland) Act 2019.
- **Young Persons' (Under 22s) Free Bus Travel Scheme –** The Scheme allows eligible children and young people to travel for free on local bus services.
- **Completion of Subway Modernisation** -

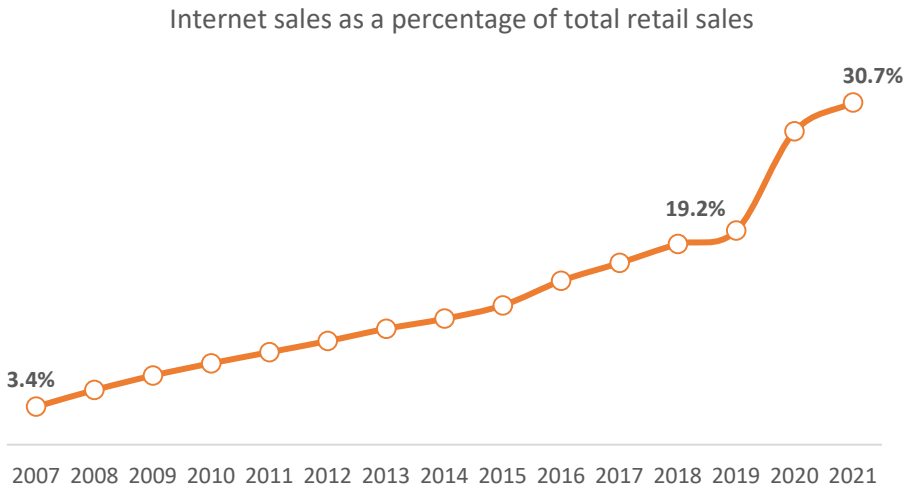
5.4 Impacts of COVID19

Prior to the COVID19 pandemic, car ownership and driving were generally increasing in the region while demand for local bus was reducing at a much higher rate than the rest of Scotland and active travel rates were lower than desired. Overall, these pre-COVID19 travel trends and behaviours were largely not moving towards more sustainable, equitable and healthier outcomes.

Since the initial national pandemic lockdowns, vehicle volumes on roads have largely rebounded although volumes at peak travel times have not fully recovered to pre-pandemic levels. Public transport usage continues to be lower than pre-COVID19. At the same time, COVID19 accelerated many societal and economic trends that were already underway - particularly the shift to more shopping online, increased use of delivery services and more home/remote working and digital accessing of services.

The response to COVID19 has highlighted the role of public transport as an essential service for key workers and that any reduction in service levels will have a disproportionately large impact on people in these essential occupations. The role of active travel in delivering improved accessibility has also been brought into sharper focus by COVID19.

The shared experiences of the COVID19 pandemic also means more people



than ever before have discovered how digital technology can replace physical travel for many purposes and this could lead to a reduction in commuting, business and discretionary travel in future. However, there remains uncertainty about how much of this change will prove resilient in the longer term.

Pre-COVID19, there was already a movement towards redefining town centres as hubs for cultural, residential and leisure activities and services with a greater emphasis on improving the quality of places for people. The future appetite

for working in city/town centre offices and the future of retailing is highly uncertain and there may be longer term impacts on the location of development and travel patterns. However, vibrant town centres with a dense and wide scope of activities have always been important to designing efficient transport systems that support good accessibility for all.

The long-term legacy of COVID19 on travel demand is still to be seen, but some changes will be here to stay. The transport system will need to adapt to them and, for this reason, it is important the RTS is kept under review. However, the need to facilitate a step-change in active travel and public transport and increase healthier travel behaviours for everyone will remain at the core of the RTS.

6 RTS Strategic Framework

The RTS Strategic Framework sets out the Vision, Priorities, Targets, Objectives and Policies for the new RTS. The Strategic Framework will guide decision making about transport in the region and provide the basis for evaluating the success of those decisions.

- RTS Priorities: the Priorities describe the wider environmental, societal and economic goals for the region that the RTS will help to achieve
- RTS Targets: the Targets provide focus for the RTS on three strategic challenges for transport strategy – transport emissions, modal shift and reducing car usage where appropriate
- RTS Objectives: the Objectives set out what the RTS needs to achieve in terms of transport system change, in response to identified transport problems
- RTS Policies: The RTS Policies set out the principles for investment and action. The Policies will guide detailed decision making on specific transport plans, projects and programmes. The RTS Policies are represented by ten Policy Themes in the Strategic Framework, while the detailed Policies are set out in chapter 7.
- The Monitoring and Evaluation Framework ensures that progress is tracked and monitored regularly to ensure investment and action are directed effectively and the targets are achieved.

The rest of this chapter describes the development of the Priorities, Targets, Objectives and Policies.

RTS Strategic Framework					
VISION & PRIORITES	The west of Scotland will be a well-connected, attractive and low carbon place with active, liveable communities and accessible, vibrant centres facilitated by a high quality, sustainable and resilient transport system shaped by the needs of all.				
	A healthier environment, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all.	**Inclusive economic growth,** underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.	**Improved quality of life,** supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.		
TARGETS	T1: By 2030, car kilometres in the region will be reduced by at least 20%. T2: By 2030, transport emissions will be reduced by at least 56% from the 1990 national baseline. T3. By 2030, at least 45% of all journeys will be made by means other than private car as the main mode				
OBJECTIVES	OBJ1: To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs	OBJ2: To reduce carbon emissions and other harmful pollutants from transport in the region	OBJ3: To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys	OBJ4: To make public transport a desirable and convenient travel choice for everyone	OBJ5: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight
POLICY THEMES	Accessing and using Transport Reducing the need to travel and managing demand for car travel Enabling walking, wheeling and cycling Enhancing quality and integration of public transport Improving road safety		Decarbonising vehicles and improving air quality Moving goods more sustainably Increasing resilience and adapting to climate change Protecting and enhancing the built & natural environment Connecting Places		
Monitoring and Evaluation	Annual Progress and Monitoring report including monitoring indicators Evaluation of RTS Priorities and Targets				

6.1 The RTS Priorities

Since the first RTS in 2008, there have been changes in policy focus and increases in the scale of key challenges, as highlighted in the RTS Context, including:

- the global climate emergency and the imperative to stop transport's contribution to greenhouse gas emissions as soon as possible;
- deepening poverty and inequality and the need to ensure the transport system works for everyone to support an *inclusive* economy and tackle structural disadvantages; and
- worsening health inequalities and the need to increase transport's role in improving physical and mental health outcomes and supporting the creation of high quality, heathier places for people to live actively.

The RTS Priorities have been established to ensure the new RTS is aligned to this wider policy environment and helps achieve improved environmental, societal and economic outcomes for all.

RTS Priority: A healthier environment, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all.

Tackling climate change is an imperative. This means stopping carbon emissions as much as possible, as soon as possible as established in Scotland's statutory climate change targets. Transport is the largest carbon emitting sector in Scotland and a large proportion of these transport emissions are from roads transport – predominantly from people travelling in cars, and goods and freight carried in vans and lorries.

Stopping the harmful impacts of local air pollution is also a public health priority in Scotland. Air pollution is damaging to the health of people living, working and visiting our region, particularly children, older people, people with certain types of health conditions and diseases, and socio-economically disadvantaged communities. A large proportion of air pollutants are generated by people using motorised vehicles, particularly in built up areas. There are 15 Air Quality Management Areas in the SPT region.

High quality active travel and public transport is also a fundamental feature of 20-minute neighbourhoods and achieving healthier built environments where the movement of people is prioritised above the movement of vehicles.

RTS Priority: Inclusive economic growth, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.

The SPT region is geographically and demographically diverse with sizable spatial and socio-economic inequalities. Economic activity and employment rates continue to be lower than the rest of Scotland whilst underemployment is a continuing challenge for some parts of the region. Rural and coastal areas continue to experience depopulation and ageing population trends affect the viability of local economies and pose wider challenges for regional productivity and labour force development whilst our region's town centres face increasing and multiple challenges to their long-term sustainability. Transport has a

critical role in helping tackle depopulation, increase resilience of local economies and revitalisation of town centres, and supporting labour force development. Transport's role includes improving connectivity and quality of active travel and public transport for communities and key centres and increasing access to education, training and jobs and other key services.

Delivering regional transport connectivity priorities will support wider regional economic growth and spatial development strategies that will address labour market challenges, increase regional productivity, develop the well-being economy, attract new investment, and deliver more inclusive and sustainable growth. At the same time, transport can help support all parts of the region including remote, rural and socio-economically deprived areas to be more connected to economic opportunities and realise benefits from growth and investment.

Transport will also contribute to delivering the Just Transition to achieve a net zero and climate resilient economy that delivers fairness and tackles inequality and injustice

RTS Priority: Improved quality of life, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.

The SPT region has disproportionate levels of poverty and deprivation and poorer health outcomes compared to the rest of Scotland. There are also sizeable health and income inequalities within the region. Transport has a role in improving healthy life expectancy including by increasing physical activity rates and improving mental health and wellbeing through increased active travel and safer streets, and by increasing access to healthcare services for all. Transport can help increase access to social networks and activities, support increased independence for older and vulnerable people, tackle social isolation and enable everyone to participate more fully in society through improvements in active travel and public transport.

Transport also has a role in boosting household incomes by opening up travel horizons for young people through improving access to education, training and jobs for all.

Alignment with the National Transport Strategy

It is essential that the new RTS is aligned to the National Transport Strategy. Figure 6.1 demonstrates the alignment of the RTS Priorities with the NTS2 Priority Areas. Equality has been embedded in each of the three RTS Priorities and therefore each RTS Priority links to the NTS2 Priority Area "Reduces Inequalities."

Figure 6.1: Alignment of RTS Priorities to NTS Priority Areas

6.2 RTS Targets

The RTS Context identified key long-term transport trends including reducing usage of buses, limited uptake in walking, wheeling and cycling, and increasing use of diesel and petrol road vehicles. These can be summarised as three strategic challenges for the RTS:

- the challenge of encouraging more people to use cars and vans less often;
- the challenge of making transport vehicles less polluting as soon as possible; and
- the challenge of encouraging more people to travel more sustainably and actively, more often.

These in turn help us formulate three Targets for the RTS:

- **RTS Target: By 2030, car kilometres in the region will be reduced by at least 20% in line with national targets**.
- **RTS Target: By 2030, transport emissions will be reduced by at least 56% from the 1990 baseline in line with national climate change targets for transport.**
- **RTS Target: By 2030, at least 45% of all journeys will be made by means other than private car as the main mode of travel.**

The top two targets have been adopted from the Scottish Government's Climate Change Plan Update. The third target has been set for the RTS as a complementary target to ensure focus on increasing use of active travel and public transport. Shifting more travel from cars to walking, wheeling and cycling and public transport will help support the wider policy environment summarised in the RTS Priorities. In particular, increasing use of active travel and public transport can help: tackle inequalities, as the more people who use these sustainable transport systems, the better the systems can be for everyone; increase physical activity and support better health outcomes; support creation of high-quality places with priority given to the movement of people over motorised vehicles; and reduce the amount of space and energy used by the transport system.

6.3 RTS Objectives

The five RTS 'Key Issues' (set out in section 5 and in the RTS Case for Change report) describe the specific transport problems in the region that the RTS needs to help tackle to bring about necessary change. For each 'Key Issue,' a strategy objective has been developed to ensure that the RTS is responding to these transport problems.

Key Issue	RTS Objective
Access for all	To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs
Transport Emissions	To reduce carbon emissions and other harmful pollutants from transport in the region
Active Living	To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys
Public Transport Quality & Integration	To make public transport a desirable and convenient travel choice for everyone
Regional Connectivity	To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight

6.4 RTS Policies

The RTS Policies set out the principles for investment and action, in order to tackle the 'Key Issues' and achieve the objectives and targets, and help realise the wider Priorities and Vision.

The Policies will guide detailed decision making on specific transport plans, projects and programmes. The RTS Policies are represented by ten Policy Themes in the Strategic Framework, while the detailed Policies are set out in chapter 7.

RTS Policy Themes

- Accessing and using Transport
- Reducing the need to travel and managing demand for car travel
- Enabling walking, wheeling and cycling
- Enhancing quality and integration of public transport
- Improving road safety
- Greening the fleet and improving air quality
- Moving goods more sustainably
- Increasing resilience and adapting to climate change
- Protecting and enhancing the built & natural environment
- Connecting Places

6.5 Embedding equality in the RTS Strategic Framework

SPT has a duty to advance equality of opportunity and outcome, eliminate discrimination and promote good relations with regard to the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Equality has been embedded throughout the RTS Strategic Framework including in the Vision statement, all of the RTS Priorities and three Objectives.

Further, the 'Access and using transport" policy theme focuses on tackling the most significant transport equality challenges that emerged through the Case for Change stage which disadvantage groups in using the transport network, including the accessibility, affordability and availability of transport and safety and security on public transport. Accessibility, inclusivity, minimising disadvantage, and building in reasonable adjustments are further embedded in policies within other policy themes where specific challenges were identified during the Case for Change stage, for example the Access to Bikes policy (section 7.4.2) includes adapted bikes, which are bikes modified to meet the needs of individual users and include tricycles, wheelchair bikes and other vehicles.

7 RTS Policies

7.1 Introduction

The detailed RTS Policies are set out in this chapter under the Policy Themes outlined in the Strategic Framework.

The RTS Policies are the principles for action and investment, in order to tackle the 'Key Issues' and achieve the objectives and targets, and help realise the wider Priorities and Vision. The Policies will guide detailed decision making and investment on specific transport plans, projects and programmes and provide the public and stakeholders with a clear view on how SPT will make decisions on transport.

Each RTS policy contributes towards one or more National Transport Strategy 2 (NTS2) policies. This ensures that the RTS is supporting delivery of the NTS2, but within the regional context. This alignment is set out in Appendix 1.

7.2 Accessing and Using Transport

7.2.1 Overview

This policy theme focuses on making our transport system accessible, affordable, available and safe and secure for all users. Transport has a large role in tackling poverty and socio-economic and health inequalities, and advancing equality through helping us undertake many activities, such as accessing jobs and healthcare services, attending college or university, and participating more fully in society. However, many aspects of the transport system can disable or limit our ability to access work and other everyday activities and, in turn, can contribute to wider problems and inequalities that persist in the region including social isolation, poverty, and ill health.

The RTS Case for Change process identified key transport challenges with accessing and using transport including accessibility of the transport system, cost of public transport fares, safety and security of public transport, and the availability and coverage of transport particularly problems with accessing work, key services and town centres, and appropriate transport provision for rural, remote and island communities.

SPT proposes four regional transport policies to enable everyone to be able to use the transport system, particularly active modes and public transport, and ensure the transport system contributes to tackling wider societal challenges: Accessible transport; Affordable transport; Availability of transport; and, Safety and security of public transport.

7.2.2 Policies for Accessing and Using Transport

P.A1	**Accessible transport**
	Ensure the transport system is accessible to all. Support delivery of the Scottish Accessible Travel Framework (SATF) and Annual Delivery Plans within the region. Improve the convenience, comfort and certainty of experience for people when travelling by active travel or public transport, particularly people who have a disability including non-visible disability. Ensure accessibility is considered in the application of the sustainable travel hierarchy and is a core objective in transport innovations and new forms of transport services and infrastructure including Electric Vehicle charging infrastructure.
P.A2	**Affordable transport**
	Promote and facilitate public transport to be more affordable particularly for people living in poverty, in socio-disadvantaged communities and in rural and remote areas. Ensure public transport passengers find it easy to choose and access the best value ticket for their journey. Facilitate public transport ticketing to be more flexible, affordable and integrated and to better reflect the way people need to travel, particularly people who have insecure, part time or shift work or unpaid care work. Ensure affordability is a core objective in developments and enhancements related to smart and integrated ticketing, Mobility as a Service and other relevant transport innovations. Develop and facilitate the role of active travel as an affordable transport option.
P.A3	**Availability of transport**
	Ensure a minimum level of active travel and public transport coverage for all areas in the region to key locations, particularly town centres, employment centres, colleges and universities, hospitals and key sustainable transport hubs/interchanges, and aim for enhanced transport coverage where possible. Ensure transport networks reflect the needs of all communities, particularly groups and communities who are more likely to depend upon active travel or public transport for every day travel including women and single parent households, disabled people, young people, older people, lower income households, people who cannot drive and/or do not have access to a private car, and black and minority ethnic people. Improve the availability and stability of public transport services in rural, remote and island communities and socio-economically disadvantaged communities. Develop the role of local bus, Community Transport, taxis and other Demand Responsive Transport services, shared transport and shared mobility to ensure public transport is available to all communities.

P.A4	**Safety and security of public transport**
	Increase personal safety and security of people using and accessing public transport services. Ensure everyone is able to use public transport services free from fear of harassment and discrimination based upon ethnicity, disability, sex, sexual orientation, gender identity or age. Promote safety by design and involve equality groups in the design process. Improve perceptions of personal safety and security of public transport services.

7.3 Reducing the need to travel and managing demand for car travel

7.3.1 Overview

This policy theme focuses on reducing the need to travel and, in particular, reducing travel by car to help reduce harmful transport emissions, improve our health and overall quality of life, and enable investment in active travel and public transport.

Over time, our region and transport system has developed in ways that encourages and facilitates car travel often as the preferred mode over other options such as walking, wheeling, cycling and public transport. Frequency of car travel, car ownership levels and average journey distances have all generally increased in most parts of the region over the past decade while car occupancy levels have been decreasing. Broadly, this means more car trips are being made and more of these trips are made by lone drivers. This not only contributes to transport emission problems and the wider challenge of tackling climate change, but also has adverse impacts on air quality, traffic congestion, the quality of our streets and places, and our physical health as increasing levels of car travel are linked to lower physical activity rates and unhealthy body weight.

Reducing the overall need to travel is important to reducing car usage. Key opportunities include creating high quality '20-minute neighbourhoods' with more everyday services and community office hubs located in places where people live, supporting flexible working arrangements, and increasing digital access to services. In the longer term, ensuring sustainable development with good integration of land use and transport systems and increasing population densities in accessible locations will help align the region to a low carbon and lower car use trajectory.

Car usage will also need to be managed more directly to achieve our priorities and targets. A substantial amount of our public space and infrastructure is used for the storage and movement of private vehicles. This reduces the space and capacity that could be used for active travel and public transport and poses challenges for equity and fairness, particularly as 31% of households in the region do not have access to a car. Allocating more road space to cycling, bus and mass transit, implementing parking controls, and appropriate charging for use of roads and parking are key ways to manage car usage and secure more investment in active travel and public transport. At the same time, it will be important to change our habitual car usage behaviours as a society and increase sharing of transport – whether sharing journeys or sharing vehicles (e.g. Car Clubs) whilst, in the longer term, aim for a shift away from the predominant car ownership model of privately-owned vehicles.

The RTS sets out seven policies to help reduce the need to travel and manage car travel demands related to: Integration of land use & transport and 20-minute neighbourhoods; Flexible working and remote access to services; Road space reallocation; Car demand management – parking & pricing; Behavioural change; and Shared transport and shared journeys.

It will be crucial that these policies are delivered alongside investment in active travel and public transport transport to provide high quality alternatives to private car usage where possible. This is picked up in other RTS policy themes including enabling active travel (7.4) and public transport quality and integration (7.5), whilst the accessing and using transport policy theme (7.2) aims to ensure that these high-quality sustainable transport alternatives are available and accessible to all. It is also recognised that car usage is necessary for some individuals, including some disabled persons, for some communities, including some rural and remote areas, and for some types of journeys. In particular, it is important, in the application of these policies, that any potential disadvantages for disabled people are understood and mitigated.

7.3.2 Policies for reducing the need to travel and managing demand for car travel

P.R1	**Integration of transport and land use**
	Seek to minimise physical separation and travel distances between the places where people live and the places where people need to go to for work and other every day activities. Embed the sustainable travel hierarchy and sustainable transport investment hierarchy as key principles in land use policy and development plans and strategies. Support new development that is located in areas that are accessible by active travel and public transport, designed to facilitate movement by walking, wheeling, cycling and public transport, and integrated with existing and planned active travel and public transport networks, services and hubs.
P.R2	**20-minute neighbourhoods**
	Support and facilitate development of 20-minute neighbourhoods including developing improved active travel, public transport and sustainable mobility hubs.
P.R3	**Flexible working and remote access to services**
	Reduce the need to travel by supporting development of digital & remote access to public services and flexible working models.
P.R4	**Road space reallocation**
	Encourage and support reallocation of road space to active travel and public transport where possible to increase and enhance capacity for active travel and public transport and tackle car-centric road systems.

P.R5	**Car demand management – parking**
	Encourage and support development of local parking policies that encourage more sustainable travel behaviours, in line with the sustainable travel hierarchy. Investigate and develop pricing strategies for park and ride provision to encourage sustainable travel to bus, rail or Subway stations/hubs, where appropriate.
P.R6	**Car demand management – pricing**
	Support the investigation, development and implementation of road and parking pricing policies that encourage more sustainable travel behaviours and provide opportunities to fund active travel and public transport, in line with the sustainable travel hierarchy, and contribute to the development of the national Car Demand Management Framework. Support development of a Workplace Parking Licensing scheme in Glasgow and other towns in the region as appropriate.
P.R7	**Behavioural change**
	Facilitate a change in behaviours and attitudes towards travelling by car particularly travelling to school by car where high quality, active travel and public transport alternatives are available. Support Smarter Choices and promote more sustainable travel behaviours for all journey types including journeys made for leisure, recreational and tourism purposes.
P.R8	**Shared transport and shared journeys**
	Facilitate and support improved and increased shared transport provision in the region. Support a shift in car ownership behaviours from private ownership to shared transport. Facilitate and support increased sharing of journeys in the region, aiming to increase car vehicle occupancies for journeys that need to be made by car.

7.4 Enabling walking, wheeling and cycling

7.4.1 Overview

This policy theme is focused on making walking, wheeling and cycling the natural choice for shorter everyday journeys to improve our quality of life and to support a modal shift to more sustainable travel. Incorporating more active travel into our daily journeys has well known benefits for all of us including increased physical activity, reduced stress, and better physical and mental health. Creating the conditions that encourage and enable people to walk, wheel and cycle also has wider benefits for our quality of life and environment through safer and quieter streets, better air quality, reduced transport emissions and reduced community severance by designing places for people rather than prioritising motorised traffic movements and parking.

Local authorities are at the forefront of planning, delivering and maintaining new or improved infrastructure for walking, wheeling and cycling and, working with key partners including SPT, Sustrans and others, have made substantial progress since the first RTS. However, it is recognised by local, regional and national partners that a step-change in infrastructure and accelerated delivery of this is crucial if we are to achieve the level of change required in our transport system to meet climate targets and help tackle poor health. This is demonstrated through Scottish Government's significant uplift in funding for active travel set out in the Bute House Agreement.

The RTS sets out five policies to help enable this change: Regional Active Travel Network; Accelerated delivery of walking, wheeling and cycling infrastructure and facilities; Access to Bikes; Integration of active travel and public transport; and Integration of micro mobility and walking, wheeling and cycling.

In addition, a strategic active travel network has been developed to initiate deliver of Policy P.AT1. The network map is shown as Figure 7.1. The network has been developed by SPT and Sustrans in discussion with local authority partners.

7.4.2 Policies for enabling walking, wheeling and cycling

P.AT1	**Regional Active Travel Network**
	Facilitate walking, wheeling and cycling to be the natural choice for every day, shorter journeys in line with the Sustainable Travel Hierarchy. Aim to make travelling actively more attractive than travelling by car as much as possible. Ensure active travel networks are convenient, safe, accessible, inclusive and promote good health and wellbeing, aiming for full segregation from motorised traffic as much as possible. Develop active travel as a mass transit mode on high travel demand corridors and support development of Active Freeways. Develop active travel networks in built up areas to include both direct

	routes and green networks as much as possible to provide choice and maximise opportunities for healthy and sustainable travel behaviours. Facilitate development and delivery of a regional active travel network to achieve excellent active travel connectivity in the region and ensure integration with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.
P.AT2	**Accelerated delivery of walking, wheeling and cycling infrastructure and facilities**
	Enable accelerated delivery of new and enhanced walking, wheeling and cycling infrastructure and facilities to achieve a step change in active travel provision as soon as possible. Facilitate and support delivery of Scotland's Active Travel Framework in the region.
P.AT3	**Access to bikes**
	Increase access to bikes and enable bike ownership including adapted bikes and other non-standard bikes.
P.AT4	**Integration of walking, wheeling and cycling with other sustainable transport modes**
	Increase and enhance integration of walking, wheeling and cycling networks and facilities with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.
P.AT5	**Integration of micromobility and walking, wheeling and cycling**
	Support development of emerging micromobility transport, such as e-scooters, and support the safe integration into active travel networks.

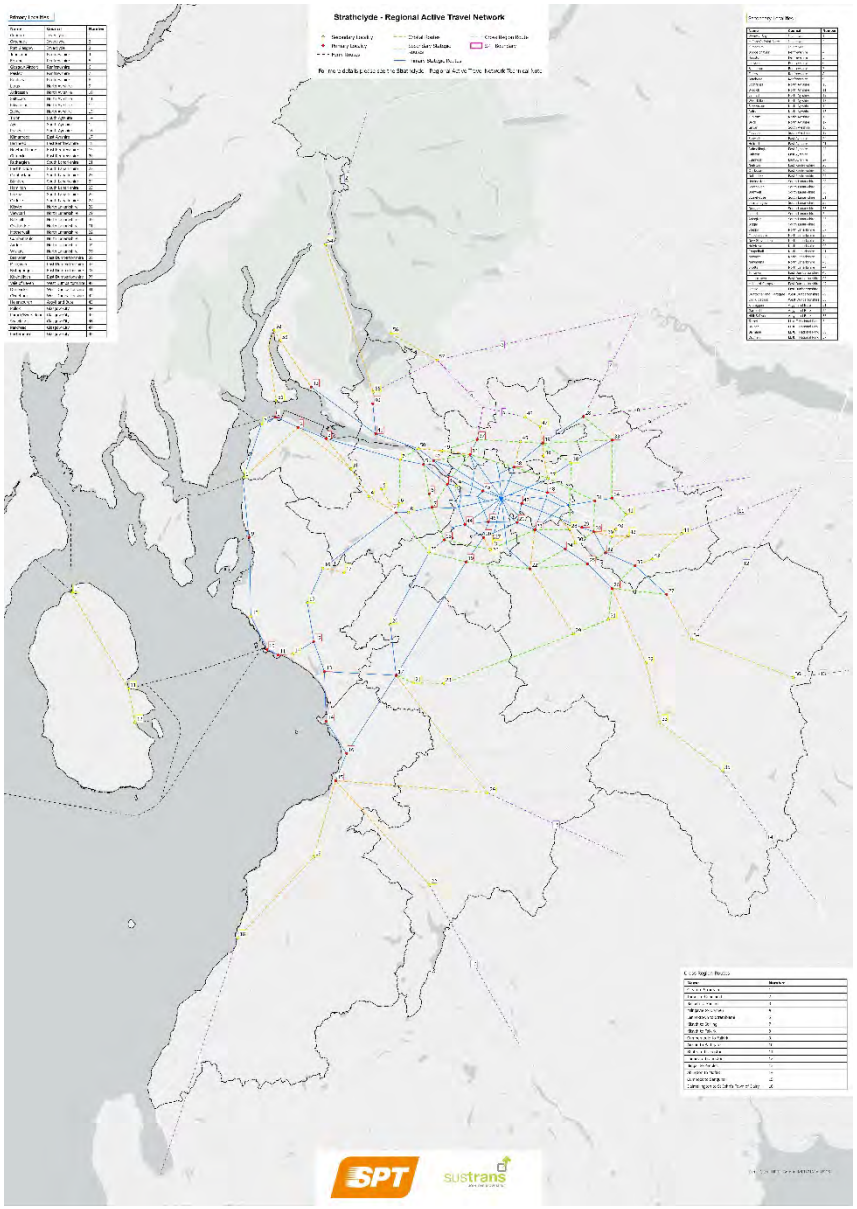


Figure 7.1: Regional Active Travel Network map

7.5 Enhancing quality and integration of public transport

7.5.1 Overview

This policy theme focuses on improving the quality and integration of public transport including network planning, ticketing, information and journey planning, and integration of public transport with other modes including active travel, Community Transport and Park and Ride. It is essential that the public transport system provides high quality services and a well-integrated system to enable a shift to more sustainable travel and complement investment in other sustainable travel modes including walking, wheeling and cycling.

Satisfaction with local public transport services in the region has been decreasing and has fallen by 10 percentage points from a high in 2014 when 78% of residents in the region were satisfied compared to 68% in 2019.[1] Additionally, in 2019, only 47% of adults in the region who had used a bus service in the previous week and only 55% of people who had used a rail service in the previous week agreed fares are good value. [2] Value for money is about getting the core transport service right - punctual, frequent and reliable services – and reducing the complexity of ticketing and fare structures so passengers are confident in selecting the best available fares for the journey they want to make.

The RTS sets out 10 policies to help improve quality and integration of public transport. These policies support the significant opportunities for public transport in the region including the Bus Partnership Fund, provisions for local bus services in the Transport (Scotland) Act 2019 including franchising and municipal bus operations, Clyde Metro proposals, Mobility as a Service, ZoneCard modernisation, completion of Subway Modernisation and integration with investment in active travel & development of community transport.

7.5.2 Policies for enhancing quality and integration of public transport

P.PT1	**Integrated public transport system**
	Enhance the quality and integration of the public transport system, aiming for a highly integrated, world class, passenger focused system that attracts users away from less sustainable modes of travel particularly private car usage. Promote and facilitate integration of public transport systems including networks, services, ticketing, information, marketing, and passenger facilities, aiming for a more unified system that is easy, convenient and accessible for passengers to navigate through a whole journey. Improve public transport service quality particularly reliability, punctuality and frequency. Improve passenger satisfaction including value for money and increase perceptions of the public transport system as attractive, convenient and desirable.

	Facilitate and support integration of public transport with other modes. Ensure public transport governance models facilitate and enable delivery of the regional transport strategy.
P.PT2	**Ticketing and information**
	Develop and facilitate enhanced integration of public transport systems for ticketing, travel information, booking and payment activities across all public transport modes in the region including inter-regional connections where appropriate. Aim for a single, integrated system, providing users with a high quality, simple and accessible experience for planning, booking and paying for travel on public transport. Integrate and align developments in ticketing and information with wider developments in Mobility as a Service.
P.PT3	**Mobility as a Service**
	Develop and facilitate Mobility as a Service (MaaS) in the region, building upon existing opportunities including ZoneCard where appropriate. Ensure MaaS platforms are inter-operable with cross-regional and national MaaS solutions where appropriate.
P.PT4	**Bus quality and integration**
	Facilitate and enable development of an enhanced and fully integrated bus system for the region. Ensure the bus system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Ensure bus is perceived to be an attractive, convenient and desirable mode of transport that attracts users away from less sustainable ways of travelling. Facilitate and support development of an enhanced regional bus network to ensure excellent bus connectivity for the region and ensure integration with other sustainable transport modes including rail, ferry, Subway and Clyde Metro. Support development and delivery of bus priority measures including Bus Partnership Fund. Facilitate development of bus partnerships, bus franchising and municipal bus operations where appropriate.
P.PT5	**Rail quality and integration**
	Facilitate and support development of the regional rail network in the region and ensure the multi-faceted role of rail in the region is recognised by investment decision makers. Ensure the rail system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Increase integration of the rail system with other sustainable transport modes including bus, ferry, Subway and Clyde Metro.

P.PT6	**Ferry quality and integration**
	Facilitate and support development of the ferry network in the region. Ensure the ferry network provides reliable and resilient services and meets the needs of island residents, businesses and visitors. Ensure ferry is integrated with the wider public transport system including island transport services to reduce adverse impacts of visitor car travel on Island communities and help achieve modal shift to sustainable travel methods.
P.PT7	**Subway quality and integration**
	Develop the Subway to be fully integrated with active travel, bus, rail and Clyde Metro. Ensure the Subway provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.
P.PT8	**Clyde Metro**
	Facilitate and support development and delivery of Clyde Metro and ensure integration with active travel, bus, rail and Subway networks. Ensure Clyde Metro provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.
P.PT9	**Community Transport, Demand Responsive Transport, Taxis and last mile connections**
	Increase and enhance the 'last mile' and community-level transport network. Develop the role and enhance integration of Community Transport, Demand Responsive Transport and taxis, active travel and shared transport with bus, rail, ferry, Subway and the future Clyde Metro. Integrate walking, wheeling and cycling networks and facilities with public transport.
P.PT10	**Park and Ride**
	Increase and enhance Park & Ride facilities and Park & Ride systems where local active travel and public transport connections to stops/hubs/stations are limited.
P.PT11	**Sustainable mobility hubs**
	Facilitate and support development and enhancement of public transport interchanges and sustainable mobility hubs. Support development of national Mobility Hub Delivery Framework and ensure development of a sustainable mobility hub network is integrated with development of 20-minute neighbourhoods. Ensure that best use is made of existing facilities and integration with all sustainable modes including active and shared modes and Community Transport is assured.

7.6 Improving road safety

7.6.1 Overview

The policy theme focuses on improving road safety in the region particularly to improve safety for vulnerable road users and enable more walking, wheeling and cycling and development of high-quality places. Substantial progress has been made in improving road safety in Scotland over the past two decades and all local authorities in the region recorded decreases in the number of people killed in road accidents over the period 2016 – 2020 compared to a 2004 – 2008 baseline.

However, further work is required to achieve Scotland's Vision Zero where no one is killed or seriously injured on roads in Scotland by 2045. Vulnerable road users are at particular risk - in 2019, over a quarter (27%) of people killed on roads in Scotland were walking at the time of the accident, and 10 people who were cycling were killed.[3] People who are involved in a road accident while walking or cycling are much more likely to be seriously injured or killed compared to other modes.

The RTS sets out three policies to support road safety in the region to protect human health and support the implementation of other complementary policies such as 20-minute neighbourhoods, active travel networks and travel behaviour change.

7.6.2 Policies for Improving road safety

P.RS1	**Road safety and vulnerable road users**
	Support and facilitate delivery of Scotland's Vision Zero where no one is killed or seriously injured on roads by 2045. Support implementation of the Road Safety Framework and local Road Safety Plans and help meet road casualty reduction targets in the region. Aim for a sharp and consistent reduction in the number and severity of road traffic collisions in the region with particular focus on vulnerable road users including people who are walking, wheeling and cycling, children and young people, older people and disabled people.
P.RS2	**Safe speeds**
	Support implementation of 20mph speed limits on a majority of roads in built up areas in the region including towns and villages. Support investigation and implementation of reduced speeds on rural roads in the region, where appropriate.
P.RS3	**Regional road network safety measures**
	Support implementation of road safety measures on the regional road network.

7.7 Decarbonising vehicles and improving air quality

7.7.1 Overview

This policy theme focuses on the transition from conventionally fuelled vehicles to electric, hydrogen and other alternative fuels and improving air quality.

In 2018, the transport sector made the largest contribution to greenhouse gases in Scotland.[4] Roads transport is the largest emitter by far within the transport sector in Scotland, accounting for around two-thirds (68%) of Scottish greenhouse gas emissions from transport in 2018.[5] At the same time, transport continues to be a major source of preventable air pollution in our region's built up areas.[6] In 2018, roads transport accounted for almost half (48%) of total transport emissions in Scotland of nitrogen dioxide.[7] Roads transport also accounts for the majority of transport emissions of particulate matter.[8,9,10]

The challenges are significant, but there are many opportunities to build on. Many local authorities in the region are members of the ECO Stars scheme, which aims to reduce carbon emissions from public and private sector fleet operations. Transport Scotland's recently announced Electric Vehicle Infrastructure Fund will provide £30m in capital funding to deliver new electric vehicle charging infrastructure and facilitate private sector investment. The development of Green Hydrogen infrastructure in the region presents opportunities to build on for the decarbonisation of larger vehicles including buses, trucks and lorries. In the rail sector, Transport Scotland has committed to decarbonising Scotland's railways by 2035 and much of this investment will be focused on the region including East Kilbride, Barrhead and Kilmarnock, Maryhill line, Glasgow and South Western line, and inter-regional lines including West Highland Line and inter-city Glasgow-Inverness/Aberdeen. Glasgow has also implemented the first Low Emission Zone in Scotland, with other cities following.

The RTS sets out six policies to support transport decarbonisation and two policies specifically for improving air quality. There is a strong focus overall on road transport vehicles and the RTS policy P.GF1 aims to tackle specific challenges identified in the RTS Case for Change and SPT's Decarbonisation of Road Transport in Strathclyde study.

7.7.2 Policies for decarbonising vehicles and improving air quality

P.GF1	**Road transport vehicle decarbonisation**
	Facilitate and promote an accelerated transition to ultra-low emission road transport vehicles. Support and facilitate implementation of electric vehicle charging infrastructure. Support the development of regional / cross-boundary charging infrastructure networks including ensuring supply for rural and remote areas and integration with public transport and sustainable mobility hubs. Support introduction of tariffs for use of the electric vehicle charging

	network and support co-ordinated approaches to tariffs. Improve information and sharing of best practice related to road transport decarbonisation among consumers, business, freight sector and transport operators. Support and encourage bus operators to take up opportunities to decarbonise fleets, upgrade depots and develop partnerships with energy providers. Support and facilitate decarbonisation of the community transport sector in the region. Facilitate development of public charging infrastructure for bus and community transport particularly at SPT bus stations, and integrate with sustainable mobility hubs as appropriate. Support and encourage innovation and investment in alternative fuels and fuelling infrastructure including Green Hydrogen particularly to support decarbonisation of larger vehicles including buses and public sector fleets. Support alignment of transport decarbonisation and clean energy strategies and promote cross-sector working including improving data sharing.
P.GF2	**Rail decarbonisation**
	Support and facilitate decarbonisation of rail services in the region. Ensure investment in decarbonisation of rail services provides opportunities for improved and more resilient rail services and infrastructure in the region.
P.GF3	**Subway decarbonisation**
	Develop and implement a net zero carbon strategy for the Subway.
P.GF4	**Ferry decarbonisation**
	Support decarbonisation of ferry services in the region and implementation of Island Connectivity Plan. Ensure ferry decarbonisation provides opportunities for improved and more resilient ferry services and infrastructure in the region.
P.GF5	**Aviation decarbonisation**
	Support decarbonisation of regional air services particularly lifeline services to Argyll and Bute, Highlands and Comhairle nan Eilean Siar. Increase low carbon surface transport to Glasgow Airport and Prestwick Airport.
P.GF6	**Clyde Metro**
	Ensure that Clyde Metro is developed on the basis of minimising carbon and other harmful emissions. Promote lower energy consumption by incorporating renewable energies and zero emission transport designs as far as possible.

P.AQ1	**Low Emission Zones**
	Support implementation and promotion of the Glasgow Low Emission Zone. Support investigation and implementation of additional Low Emission Zones in the region as appropriate.
P.AQ2	**Air Quality Management Areas**
	Support implementation and delivery of transport improvements and measures to improve air quality within Air Quality Management Areas in the region. Aim to reduce the number of AQMAs in the region.

7.8 Moving goods more sustainably

7.8.1 Overview

This policy theme is focused on the sustainable movement of goods in the region. The region has a large number of strategic freight generators and around two-fifths of Scotland's freight journeys originate in the region. Nearly 70% of these freight journeys are by road transport. Additionally, the growing number and complexity of last mile deliveries coupled with limited investment in cleaner vehicles within the industry and owner-operators means that LGV traffic has been responsible for the largest proportionate growth in roads transport carbon emissions in the past decade as well as contributing to air quality problems and congestion. The number of light goods vehicles in the region increased by 18% between 2009 and 2019, representing an additional 17,000 vehicles.

The RTS sets out three policies that aim to support national policy to increase freight modal shifts, particularly from road to rail, and to increase sustainable movement of goods within built up areas particularly last mile deliveries. Key opportunities to build upon in the region include supporting development of rail freight markets and improving rail freight connectivity, urban consolidation hubs, cyclelogistics and supporting innovation in freight transport and last mile deliveries. The issue of low emission freight vehicles is covered more specifically in the Greening the Fleet and Improving Air Quality policy theme.

7.8.2 Policies for Moving good more sustainably

P.MG1	**Strategic freight transport**
	Facilitate and support strategic freight transport to be more sustainable and energy efficient. Increase resilience and reliability of strategic road, rail and maritime freight transport. Enable strategic freight modal shifts, particularly from road to rail and to maritime transport where appropriate. Support and facilitate best practice and innovation in freight transport in the region.
P.MG2	**Urban freight and last mile deliveries**
	Facilitate and support more sustainable and efficient movement of goods in City/town centres. Reduce adverse impacts of goods traffic on local roads networks and communities. Facilitate and support increased freight modal shift and innovation of the 'last mile' delivery to be more sustainable and to support development of 20-minute neighbourhoods.

P.MG3	**Freight hubs and facilities**
	Facilitate and support development and enhancement of freight hubs and freight facilities. Support development of freight consolidation hubs and networks.

7.9 Increasing resilience and adapting to climate change

7.9.1 Overview

This policy theme is focused on the resilience of the regional transport system to disruption and climate change impacts. Resilience problems have immediate costs to business and the economy and adapting our transport infrastructure and services to the impacts of climate change is important for the region's long-term growth and development. Overall, around 600km of the roads network in the SPT region is at risk of surface water flooding and around 50km is at risk of coastal flooding[11,12] while 166km of railways are at risk of surface water flooding and around 3km are at risk of coastal flooding.[13,14]

Additionally, lack of fleet resilience, ageing ferry terminal infrastructure and lack of inter-operability between ferry routes presents resilience issues for ferry services on the Clyde.

Key opportunities to build on include STPR2, Climate Ready Clyde City Region Climate Change Adaptation Strategy, Island Connectivity Plan, and Ayrshire Spatial Strategy and Ayrshire Growth Deal. The RTS sets out three policies to support a more resilient transport system that is adapted to meet climate change impacts.

7.9.2 Policies for Increasing resilience and adapting to climate change

P.RA1	**Climate Change Adaptation**
	Facilitate and support adaptation of the regional transport system to the impacts and effects of climate change including regional roads, coastal rail lines, ferry terminals and harbours, Subway, and flooding of rail, road and path networks. Adapt the transport system to protect the health and wellbeing of transport system users from climate change impacts including higher temperatures and heat stress. Ensure new transport investments including Clyde Metro are future proofed for impacts of climate change and a low carbon future.
P.RA2	**Resilience**
	Increase resilience of the regional transport system from disruption. Reduce adverse impacts of transport system disruption on people and business.

P.RA3	**Flood risk management and mitigation**
	Support increased integration of transport and flood risk planning. Encourage and develop opportunities to support flood risk management actions through transport projects and infrastructure, where appropriate.

7.10 Protecting and enhancing natural and built environments

7.10.1 Overview

This policy theme is focused on the design and development of the transport system to protect and enhance natural and built environments. It is important that our transport plans and projects are joined-up with nature strategies to help tackle ecosystem and biodiversity loss. It is also important that transport decision making aims to protect and enhance our built environment and that transport plans are joined up with wider investments in public realm to help achieve high quality places. The RTS sets out 3 policies that aim to protect and enhance natural and built environment, with key opportunities including integrating active travel and green networks where possible to maximise co-benefits of investment, integration of nature-based solutions with transport infrastructure such as plantings, permeable pavements and green roofs, and integration of transport and placemaking strategies and schemes. Key opportunities to build on include the Glasgow and Clyde Valley Green Network Blue Print, Central Scotland Green Network, Town Centre regeneration plans, and 20-minute neighbourhoods.

7.10.2 Policies for protecting and enhancing natural and built environments

P.EV1	**Biodiversity and green infrastructure**
	Protect and enhance biodiversity where possible. Develop and implement green infrastructure and other nature-based solutions as part of transport plans and transport projects where appropriate.
P.EV2	**Green networks**
	Support and facilitate integration of green networks and active travel networks where appropriate particularly in built up areas.
P.EV3	**Built environment and high-quality places**
	Protect and enhance the built environment where possible. Integrate placemaking and public realm plans and projects with transport plans and projects where appropriate.

7.11 Connecting Places

7.11.1 Overview

This policy theme focuses on the region's strategic transport connectivity to support inclusive economic growth, facilitate development and increase attractiveness of the region as a place to live, work, invest and do business.

The RTS sets out seven policies for connecting places in the region - international, inter-regional and intra-regional connectivity; town centre connectivity and 20-minute neighbourhoods; rural, remote and island connectivity; hospital and tertiary education connectivity and connectivity for housing development.

The policies are developed from the spatial and economic development and investment priorities set out in the emerging National Planning Framework 4 and the four indicative Regional Spatial Strategies covering the SPT region – Argyll and Bute, Ayrshire and Arran, Glasgow City Region and Loch Lomond and Trossachs National Park. The policies also consider connectivity for existing travel to work and freight corridors; town centres; rural, remote and island communities, regional hospitals and tertiary education facilities, and future housing development.

7.11.2 Policies for Connecting Places

P.CP1	**International connectivity**
	Improve, increase and enhance sustainable inter-national connectivity of the region for passenger and freight transport and ensure the transport system supports a sustainable, inclusive, competitive, resilient and productive regional economy. The region's international transport gateways and routes to be maintained, improved or enhanced include: • Connections to Glasgow Airport and Prestwick Airport; • Connections to ports - Ocean Terminal, Hunterston, Ardrossan, Ayr, Troon, King George V Docks, Inchgreen, and connections to Cairnryan; • Connections to England – including Glasgow Central station, Motherwell station, West Coast Mainline, Glasgow and South Western line, A76, A71, A72 and M8/M77/M74 and High-Speed Rail • Connections to road and rail freight facilities – Mossend, Eurocentral, and connections to Grangemouth

P.CP2	**Inter-regional connectivity**
	Improve, increase and enhance sustainable inter-regional connectivity of the region for passenger and freight transport and ensure the transport system enables a sustainable, competitive, resilient and productive regional economy. The region's inter-regional transport gateways and routes to be maintained, improved or enhanced include: • Connectivity to Argyll and Bute, Northwest and Western Isles • Connectivity to Loch Lomond and Trossachs National Park • Connectivity to Falkirk, Stirling and the North/Northeast • Connectivity to Edinburgh, West Lothian and Scottish Borders • Connectivity to Dumfries and Galloway • Connectivity of Arran – Argyll and Bute
P.CP3	**Intra-regional Connectivity**
	Improve, increase and enhance sustainable connectivity of regional strategic economic development and investment locations and intra-regional travel to work and freight corridors, and ensure the regional transport system enables sustainable development. Key strategic intra-regional connectivity priorities and corridors include: • HMNB Clyde / Faslane, Helensburgh Growth Area and Helensburgh/HMNB Clyde – Balloch/Dumbarton – Clydebank - Glasgow • Clyde Mission Clyde Corridor and Glasgow City Region City Deal investment locations • Ayrshire Growth Deal strategic economic development and investment locations • Glasgow - all cross-boundary radial corridors to/from Glasgow • Intra-urban Ayrshire (Kilmarnock/Irvine/Kilwinning/3 towns/Troon/Prestwick/Ayr) • South Lanarkshire – North Lanarkshire • East Renfrewshire – Renfrewshire – West Dunbartonshire • Inverclyde - Renfrewshire • Ayrshire – Renfrewshire - Glasgow • North Ayrshire – Inverclyde

	• East Dunbartonshire – North Lanarkshire • East Dunbartonshire – West Dunbartonshire • Ardrossan – Arran, Largs - Cumbrae and Rosneath Peninsula – Greenock
P.CP4	**Town Centre connectivity and 20-minute neighbourhoods**
	Improve, increase and enhance active travel and public transport connectivity of the region's town centres to support town centre economies and delivery of 20-minute neighbourhoods.
P.CP5	**Island, Rural and Remote Area Connectivity**
	Improve, increase and enhance transport connectivity for rural, remote and island communities particularly to nearest town centres and key transport hubs. Improve, increase and enhance transport connectivity for Arran, Cumbrae and Rosneath peninsula.
P.CP6	**Regional Hospitals and Tertiary Education**
	Improve, increase and enhance sustainable connectivity of regional hospitals and tertiary education. Support development of active travel and public transport connectivity for new Monklands hospital and other future hospital and tertiary education development.
P.CP7	**Housing Development**
	Facilitate and support increased and enhanced active travel and public transport connectivity of major residential development and growth areas in the region.

7.11.3 Connecting Places

The transport corridors and gateways and spatial priorities identified in the RTS Polices for Connecting Places are set out in Figure 7.2. This map will guide future development and appraisal of transport options in line with the RTS Policies.

(MAP TO BE INSERTED PRIOR TO CONSULTATION]

8 Delivering the Strategy

8.1 RTS Delivery Plan

SPT will develop a new RTS Delivery Plan including a spatial plan following approval of the final RTS. The new Delivery Plan will set out the key actions, initiatives and projects for SPT and partners over the first 5 years of the new RTS. As part of this process, SPT will work with partners to develop a policy impact framework to prioritise action and investment in relation to the RTS targets. This will link to any further emerging work carried out at national level on the set of interventions in *The Route map to a 20% reduction in car kilometres*.

8.2 Transport Governance

Interest in the governance of the transport system – in effect, how organisations are directed, make decisions, are held accountable, what roles, rights and responsibilities they have, how they are managed in line with due process, and how they engage with the public and stakeholders in their decision-making – has grown over recent years, driven by a desire to ensure that the system we have is fit for purpose to deliver what our transport system needs to help achieve wider goals for the environment, society and economy.

Respondents to the RTS Case for Change consultation highlighted their desire for change in the west of Scotland's transport governance framework. Further dialogue with partners and stakeholders throughout the RTS development process and dialogue arising from the "Transport for Strathclyde" discussion paper by the previous SPT Chair and Vice Chairs has similarly reflected this desire for change, including in relation to how the transport network is funded.

The development of the National Transport Strategy also confirmed that there was a case for change in transport governance, and that any change should be based on a regional model. A National Transport Strategy Governance and Collaboration working group has been established to take forward initial recommendations to workable solutions.

To help inform this national process and to enable delivery of the new RTS, SPT will hold discussions with our local authority partners to consider optimal transport governance arrangements that support the region's environmental, social, economic and health goals. Upon conclusion of those discussions, SPT will seek dialogue with Transport Scotland, the Scottish Government, the Regional Transport Partnerships of Scotland, COSLA and other relevant partners in regard to delivering any changes required.

At the same time, there are powers available to SPT and local authority partners contained in the Transport (Scotland) Act 2019 including bus franchising, local transport authority bus operation and enhanced information sharing of bus service data. SPT is committed to utilising the powers in the Act where there is a proven case to do so, irrespective of the outcomes of any wider review of transport governance.

8.3 Working in partnership and delivering Clyde Metro

Working in partnership is central to the successful delivery of the Regional Transport Strategy. The west of Scotland has a well-established approach to

delivering transport in partnership, with many examples in recent years including development of Bus Partnership Fund in Glasgow City Region and Ayrshire, Ardrossan Harbour redevelopment, Kilmarnock Bus Station improvements, Helensburgh – Dumbarton cycle network development, Faslane Fastline proposals, Robroyston rail station and park and ride, and Motherwell interchange redevelopment.

This partnership approach is more important now than ever before, given the scale of transformational change required the RTS. In developing future RTS Delivery Plans, ongoing engagement between SPT, councils and partners will identify in advance opportunities for joint working and the most effective way of making them happen in practice. This will ensure a healthy partnership project pipeline is developed, with clear roles for partners in taking these essential projects forward.

Although currently still at draft recommendation status in the STPR2, the momentum behind the Clyde Metro project has been building steadily over recent months, and has garnered support from across the Glasgow City Region transport, economic development and environmental sectors. The success of the Clyde Metro will be wholly dependent on an efficient partnership approach to achieve an ambitious programme of regional interventions over 25-30 years costing up to circa £16 billion, and including new tram lines, extensions of existing network, conversion of heavy rail to metro, and bus rapid transit corridors. The current project partners, Transport Scotland, SPT and Glasgow City Council, in advance of anticipated inclusion in STPR2, are working together to develop a strategic business case development programme to be agreed later in 2022.

8.4 The Place Principle and working with communities

The Place Principle, adopted by Scottish Government and COSLA in 2019, sets out the need for partners to work collaboratively, across sectors, to improve outcomes for places and provides a collective focus to address inequalities, improve lives and create more successful places. The Place Principle states:

> *Place is where people, location and resources combine to create a sense of identity and purpose, and is at the heart of addressing the needs and realising the full potential of communities. Places are shaped by the way resources, services and assets are directed and used by the people who live in and invest in them*
>
> *A more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.*

SPT, as a statutory participant in Community Planning, will work within Community Planning Partnerships to consider the application of the RTS within communities to help reduce inequalities and improve quality of life. This includes working with those Locality Planning areas where transport has been identified as a problem to assess transport access issues and develop transport plans as appropriate.

8.5 Managing uncertainty and improving evidence

The RTS is being developed at a time of heightened uncertainty of our future travel. The scale and nature of the economic recovery, the extent to which home working will continue, the future appetite for working in offices in city and town centres, and the accelerated move to online retail and use of delivery services are all factors that will have impacts on the demand for transport. New technologies and increased digital connectivity means that more services are provide and accessed remotely and there is more more automation of processes. New transport modes and services will emerge and the technologies for connected and autonomous vehicles will continue to advance.

SPT will need to work with partners to continuously improve evidence for transport policy and planning and keep the RTS under review. This includes making use of the bus data sharing provisions in the Transport (Scotland) Act 2019 and improving access to SPT's transport data among our partners.

8.6 Funding the RTS

Resources for transport in the west of Scotland – funding, staff, skills, materials, - remain a major challenge, one that will only increase in future. The scale of change required to meet national and RTS Targets and help realise the wider RTS Priorities and Vision means that is it crucial to explore new sources of funding for sustainable transport, and make sure we are making the best use of existing resources. We will engage in dialogue with local authority partners, Transport Scotland, Community Planning partners, transport operators and developers to identify a better way to resource our transport system, and aligned with our work on governance, seek to ensure that we have the right decision-making processes in place for how best to use those resources. SPT will also work with partners to investigate different pricing models for parking and road use and improving the way that transport services may be funded through developer contributions.

9 Monitoring and evaluation framework

It is important to monitor and report on progress of the RTS on an on-going and regular basis to understand what is working well and what areas may need additional focus. Annually, SPT will do the following:

- report on progress towards achieving the RTS objectives through a set of monitoring indicators (as set out in Table 7.2);
- report on progress of transport projects, initiative and workstreams in the future RTS Delivery Plan; and
- track a set of socio-economic, environmental and health indicators from the wider policy environment, to keep under review the wider policy issues relevant to the RTS Priorities (as set out in Table 7.3).

SPT will also develop an audit and evaluation framework for the RTS Targets. This will include breaking down the regional/national targets at local levels and evaluating progress towards achieving the targets at a local and regional level, including comparing against other local areas and regions.

SPT will also evaluate the impact of the RTS on the RTS Priorities and wider policy environment on a 5-yearly basis.

SPT will also aim to improve equality data and monitoring as part of this process, with indicators disaggregated by protected characteristics, household income and urban/rural/island where possible.

Table 7.1 summarises the various processes.

Table 7.1: Summary of RTS monitoring and evaluation processes		
Element of the strategy	Method	Timescales
RTS Objectives	Monitoring indicators (transport)	Annual – RTS Monitoring Report & Delivery Plan progress report; including equality monitoring
Policies and Actions	Progress/programme updates	Annual – RTS Monitoring Report & Delivery Plan update
RTS Priorities	Monitoring indicators (socio-economic, environmental, health, quality of life); evaluation	Annual – RTS Monitoring Report and Delivery Plan progress report 5-yearly evaluation of RTS impacts on RTS Priorities including equality impacts
RTS Targets	Audit and evaluation	3-yearly audit and evaluation of progress towards targets – will include national and regional comparisons and disaggregated data within the region

Table 7.2: RTS Monitoring Indicators							
Proposed Indicator	**OBJ1: Access**	**OBJ2: Emissions**	**OBJ3: Active**	**OBJ4: PT**	**OBJ5: Connectivity**	**Baseline**	**Source & Notes**
Affordability of public transport fares	X						SPT – to be developed through the development of an affordability index
Proportion of households with no car available for use	x					31% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Level of service framework – accessibility & availability indicators	x				x		SPT – to be developed through development of Level of Service policy & local accessibility plans
Proportion of adults who feel personally safe and secure on the bus	x					93% (day) (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results); Adults aged 16+ years who used a local bus service in the past month
Percentage of adults aged 60 years and older who used a concessionary fare pass at least once in the past month	x					56% (2019)	Scottish Transport Statistics
Use of concessionary fares pass – new indicator for under 22's scheme	x						Anticipated that this indicator will be developed by Transport Scotland and published in Scottish Transport Statistics
Percentage of licensed taxis that are wheelchair accessible.	x					57% (2020)	Scottish Transport Statistics
MyBus usage	x						SPT
Bus network coverage and service frequency	x			x			SPT - A series of indicators will be developed
Number of Changing Places facilities located at transport hubs	X					3 (2021)	Changing Places database
CO2 emissions estimates from road transport		X				3772.96 kt/CO2 (2019)	Source: DEFRA (UK); UK local and regional CO2 emissions
Road transport energy consumption estimates / tonnes of oil equivalent		x				2019: All vehicles: 1,233,013 Diesel cars: 209,481 Petrol cars: 207,184 Motorcycle: 2,161	Department for Business, Energy & Industrial Strategy (UK); Sub-national road transport fuel consumption statistics

Table 7.2: RTS Monitoring Indicators							
Proposed Indicator	**OBJ1: Access**	**OBJ2: Emissions**	**OBJ3: Active**	**OBJ4: PT**	**OBJ5: Connectivity**	**Baseline**	**Source & Notes**
						Buses: 32,929 HGV: 146,617 LGV: 133,058	
Proportion of licensed cars and vans that are ULEV		x				>1% (2020)	Source: DFT; figures available at local authority level
Number of licensed cars		x				1,035,000 (2020)	DFT, figures available at local authority level
Number of licensed LGVs		x				113,000 (2020)	DFT, figures available at local authority level
Proportion of households with 2+ cars/vans		x				22% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Grams CO2 per passenger-kilometre by mode/vehicle type		x				Diesel car: 174 Petrol car: 168 Hybrid car: 116 Bus: 103 National rail: 37	Scottish Transport Statistics – figures are UK-wide
Average CO2 emissions – all licensed cars		x				136.5 g/km	Scottish Transport Statistics – Figure is Scotland-wide
Average CO2 emissions – newly registered cars						123.6 g/km	Scottish Transport Statistics – Figure is Scotland-wide
Average vehicle occupancy		x				1.46 (2017 – 2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Number of AQMAs		x				15 (2022)	
Number of EV charge points on ChargePlace Scotland network		X				429 (2019)	ChargePlace Scotland
Average journey distance		x				8.9km (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of households with at least once bike available for use			X			29% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of adults who walk as a means of transport at least 1 day a week			X			67% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)

Table 7.2: RTS Monitoring Indicators							
Proposed Indicator	**OBJ1: Access**	**OBJ2: Emissions**	**OBJ3: Active**	**OBJ4: PT**	**OBJ5: Connectivity**	**Baseline**	**Source & Notes**
Proportion of adults who walk at least 1 day a week for leisure or to keep fit			X			61% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of journeys 5km or less in distance that are made by walking or cycling			x			43% (2019)	Scottish Household Survey; Transport and Travel in Scotland – Figure is for all of Scotland
Proportion of journeys under 1km in distance that are made by car			x			28% (2019)	Scottish Household Survey; Transport and Travel in Scotland – Figure is for all of Scotland
Proportion of all journeys that are 5km or shorter in distance			x			61% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Number and severity of reported road casualties			x		x	2020: 52 (Killed) 599 (seriously injured) 3,596 (all severities)	Reported Road Casualties Scotland; Table 37
Number and severity of reported pedestrian casualties			x		x	2020: 18 (Killed) 173 (seriously injured) 422 (all severities)	Reported Road Casualties Scotland; Table 38
Scotrail Public Performance Measure				x			Key rail performance measures in the SPT region will be reported
Subway reliability				x			SPT
ZoneCard usage				x			SPT
Usage of smart ticketing products				X			Indicator to be developed
Mobility as a Service indicator							Indicator to be developed
Proportion of adults who are satisfied with local public transport				x		Very satisfied: 18% Fairly satisfied: 50% Fairly dissatisfied: 8% Very dissatisfied: 6%	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of adults who feel that local bus fares are good value				x		47% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results); Adults aged 16+ years who used a local bus service in the past month

Table 7.2: RTS Monitoring Indicators							
Proposed Indicator	**OBJ1: Access**	**OBJ2: Emissions**	**OBJ3: Active**	**OBJ4: PT**	**OBJ5: Connectivity**	**Baseline**	**Source & Notes**
Proportion of adults who feel that local bus services are on time				x		73% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results); Adults aged 16+ years who used a local bus service in the past month
Proportion of adults who feel that local bus services are stable and are not regularly changing				x		76% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results); Adults aged 16+ years who used a local bus service in the past month
Proportion of adults who feel that it is easy to change from local bus services to other forms of transport				x		69% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results); Adults aged 16+ years who used a local bus service in the past month
Transport components of retail prices index				x		Reported graphically	Scottish Transport Statistics
Proportion of adults who feel that it is simple deciding the type of ticket I need on local bus services				x		84% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results); Adults aged 16+ years who used a local bus service in the past month
Proportion of adults who use local bus services at least 2 times per week				x		26% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of adults who use rail services at least 2 times per week				x	x	8% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Number of bus passenger journeys				x	x	153,000,000 (2019-20)	Scottish Transport Statistics; Includes SouthWest Scotland (c 6m journeys of the 153m)
Rail station usage				X	X	127,000,000 (2019)	Office of Road and Rail; figures are a sum of all passenger boardings at rail stations in the SPT region; figure is an estimate
Glasgow Airport: mode of surface transport used to arrive at airport				X	x	Private car: 49% Hire car/taxi/private hire: 33% Bus/rail: 13% Other: 5% (2018)	Scottish Transport Statistics

Table 7.2: RTS Monitoring Indicators							
Proposed Indicator	**OBJ1: Access**	**OBJ2: Emissions**	**OBJ3: Active**	**OBJ4: PT**	**OBJ5: Connectivity**	**Baseline**	**Source & Notes**
Ferry passengers and cars				X	x	Cars: 615,000 Passengers:2,790,000 (2019)	Scottish Transport Statistics; figures shown are a sum of all ferry services on the Clyde; figures will be disaggregated by route in the annual monitoring report
Percentage of driver journeys delayed due to congestion					x	13% (2017 – 2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Vehicle km – non-trunk		X			x	A road (urban): 2,375 A road (rural): 1,659 Minor: 6,261 (2019, million vehicle-km)	Scottish Transport Statistics; These indicators will be further developed as the monitoring framework for the Route Map to a 20% reduction in car km is developed
Vehicle Km – trunk roads		X			x	Motorway: 4,862 A road (urban):894 A road (rural): 1,834 (2019, million vehicle-km)	Scottish Transport Statistics; These indicators will be further developed as the monitoring framework for the Route Map to a 20% reduction in car km is developed
Modal share of all journeys	x	x	x	x	x	(2019) Walk – 20% Cycle – 1& Bus – 7% Rail – 4% Car/van Driver – 52% Car/van Passenger – 13% Other – 3%	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Modal share of journeys to work	x	x	x	x	x	(2019) Walk – 9% Cycle – 2& Bus – 9% Rail – 10% Car/van Driver – 64% Car/van Passenger – 5% Other – 2%	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)

Table 7.2: RTS Monitoring Indicators							
Proposed Indicator	**OBJ1: Access**	**OBJ2: Emissions**	**OBJ3: Active**	**OBJ4: PT**	**OBJ5: Connectivity**	**Baseline**	**Source & Notes**
Modal share of journeys to school	x	x	x	x	x	(2019) Walk – 50% Cycle – 2& Bus – 20% Car – 26% Other – 4%	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of adults who drive at least 3 days per week		x	x	x	x	55% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results)
Proportion of adults who have a driving license		x	x	x	X	67% (2019)	Scottish Household Survey; Transport and Travel in Scotland (Local Area Results); Indicator will be tracked by age group, if possible

TABLE 7.3: Tracking indicators for RTS Priorities		
RTS Priority	**Tracking indicators**	**Source**
A healthier environment, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all.	Greenhouse Gas Emissions	Scottish National Performance Framework
	The percentage of energy consumption which comes from renewable energy sources.	Scottish National Performance Framework
	Percentage of adults who rate their neighbourhood as a very good place to live.	Scottish National Performance Framework
	Proportion of adults who live within a 5-minute walk of their local green or blue space.	Scottish National Performance Framework
	Natural Capital Asset Index	Scottish National Performance Framework
Inclusive economic growth, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.	Population - spatial depopulation	Scottish National Performance Framework
	GVA per hour worked	Regional economic strategy
	Employment rate	Regional economic strategy
	Child Poverty: Percentage of children in combined material deprivation and low income after housing costs (below 70% of UK median income).	Scottish National Performance Framework
	Gender pay gap	Scottish National Performance Framework
	Relative poverty: The proportion of individuals living in private households with an equivalised income of less than 60% of the UK median after housing costs.	Scottish National Performance Framework
	Proportion of adults aged 16-64 with low or no qualifications at SCQF level 4 or below.	Scottish National Performance Framework
	Percentage of young adults (16-19-year olds) participating in education, training or employment.	Scottish National Performance Framework
Improved quality of life, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.	Healthy Life Expectancy	Scottish National Performance Framework; Scottish Health Survey; Indicator to be tracked at healthboard level
	Percentage of adults meeting physical activity recommendations.	Scottish National Performance Framework; Scottish Health Survey; Indicator to be tracked at healthboard level
	Mental Wellbeing (Mean WEMWBS score)	Scottish National Performance Framework; Scottish Health Survey; Indicator to be tracked at healthboard level

TABLE 7.3: Tracking indicators for RTS Priorities		
RTS Priority	**Tracking indicators**	**Source**
	Loneliness: Percentage of adults who report feeling lonely “some, most, almost all or all of the time” in the last week.	Scottish National Performance Framework
	Percentage of adults who have attended or visited a cultural event or place in the last 12 months.	Scottish National Performance Framework

10 Appendix 1

Figure 10.1 demonstrates the alignment of RTS policies to NTS2 policies.

Figure 10.1: Contribution of RTS Policies to NTS2 policies	
NTS2 Policy	**RTS Policy contributing to NTS2 policy**
Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework	P.A1 Accessible transport; P.A2 Affordable transport; P.A4 Safety and security of public transport; P.AT1 Regional Active Travel Network; P.AT3 Access to Bikes
Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services	P.A2 Affordable transport; P.A3 Availability of transport;
Remove barriers to public transport connectivity and accessibility within Scotland	P.A1 Accessible transport; P.A2 Affordable transport; P.A3 Availability of transport; P.AT1 Regional Active Travel Network; P.PT4 Bus quality and integration
Improve sustainable access to healthcare facilities for staff, patients and visitors	P.A3 Availability of transport;
Ensure sustainable, public and active travel access to employment, education and training locations	P.A3 Availability of transport; P.AT1: Regional Active Travel Network
Reduce emissions generated by the transport system to mitigate climate change	P.GF1 Road transport vehicle decarbonisation; P.GF2 Rail decarbonisation; P.GF3 Subway decarbonisation; P.GF4 Ferry decarbonisation; P.GF5 Aviation decarbonisation; P.GF6 Clyde Metro; P.AQ1 Low Emission Zones
Reduce emissions generated by the transport system to improve air quality	P.GF1 Road transport vehicle decarbonisation; P.AQ1 Low Emission Zones; P.AQ2 Air Quality Management Areas
Ensure the transport system adapts to the projected climate change impacts	P.RA1 Climate change adaptation
Support management of demand to encourage more sustainable transport choices	P.R4: Roadspace reallocation; P.R5: Car Demand Management – parking; P.R6: Car demand management – pricing; P.R7 Behavioural change
Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods	P.R4: Roadspace reallocation; P.R5: Car Demand Management – parking; P.R6: Car demand management – pricing; P.R7: Behavioural change; P.R8: Shared transport and shared journeys; P.AT1: Regional Active Travel Network; P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities; P.AT3: Access to bikes; P.AT4 Integration of walking, wheeling and cycling and public transport; P.PT1 Integrated public transport system; P.PT2 Ticketing and information; P.PT3 Mobility as a service; P.PT4 Bus quality and integration; P.PT5 Rail quality and integration; P.PT6 Ferry quality and integration; P.PT7 Subway quality and integration; P.PT8 Clyde Metro; P.PT9 Integration of public transport with community transport and last mile connections; P.PT10 Park and Ride; P.PT11 Sustainable mobility hubs; P.MG1 Strategic freight transport; P.MG2 Urban freight and last mile deliveries
Improve the quality and availability of information to enable all to make more sustainable transport choices	P.A1: Accessible transport system; P.R7: Behavioural change; P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities; P.PT1: Integrated public transport system; P.PT2 Ticketing and information; P.PT3 Mobility as a Service; P.PT11 Sustainable Mobility Hubs
Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility	P.MG1 Strategic freight transport; P.RA1 Climate change adaptation; P.RA2 Resilience;
Increase the use of asset management across the transport system	P.RA2 Resilience

Figure 10.1: Contribution of RTS Policies to NTS2 policies	
NTS2 Policy	**RTS Policy contributing to NTS2 policy**
Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally	P.MG1 Strategic freight transport; P.CP1 International connectivity; P.CP2 Inter-regional connectivity; P.CP3 Intra-regional connectivity; P.CP4 Town Centre Connectivity and 20-minute neighbourhoods; P.CP5 Rural, remote and island Connectivity
Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland	P.MG1 Strategic freight transport; P.RA1 Climate change adaptation; P.RA2 Resilience; P.CP1 International connectivity; P.CP2 Inter-regional connectivity
Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations	P.AT5 Integration of micromobility and walking, wheeling and cycling; P.GF1 Road transport vehicle decarbonisation; P.MG1 Strategic freight transport; P.MG2 Urban freight and last mile deliveries
Meet the changing employment and skills demands of the transport industry and upskill workers	P.MG1 Strategic freight transport
Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits	P.R3 Hybrid working and remote access to services; P.GF1 Road transport vehicle decarbonisation; P.EV1 Biodiversity and green infrastructure; P.EV2 Green Networks; P.EV3 Built environment and high quality places
Increase safety of the transport system and meet casualty reduction targets	P.A4 Safety and security of public transport; P.RS1 Road safety and vulnerable road users; P.RS2 Safe speeds; P.RS3 Regional road network safety measures
Implement measures that will improve perceived and actual security of Scotland's transport system	P.A4 Safety and security of public transport
Ensure that transport assets and services adopt the Place Principle	Note: Place principle is picked up in delivering the strategy
Reduce the negative impacts which transport has on the safety, health and wellbeing of people	P.A4 Safety and security of public transport; P.RS1 Road safety and vulnerable road users; P.RS2 Safe Speeds; P.RS3 Regional road network safety measures
Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands	P.R1 Integration of transport and land use; P.R2 20-minute neighbourhoods; P.AT1: Regional Active Travel Network; P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities; P.AT3: Access to bikes; P.AT4 Integration of walking, wheeling and cycling and public transport; P.PT9 Integration of public transport with community transport and last mile connections
Embed the implications for transport in spatial planning and land use decision making	P.A3 Availability of transport; P.R1: Integration of transport and land use; P.R2 20-minute neighbourhoods; P.AT1 Regional Active Travel Network; P.PT3 Bus quality and integration; P.CP1 International connectivity; P.CP2 Inter-regional connectivity; P.CP3 Intra-regional connectivity;

11 Glossary

Mobility as a Service (MaaS)	MaaS brings all means of travel, transport providers and payment options together into one single service, giving passenger more convenient access to all public transport services in an area to make a journey. This may include bus, train, Subway, ferry, tram, bike hire/sharing and some forms of demand responsive transport.
Community Transport	Community transport is community-led transport solutions developed in response to unmet local transport needs, and often represents the only means of transport for many vulnerable and isolated people, often older people or people with disabilities. Community transport services include voluntary car schemes, community bus services, school transport, hospital transport, dial a ride, wheels to work and group hire services. Most are demand responsive, taking people from door to door, but a growing number are scheduled services along fixed routes where conventional bus services aren't available.
Shared transport	Shared modes of transport including car clubs and other forms of car sharing; bike share schemes; trip sharing and on-demand bus or demand-responsive transport (DRT).
Shared journeys/journey sharing	Shared journeys, or journey sharing, simply means at least two people travelling together, usually by car, particularly when those people would otherwise travel in separate vehicles to make the same journey. Shared journeys are often done on an informal basis, but may be facilitated by employer or organisation through an app or other means to help people find and share journeys with others. Also known as ride sharing, lift sharing and car pooling.
Active Freeways	Active Freeways are networks of high quality, segregated routes for walking, wheeling and cycling to connect City and town centres with residential neighbourhoods and other strategic centres and destinations. Active Freeways are an intervention included in the STPR2.

Active Travel	Active travel means making journeys by physically active means, like walking. cycling, using a wheelchair, skateboarding or scooting.
Walking, Wheeling and Cycling	Walking is foot-based personal mobility and includes use of mobility aids such as canes, sticks and assistance animals. Wheeling is the equivalent of foot-based mobility for people who use wheeled mobility aids such as wheelchairs, and mobility scooters. Cycling is personal mobility incorporating a pedal-powered vehicle which may include electric-assistance.
E-bikes	An E-bike is a motorized bicycle with an integrated electric motor used to assist propulsion and help move the bike forward. Also known as e-bike, electric bike, electric bicycle.
Light Goods Vehicle / LGV	A Light Goods Vehicle (LGV) is a commercial motor vehicle, such as a van, with a total gross weight of 3,500kg or less. The main purpose of a goods vehicle is for the carriage and transportation of commercial goods.
Cyclelogistics	Cyclelogistics is the use of bicycles to move goods in network, usually to improve the efficiency and sustainability of deliveries in urban areas. Cyclelogistics includes a rider wearing a backpack, a bicycle with panniers, cargo bikes and cargo tricycles.
Cargo Bike	A cargo bike is a bicycle designed for transporting goods or heavy loads. Cargo bikes may be used in a cyclelogistics network, and also may be used by individuals to move personal goods and people, for example, food shopping and taking children to school.
Green Hydrogen	Green hydrogen is produced from water, and, when renewable energy is used in the process, is completely 'green.' Green hydrogen has significantly lower carbon emissions than grey hydrogen, which is produced by steam reforming of natural gas, which makes up the bulk of the hydrogen market.

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